
Planning and Development Committee

Date: May 10, 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, May 7, 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, May 7, 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 - April 19, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses

5081 Hurontario Street

Owner: 1997937 Ontario Inc. (Liberty Development Corp.)

File: OZ 20/020 W5

4.2. INFORMATION REPORT Dundas Connects Master Plan Implementation – Update

4.3. INFORMATION REPORT (WARDS 4 and 7) – Downtown Urban Growth Centre Office Retention

4.4. INFORMATION STATUS REPORT AND REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 4)

Application to remove the "H" holding provision to permit a 48 storey condominium apartment building (574 units) and a 37 storey rental apartment building (428 units) with retail on the ground floor in a common podium

395 Square One Drive, 4225 and 4235 Confederation Parkway, southeast corner of Rathburn Road West and Confederation Parkway

Owner: OMERS Realty Management Corp. and ARI SQ GP Inc.

File: H-OZ 19/002 W4

4.5. PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit an 18 storey apartment with ground floor commercial uses

85-95 Dundas Street West and 98 Agnes Street, northeast corner of Dundas Street West and Novar Road

Owner: Mississauga II GP Inc. (Emblem Developments)

File: OZ 19/017 W7

4.6. RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit four townhouses that are four storeys in height

2207 Dixie Road, northeast corner of Dixie Road and Venta Avenue

Owner: 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

File: OZ 20/002 W1

4.7. RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit an 8 to 15 storey condominium apartment building with ground floor commercial space

1381 Lakeshore Road East, northeast corner of Lakeshore Road East and Dixie Road

Owner: City Park (Lakeshore) Inc.

File: OZ 20/018 W1

5. ADJOURNMENT

City of Mississauga
Corporate Report



<p>Date: April 16, 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: OZ 20/020 W5</p>
	<p>Meeting date: May 10, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses

5081 Hurontario Street

Owner: 1997937 Ontario Inc. (Liberty Development Corp.)

File: OZ 20/020 W5

Recommendation

That the report dated April 16, 2021, from the Commissioner of Planning and Building regarding the applications by 1997937 Ontario Inc. (Liberty Development Corp.) to permit three apartment buildings with heights of 21, 33 and 42 storeys, under File OZ 20/020 W5, 5081 Hurontario Street, be received for information.

Background

The property was previously the subject of applications for official plan amendment and rezoning under file OZ 09/11 W5. These applications designated the entire property Residential High Density in the Official Plan and zoned the lands H-RA5-44 (Apartments – Exception). The H-RA5-44 zone permitted three apartment buildings with heights of 21, 27 and 30 storeys subject to an “H” holding provision. The Committee of Adjustment subsequently approved a minor variance under file “A” 409/19 to increase the height of the 30 storey building to 33 storeys. On August 5, 2020, City Council approved the removal of the “H” holding provision under file H-OZ 19/006 W5, allowing the development of three apartment buildings with heights of 21, 27 and 33 storeys.

On January 18, 2021, the site plan application under file SP 19/061 W5 was approved, applying only to the northern half of the property (Phase I). Approval of Phase 1 (Appendix 1, page 4) is the development of the 33 storey apartment building with 6 storey podium.

The current official plan amendment and rezoning applications, under file OZ 20/020 W5, are requesting further changes to the Official Plan and Zoning By-law for the entire property (Phases 1 and 2). The proposal is to amend the existing permissions which allow three apartment buildings with heights of 21, 27 and 33 storeys to three apartment buildings with heights of 21, 33 and 42 storeys. The 21 and 42 storey buildings are proposed on the south half of the property (Phase 2).

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 an increase in building heights and FSI. The zoning by-law will also need to be amended from **RA5-44** (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 north side of Armdale Road on the east side of Hurontario Street within the Uptown Major Node Character Area. The site is currently occupied by a sales centre.



Aerial image of 5081 Hurontario Street



Applicant's rendering of elevations

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.

Engagement and Consultation

The applications have been circulated to internal departments and applicable external agencies. Comments are provided in Appendix 2.

Financial Impact

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

Conclusion

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

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis
Owner: 1997937 Ontario Inc. (Liberty Development Corp.)
5081 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses, live/work units and underground parking. The property is currently zoned to permit three apartment buildings with heights of 21, 27 and 33 storeys. 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: November 13, 2020 Deemed complete: December 8, 2020	
Developer/Owner/ Applicant:	1997937 Ontario Inc. (Liberty Development Corp.)	
Number of units:		
Phase 1	497 units	
Phase 2	755 units	
Total	1 252 units	
Existing Gross Floor Area (Phase 1):	74,050.40 m ² (797,072 ft ²)	
Proposed Gross Floor Area:		
Phase 2	50,825.00 m ² (547,076 ft ²)	
Total	87,753.67 m ² (944,573 ft ²)	
Height:	42 storeys / 130.68 m (428.74 ft.) 21 storeys / 67.83 m (222.54 ft.)	
Floor Space Index:	7.26	
Landscaped Area:	12.47 %	
Anticipated Population:	3 130* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Phase 1		
resident spaces	478	478
visitor spaces	75	75

Development Proposal		
Phase 2		
resident spaces	715	542
visitor spaces	113	113
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater Management • Heat Island Reduction • Light Pollution Reduction • Indoor/Outdoor Water Use Reduction • Advanced Energy Metering 	

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
- Floor Plans
- Underground Parking
- Elevations
- Cross Section
- Planning Justification Study
- Sun/Shadow Feasibility Study
- Acoustical Feasibility Study
- Grading and Servicing Plans
- Functional Servicing Report
- Drainage Proposal
- Environmental Site Assessment, Phase I and 2
- Outdoor Amenity Area Concept Plan
- Quantitative Pedestrian Wind Study
- Transportation Impact Study includes Parking Utilization Study & Operations & Safety Assessment

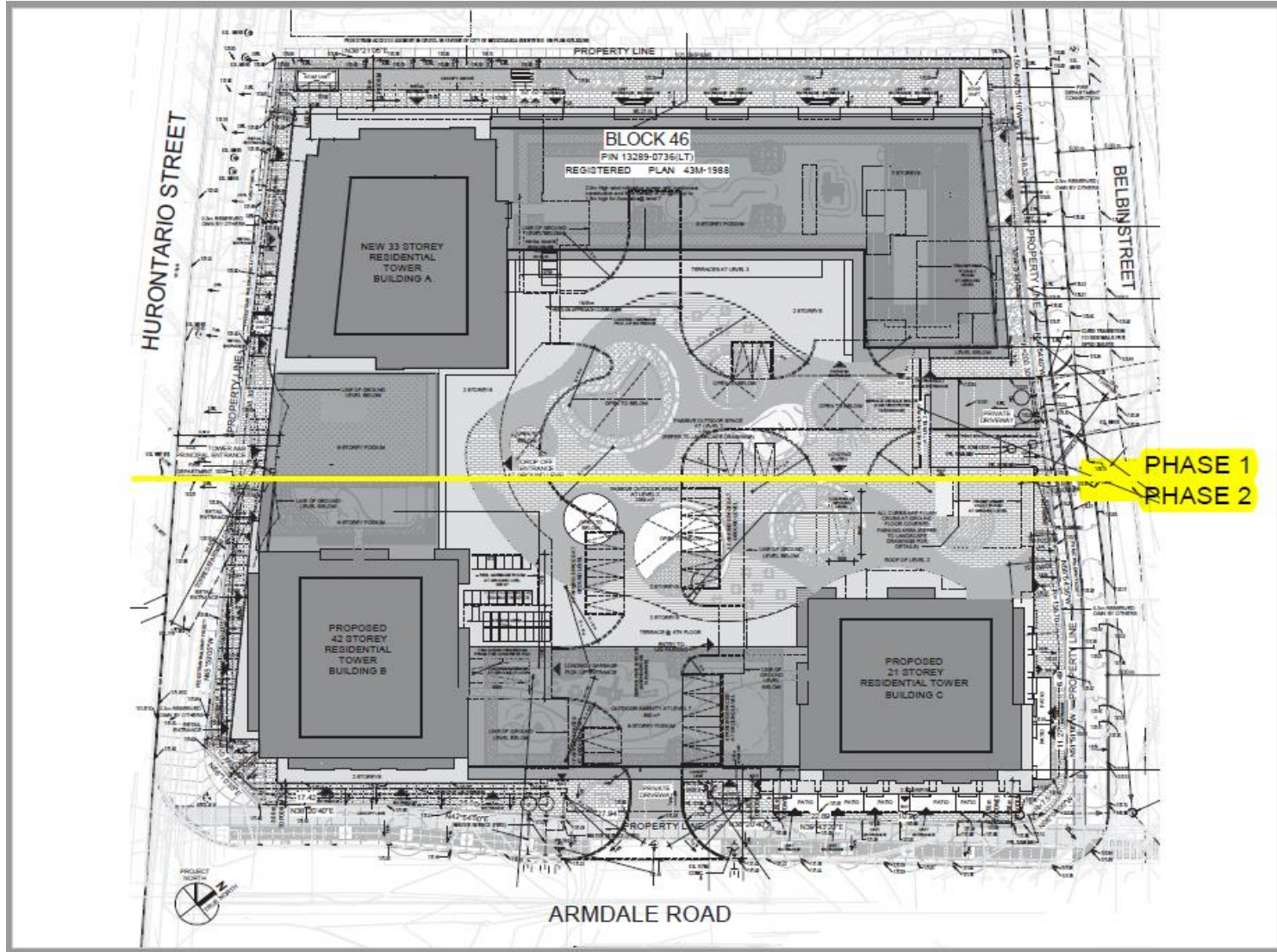
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Low Impact Development Letter
- Parcel Register

Application Status

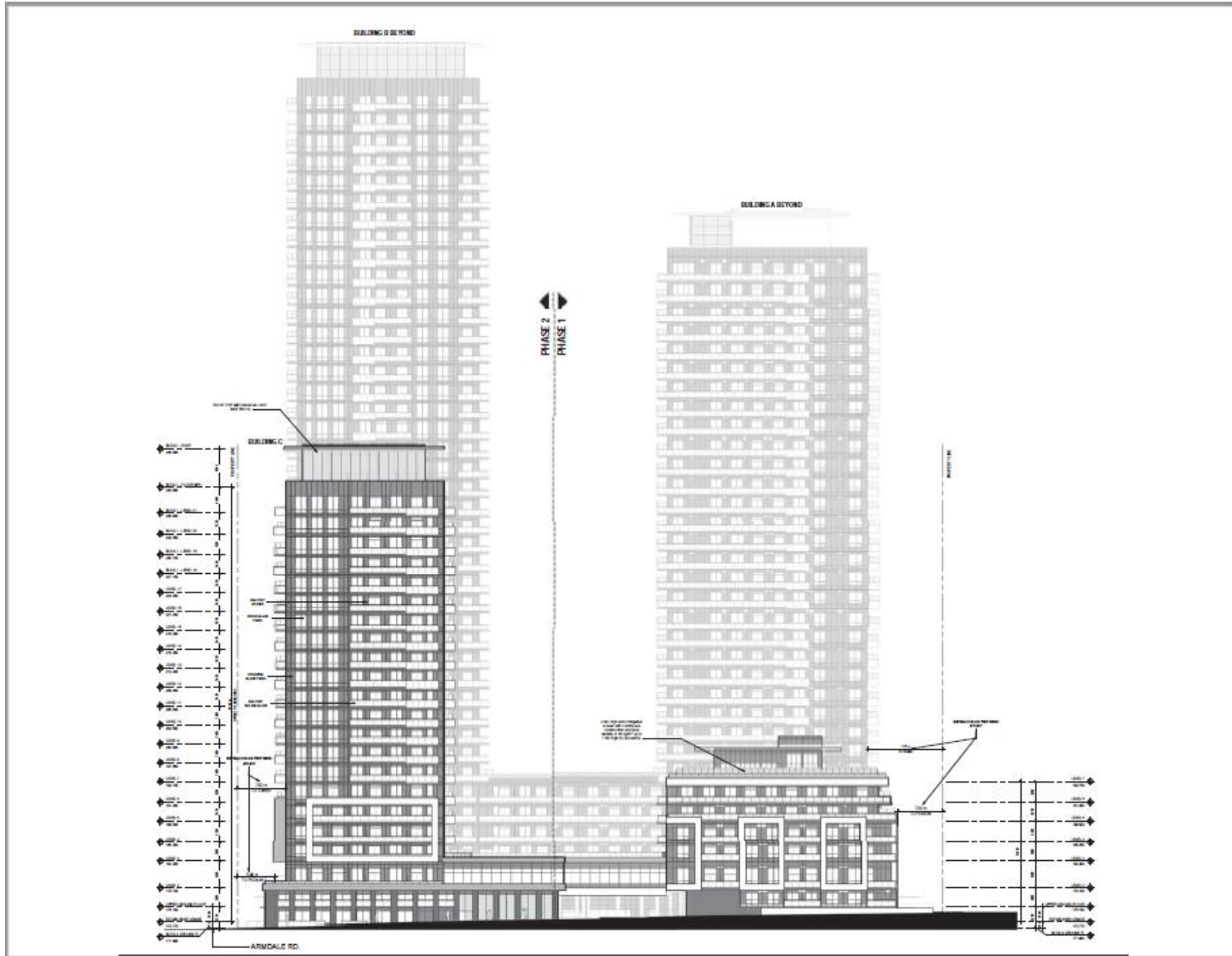
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

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.

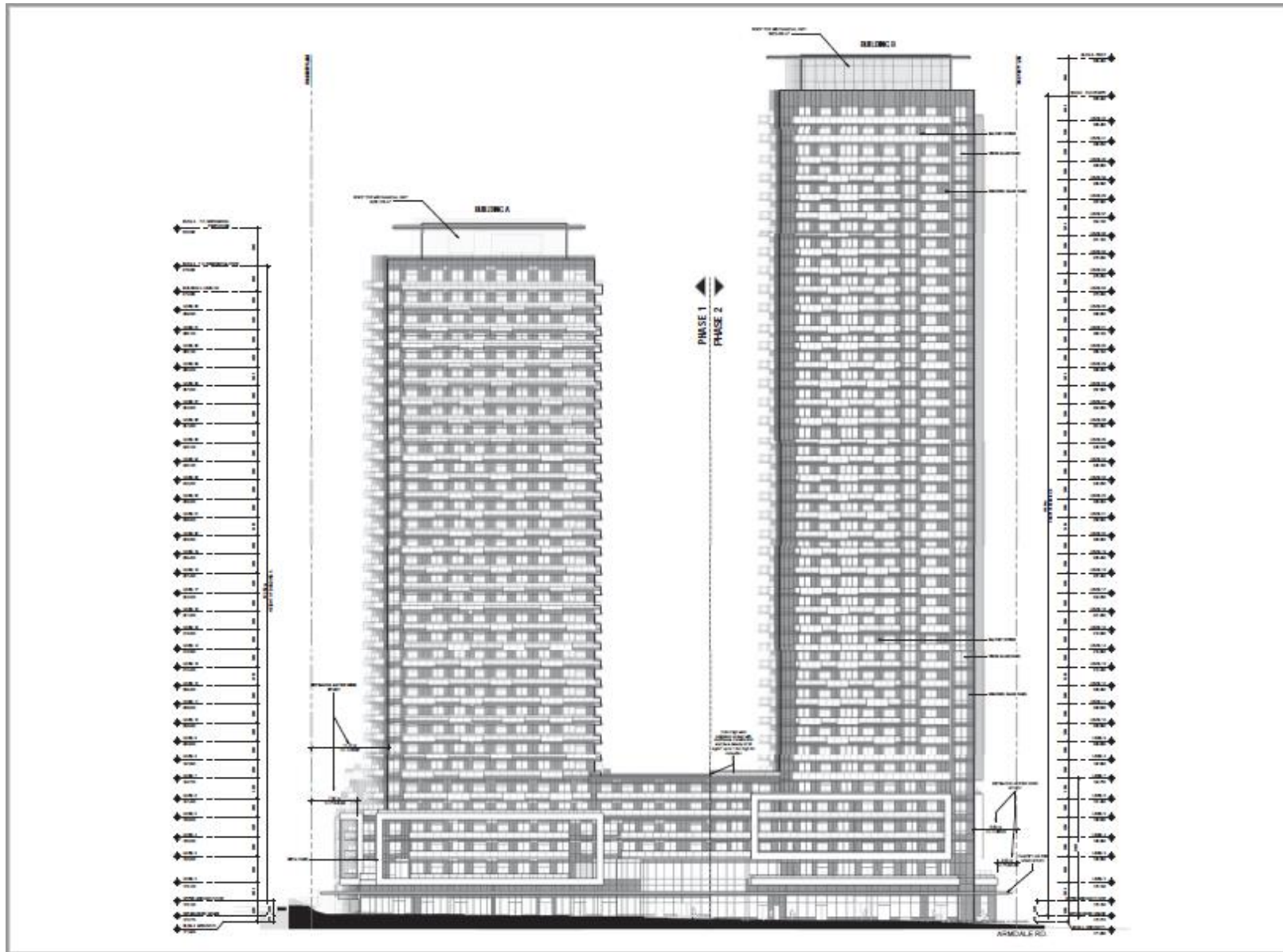
Concept Plan and Elevations



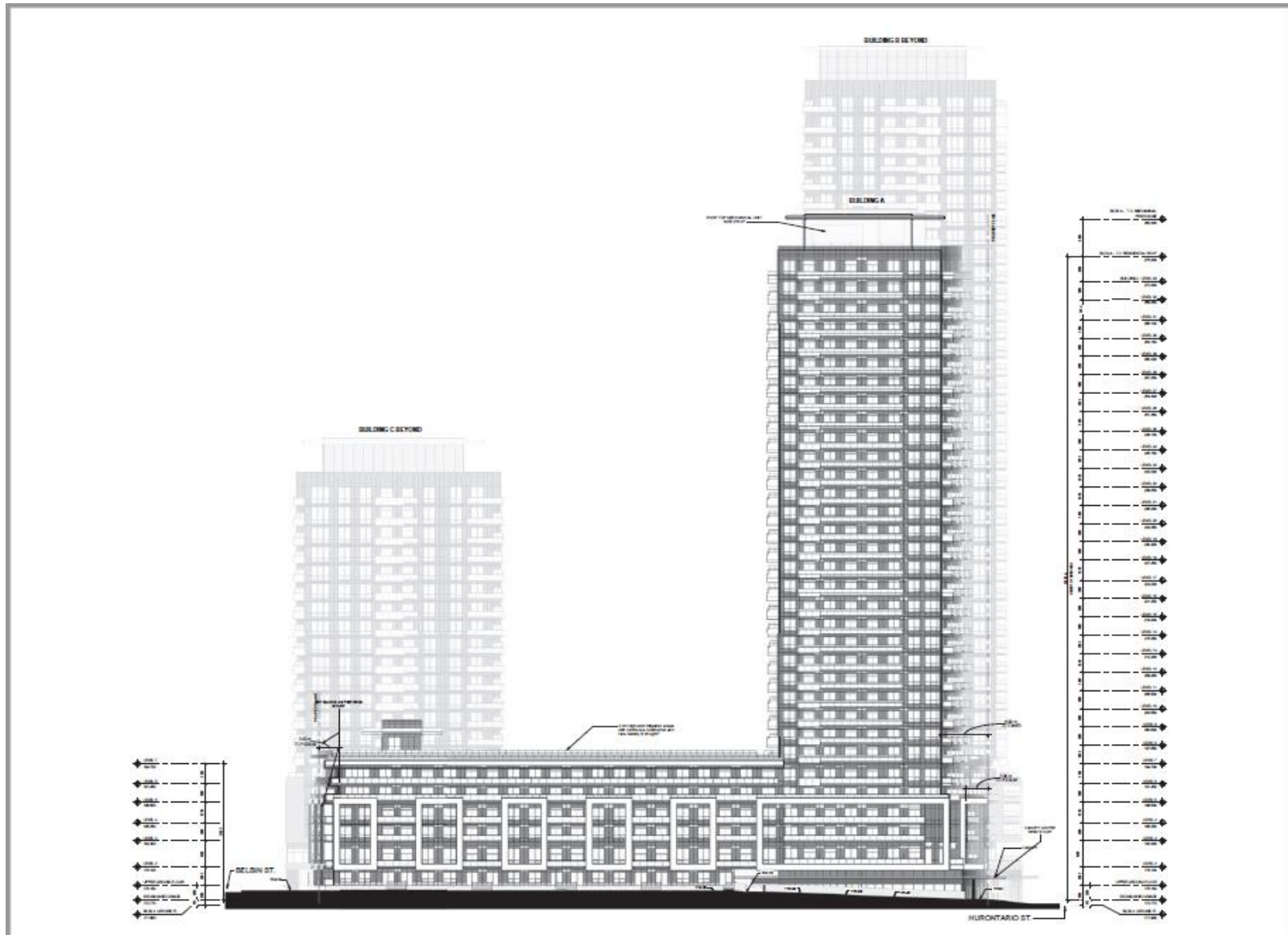
Site Plan



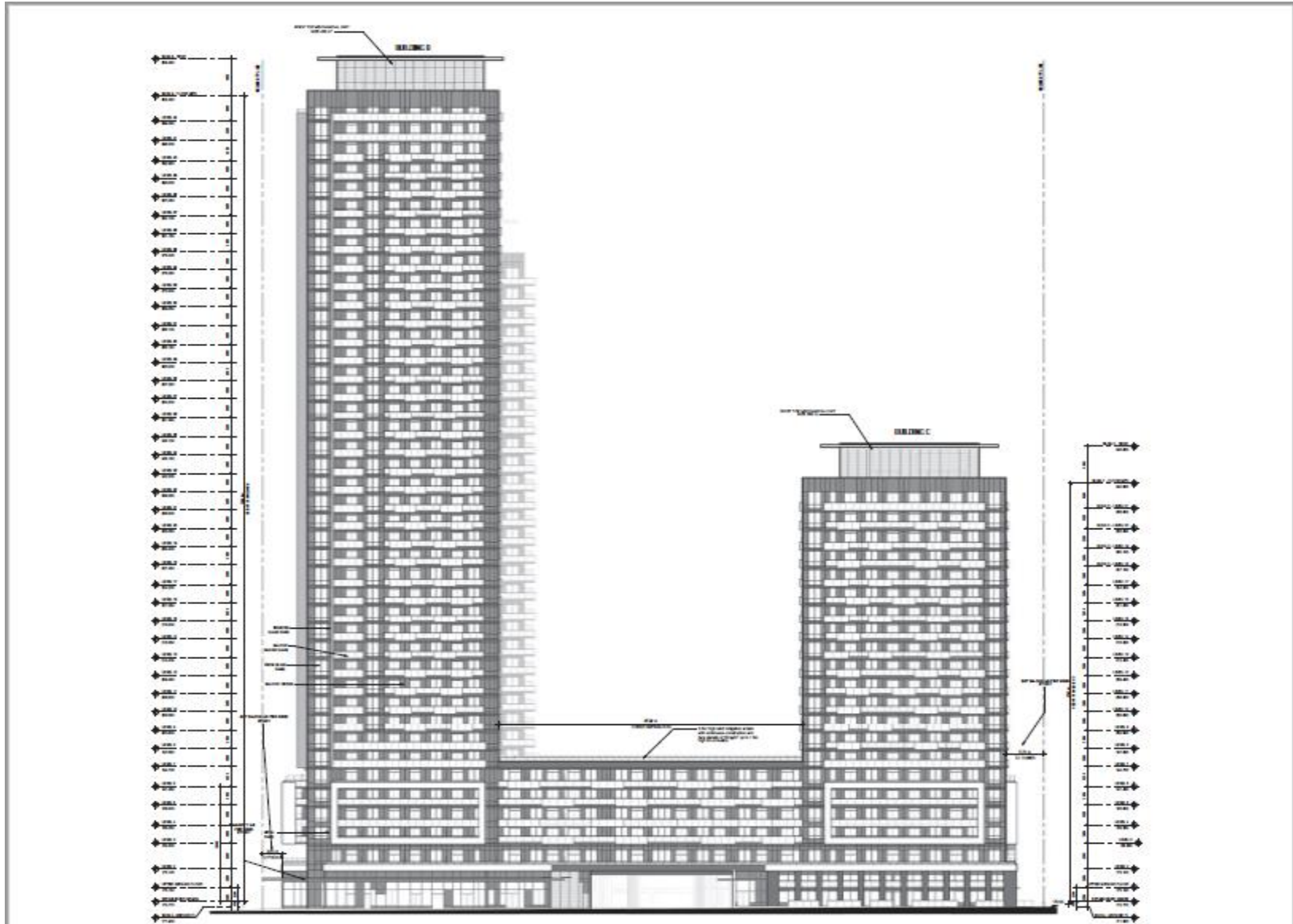
East Elevation



West Elevation



North Elevation



South Elevation



Applicant's Rendering

2. Site Description

Site Information

The property is located on the northeast corner of Hurontario Street and Armdale Road and is in a predominately residential area consisting of apartments and townhomes. The site is currently vacant though Phase 1 (north half of the property) was approved through Site Plan application SP 19/061 W5 for 33 storey residential building with a 6 storey podium containing 497 units.

Property Size and Use	
Frontages:	
Hurontario Street	98 m (321.5 ft.)
Armdale Road	105 m (344.5 ft.)
Belbin Street	100 m (328.1 ft.)
Gross Lot Area:	
Phase 1 North half	1.59 ha (3.9 ac.)
Phase 2 South half	1.38 ha (3.4 ac.)
Existing Uses:	A sales presentation centre is temporarily located on the site.



Aerial Photo of 5081 Hurontario Street



Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development) which permitted the existing use detached dwelling
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential High Density** in the Uptown Major Node
- April 24, 2013 – Official Plan Amendment and Rezoning applications (OZ 09/011 W5) approved the subject lands **H-RA5-44** (Apartments – Exception)
- August 5, 2020 – Application to Remove the Holding Provision (H-OZ 19/006 W5) was approved to zone the subject lands **RA5-44** (Apartments – Exception) zone
- January 18, 2021 – Site plan (SP 19/061 W5) was approved for Phase I, the north portion of the property

3. Site Context

Surrounding Land Uses

The immediate area consists of a mix of townhomes and apartment buildings. South of the site are two commercial plazas which include a Shoppers Drug Mart, LCBO, restaurants, fitness centre and Oceans grocery store. The Hawthorne Valley Trail and park is located across from

Hurontario Street, north of Eglinton Avenue West. A future community park is planned for 175 m (574 ft.) from this proposal within the 91 Eglinton Avenue East development.

The surrounding land uses are:

North: Apartment
 East: Semi-detached dwellings and Apartment
 South: Commercial plaza
 West: Apartments

Neighbourhood Context

The subject property is located on the north side of Armdale Road on the east side of Hurontario Street within the Uptown Major Node Character Area. The site is currently occupied by a sales centre. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue East,

south of the subject property. Land uses within the node consist of apartment buildings, retail and office commercial, and some vacant parcels. Generally, there is a transition from high density development to medium and low density residential buildings further from the Hurontario/Eglinton intersection.



Aerial Photo of 5081 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Uptown Major Node area is 10,380 with a median age of this area being 40 (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 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 15,900 and 19,700 respectively. The

average household size is 2 persons with 87% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for Uptown Major Node of 128 persons plus jobs per ha (316 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

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

- Files OZ 18/016 W5 and T-M18005 – applications approved for 91 Eglinton Avenue East and 5055 Hurontario Street, Liberty Developments Inc., for six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys, including ground floor retail and office uses and 16 three storey condominium townhomes and a public park
- File OZ 18/011 W5 – applications in process for 0 and 5044 Hurontario Street, Pinnacle Uptown, for five

condominium apartment buildings with heights of 32, 36, 40, 45, and 50 storeys with retail and office uses in the podiums

These applications are within the anticipated population
Community and Transportation Services

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

The area is well served by major City of Mississauga facilities. The Hawthorne Valley Park is located across Hurontario Street and is approximately 850 m (2,788.7 ft.), representing an eleven minute walk. In addition a park block was approved in the subdivision to the south east.. The Frank McKechnie Community Centre and Library is located 2.5 km (1.5 miles) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 3.9 km (2.4 miles) to the east.

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

The following major MiWay bus routes currently service the site:

forecasted for the node.

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street
- Route 35/35a – Eglinton Avenue
- Route 87 – Eglinton Avenue

4. 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 applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

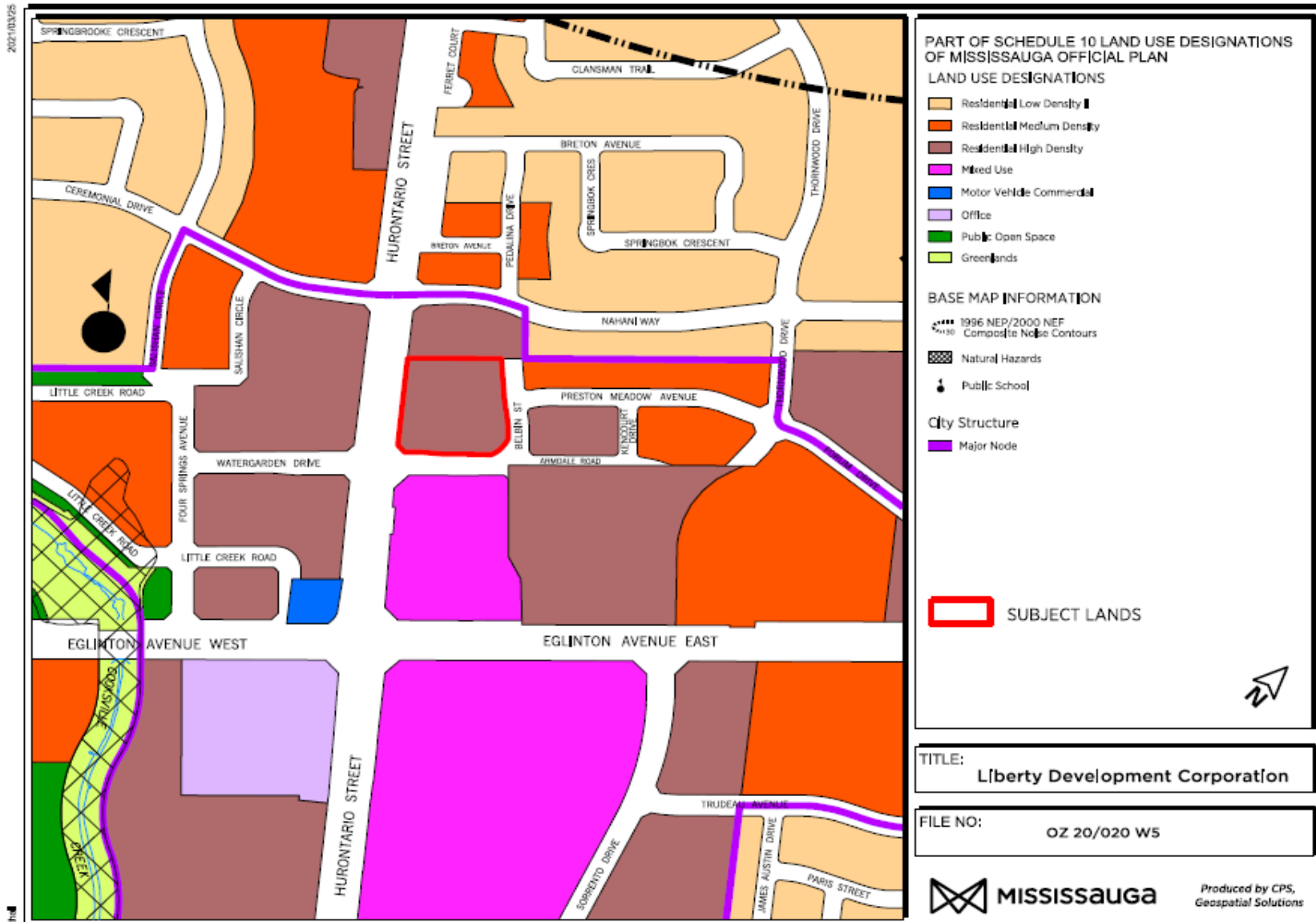
The lands are located within the Uptown Major Node Character Area and are designated **Residential High Density – Special Site**. The **Residential High Density – Special Site** designation permits a maximum FSI of 6.13 and a maximum building height of 30 storeys.

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

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit an FSI of 7.3 and a building height of 42 storeys. 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 Uptown Major Node Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	<p>People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. (4.3)</p> <p>Mississauga will preserve the character, cultural heritage and livability of communities. (4.4.3)</p> <p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (4.4.5)</p> <p>Mississauga will direct growth by: focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (4.5)</p>
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (5.1.9)</p> <p>Development applications within a Major Node 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. (5.3.2.5)</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment. (5.3.2.11)</p> <p>Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighbouring municipalities. (5.3.2.12)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p>

	General Intent
	Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.(5.4.7)
	Transit services infrastructure will utilize Corridors to connect Intensification Areas. (5.4.9)
Chapter 6 Value The Environment	Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3)
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"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. (7.2.8)</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes. (7.2.9)</p>
Chapter 8 Create a Multi-Modal City	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives. (8.1.11)</p> <p>Mississauga will create a multi-modal road network through:</p> <ol style="list-style-type: none"> a transportation system that provides mobility and accessibility to all users; opportunities for transit priorities; pedestrian and cycling access and routes; and priority truck routes for the efficient movement of goods. (8.2.2.2) <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of Mississauga Official Plan – Part 2 August 11, 2015 Create a Multi-Modal City 8-7 road intersections and overall connectivity throughout the city. (8.2.2.3)</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>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (9.1.2)</p>

	General Intent
	<p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (9.2.1.3)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (9.2.1.4)</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. (9.1.5)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (9.2.1.8)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (9.2.1.12)</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (9.2.1.13)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (9.2.1.25)</p> <p>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (9.2.1.36)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. (Section 9.2.4.1)</p> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>

Chapter 11 General Land Use Designations	<p>General Intent</p> <p>Lands designated Residential High Density will permit the following:</p> <ol style="list-style-type: none"> Apartment dwelling Uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and Uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars and drive-through facilities. (11.2.5.6)
Chapter 13 Major Nodes	<p>For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. (13.1.1.2)</p> <p>Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:</p> <ol style="list-style-type: none"> a graduated transition in development intensity and building scale; and orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands. (13.4.1.2)
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

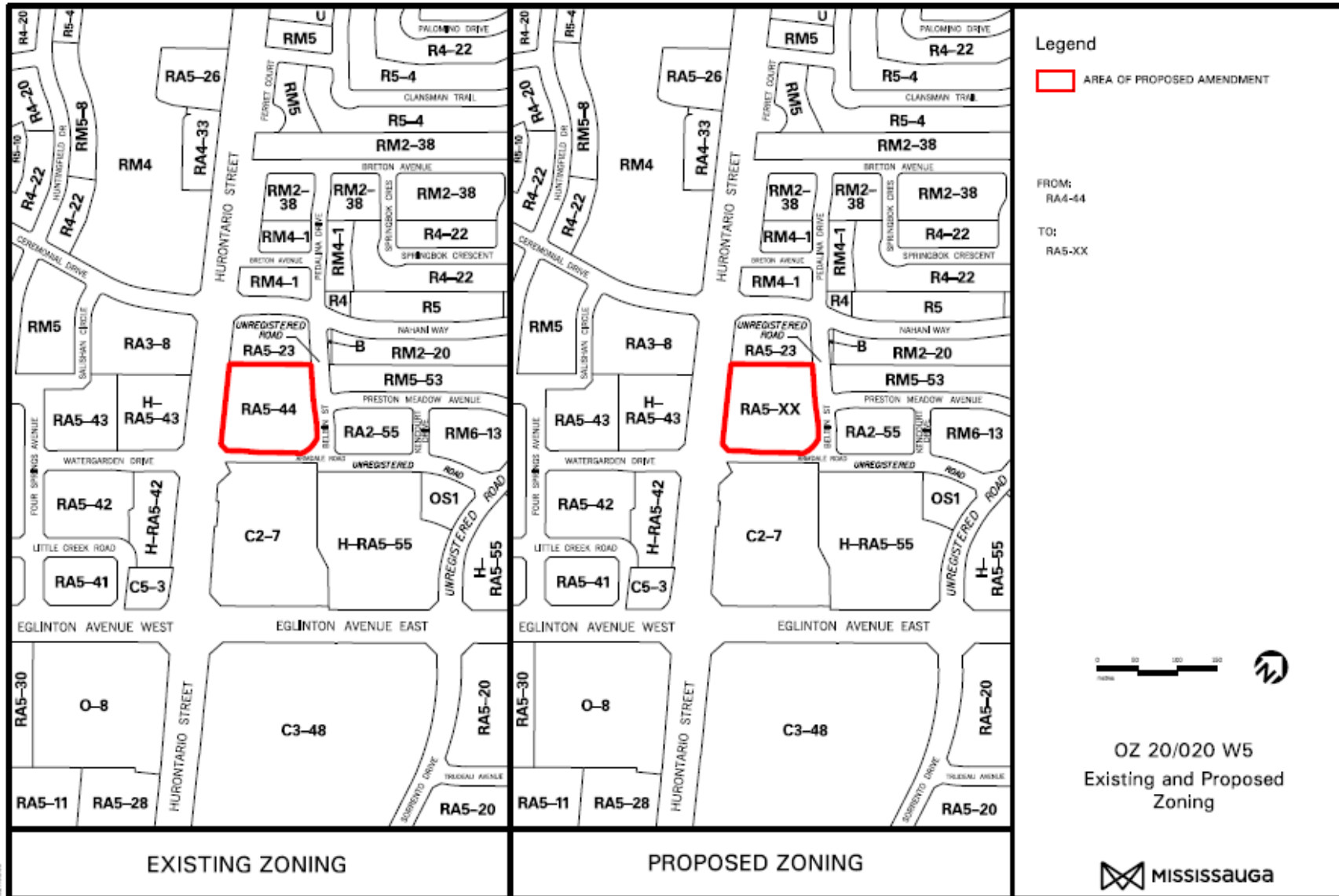
Existing Zoning

The subject property is currently zoned **RA5-44** (Apartments – Exception), which permits apartments, long-term care building, retirement building and office, medical office-restricted, retail store, financial institution, restaurant, take-out restaurant and personal service establishment with a maximum FSI of 6.13 and maximum heights of 21, 27 and 33 storeys.

Proposed Zoning

The applicant is proposing to zone the property **RA5-Exception** (Apartments - Exception) to permit an increase in the maximum FSI from 6.13 to 7.26 and increase the maximum building heights from 21, 27 and 33 storeys to 21, 33 and 42 storeys, and reduce the resident parking rate.

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



Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
Additional Permitted Uses	N/A	Live Work Units
Maximum number of dwelling units	1 077	1,260
Maximum Floor Space Index (FSI)	6.13	7.3
Maximum building height	30 storeys	42 storeys 131 m (429.8 ft.)
Minimum number of resident parking spaces per 1 bedroom live work units	N/A	0.9
Minimum number of resident parking spaces per 2 bedroom live work units	N/A	1.0
Minimum number of resident parking spaces per 1 bedroom units	1.1	0.7
Minimum number of resident parking spaces per 2 bedroom units	1.1	0.85
Minimum number of resident parking spaces per 3 bedroom units	1.2	1.10
Minimum number of retail/visitor parking spaces per unit	0.15	0.15
Retail and visitor parking spaces shall be shared	For the visitor parking space component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor parking spaces per unit or Parking required for all non-residential uses , except	No additional parking for the retail uses

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
	restaurant and take-out restaurant. Restaurant and take-out restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law	
Minimum required landscaped area	25% of the lot area	12% of the lot area
To permit encroachments in a landscaped buffer	No encroachments permitted in a landscape buffer	A walkway along the Hurontario Street frontage to be permitted within the required landscape buffer . Walkways, stairs, and vents along the northern property line to be permitted within the requirement landscape buffer
Minimum setback percentage from the build-to-line	20%	35%
Maximum balcony projection	1.0	1.5
Minimum amenity area	The greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area	4 m ² (43.1 ft. ²) per dwelling

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.

Staff are cognisant that the existing zoning permissions of the **H-RA5-44** (Apartments – Exception) zoning allow a maximum of 1,077 units (Phase 1 and 2). As such, the City is seeking to ensure that a portion of the additional units (1,252 units proposed – 1,077 units permitted) are affordable to middle income households.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
65 Kindergarten to Grade 5	Nahani Way Public School	Bristol Road Middle School	Applewood Heights S.S.
21 Grade 6 to Grade 8	Enrolment:	Enrolment:	Enrolment:
12 Grade 9 to Grade 12	Capacity:	Capacity:	Capacity:
	Portables:	Portables:	Portables:

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
13 Kindergarten to Grade 8	St. Jude Elementary School	St. Francis Xavier
11 Grade 9 to Grade 12	Enrolment: 317	Enrolment: 1 858
	Capacity: 280	Capacity: 1 500
	Portables: 19	Portables: 17

6. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

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 25, 2021)	The Region has received a satisfactory Functional Servicing Report. Waste collection for the commercial units will be required through a private waste hauler and the Region will provide front-end collection of garbage and recyclable materials for the apartment units.
Dufferin-Peel Catholic District School Board (January 6, 2021) and the Peel District School Board (January 8, 2021)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (March 29, 2021)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated March 29, 2021, Community Services indicated that proposed development is located approximately 480 m (1,574 ft.) from Sandalwood Park (P-309), zoned OS1 (Open Space - Community Park) which includes a play site and a 11 X 11 soccer field. The site is also located approximately 680 m (2,230 ft.) from McKechnie Woods Park (P-362), zoned OS2 (Open Space - City Park) and includes a spray pad, public tennis court, basketball hoops, picnic area. Furthermore, Frank McKechnie Community Center and the Library is also adjacent to this park and this development proposal will have no significant impact to Frank McKechnie Community Center and Library.</p> <p>A future community park is planned for 175 m (574 ft.) from this proposed development within 91 Eglinton Avenue East (Liberty Development).</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comments
Economic Development Office (March 12, 2021)	Additional information to demonstrate how conformity with Section 5.1 and 5.3 and 10 in the Official Plan will be achieved as well as to the Economic Development Strategy. Consider in addition to the proposed retail uses proposing office, personal service and medical uses for ground floor as well as any upper level commercial spaces
City Transportation and Works Department (March 24, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing and Storm Water Management Report, prepared by Crozier and Associates and dated October 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to utilize the existing storm sewer infrastructure to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; and • Demonstrate that there will be no impact to the existing drainage system and how groundwater will be managed on-site <p>Traffic A traffic impact study (TIS), prepared by LEA Consulting Ltd. and 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 is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide satisfactory updated plans that are in accordance with the terms and conditions of the Development and Servicing Agreements for 43M-1988; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One ESA (project no 181-13664-00) and Phase Two ESA (project # 181-13664-00) both dated December 2018, prepared by WSP have been received in support of the proposed development.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Reliance letter for the reports • A document signed by a qualified person confirming that a pile of fill material and the use of the northeast portion of the site as a parking/staging area are not resulted in the Area of Potential Environmental Concern (APEC) for the property. • Clarification about the current use of the property and the need for a Record of Site Conditions • The Temporary Discharge to Storm Sewer Commitment Letter • Confirmation about wells decommissioning <p>Noise A preliminary environmental noise and vibration report prepared by Jade Acoustics, dated October 2020 was submitted for review. The report 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, future HuLRT, the nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. The information received to date matches with the concept of the proposal received. However, further details will be required at the building detailed design stage.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Light Rail Transit Office - Metrolinx - Alectra Utilities - City of Mississauga, Community Services – Public Art - City of Mississauga, Community Services – Fire - City of Mississauga, Transit - City of Mississauga, Realty Services
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Enbridge Gas - Rogers Cable - Greater Toronto Airport Authority - Ministry of Transportation - Trillium Health Partners - Conseil Scolaire Viamonde - Conseil Scolaire de District Catholique Centre-Sud - Community Services – Heritage Planning and Indigenous Relations

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards 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



Date: April 16, 2021

To: Mayor and Members of Council

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

Originator's files:
CD.04-DUN

Meeting date:
May 10, 2021

Subject

INFORMATION REPORT

Dundas Connects Master Plan Implementation – Update

Recommendation

1. That the report titled “Dundas Connects Master Plan Implementation – Update” dated, May 10, 2021, from the Commissioner of Planning and Building, be received.
2. That a draft Official Plan Amendment to implement the Dundas Connects Master Plan be presented through an engagement initiative later this year, followed by a Statutory Public Meeting.

Executive Summary

- This report provides an update on the status of various projects related to the implementation of the Dundas Connects Master Plan (DCMP) recommendations, endorsed by Council in 2018.
- A draft Official Plan Amendment will be developed by City Staff to formalize the recommendations into policy; and will incorporate the outcomes of the Major Transit Station Area (MTSA) work undertaken by the Region of Peel.
- The draft Official Plan Amendment will be presented to the public through an engagement process. A Statutory Public Meeting and a recommendation report is targeted for Q2 2022 following implementation of the Regional Official Plan Amendment (ROPA) of MTSA policies.

Background

The Dundas Street Corridor is a dynamic street and is a key part of the City's transportation network. Over the next 35 to 40 years, the City estimates that the number of people using

Planning and Development Committee	2021/05/10	2
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Dundas Street will greatly increase. To establish a vision for the future of land use and transportation along Dundas, the City developed the Dundas Connects Master Plan (DCMP).

The DCMP guides future growth and intensification along the Dundas Street Corridor. It was presented at the Planning and Development Committee (PDC) on June 11, 2018 and endorsed by City Council on June 18, 2018. Key recommendations within the endorsed DCMP include the following:

- Implementing Bus Rapid Transit (BRT) along Dundas Street;
- Encouraging mixed-use development that supports transit;
- Creating more open spaces and community facilities;
- Maintaining existing and supporting new affordable housing;
- Maintaining four traffic lanes along Dundas Street;
- Providing safe cycling infrastructure along the length of the Dundas Street Corridor;
- Enhancing pedestrian space and providing street trees; and
- Encouraging street-related retail while supporting existing businesses.

Prior to Council endorsement, extensive public consultation on the Master Plan ran from 2016 to 2018. The Master Plan process was in line with the Municipal Class Environmental Assessment process, such that the completed DCMP constitutes the completion of Phases 1 and 2 of that process. This means that the City is in a position to finalize planning for the Dundas BRT and begin implementation of the Master Plan.

Staff has been actively undertaking various projects to implement aspects of the Master Plan in a comprehensive and coordinated manner. One of the first implementing initiatives was the preparation of Mississauga Official Plan Amendment 106 (MOPA 106) which updated the Dundas Street Right-of-way width across the entire corridor. Passed by Council in Feb. 5 2020, MOPA 106 protects sufficient road right-of-way width to realize the vision for the Dundas corridor in the Master Plan.

This report provides an update on various other initiatives currently in progress to implement the DCMP.

Comments

The following city-initiated projects are currently underway to continue implementing the recommendations of the DCMP. Work on these projects is being advanced through a collaborative approach to ensure a coordinated implementation process.

Transit Project Assessment Process

City staff have begun a study in conjunction with Metrolinx to undertake the Transit Project Assessment Process (TPAP) for the Dundas Corridor. This review will examine the corridor from Kipling subway station in the City of Toronto to Highway 6 in the City of Hamilton, including the segment within Mississauga.

For Mississauga, this study will build upon the previous Dundas Connects functional design to develop a more detailed preliminary design for the road right-of-way, including the proposed

Bus Rapid Transit (BRT) system. The preliminary design would also make provision for dedicated cycling infrastructure along the entire length of the corridor, including a grade-separated cycle track for the bulk of the corridor's length; street trees and furniture; and other public-realm improvements to make the corridor more attractive to cyclists and pedestrians. The TPAP process will complete and satisfy provincial requirements for the environmental assessment review process that was originally initiated through the DCMP.

Completion of this process is intended to position this project for complete detailed design work and the eventual construction of the BRT. As the City prepares to initiate the formal Notice of Commencement for the Transit Project Assessment Process Public, engagement has commenced in April of this year. This will be followed by more engagement opportunities in the fall. The segment of this corridor between Confederation Parkway and the Etobicoke boundary is also subject to a City funding application through the Investing in Canada Infrastructure Program.

Flood Mitigation and Related Studies

The City is currently undertaking multiple flood mitigation and related studies that affect lands within the DCMP, including:

1. The Little Etobicoke Creek Flood Evaluation Study - a watershed-scale study, which explores flood mitigation options across the Little Etobicoke Creek watershed.
2. The Dixie-Dundas Flood Mitigation Study and Environmental Assessment (EA) - a localized study, which examines flood mitigation options specifically for the neighbourhoods around Dundas Street and Dixie Road, including the Applewood and Dixie-Dundas Special Policy Areas (SPAs) as identified in the Official Plan.
3. The Etobicoke Creek Preliminary Flood Mitigation Study - another localized study (similar to #2 above), which will identify any feasible and viable flood mitigation options specifically for the neighbourhoods around Dundas Street and Etobicoke Creek, near the Toronto municipal border.
4. The Special Policy Area (SPA) Update will use the results from the above mitigation studies to amend the SPA boundaries and policies in the Official Plan as necessary. The ultimate intent is to allow development in line with the DCMP vision once any necessary flood mitigation measures have been constructed.

Little Etobicoke Creek Flood Evaluation Study

The City has completed a flood evaluation study of the Little Etobicoke Creek watershed. The study was led as a Master Plan under the Municipal Class Environmental Assessment (EA) process and consists of two phases.

Phase 1 expands on previous studies to identify the extent of flooding resulting from spilling from the Little Etobicoke Creek during high flow conditions. Phase 2 aims to identify the overland urban flooding risk and identify, assess, and recommend measures to mitigate flood risk to people, property and infrastructure.

Two Public Information Centres were held to present information related to the study and answer any questions. A Master Plan report documenting the entire study process is available to the public on the City of Mississauga's website.

Dixie-Dundas Flood Mitigation Study and EA

Where the Little Etobicoke Creek Flood Evaluation Study is intended to find solutions to address urban flooding across the watershed, the parallel Dixie-Dundas study is focused on preventing the riverine spill specific to the Dixie-Dundas neighbourhood.

The study is expected to find solutions to providing flood protection to residences and businesses, and to enable future growth in the Dixie-Dundas community as envisioned in the DCMP.

The Dixie-Dundas Flood Mitigation Study launched an online Public Information Centre (PIC) on the City's webpage last summer. This coincided with commencement of the Municipal Class Environmental Assessment (Class EA) process.

Through the online PIC the public was introduced to the project, and conceptual alternative flood mitigation solutions were presented for public input to support the Municipal Class EA process. A second PIC, anticipated later this year, will select a preferred solution and provide alternative designs of the preferred solution for public input.

The completion and approval of the Dixie-Dundas Flood Mitigation Study will trigger a process to remove the Special Policy Area designation for the affected area, subject to Toronto and Region Conservation Authority (TRCA) and provincial approval, and will free up lands for future development. This is expected to be a longer-term process and will likely entail a future amendment to the Official Plan to remove/reduce the Special Policy Area. Any redevelopment of lands currently subject to flood risk would occur only after flood mitigation measures have been fully implemented and constructed.

Etobicoke Creek Preliminary Flood Mitigation Study

The area of Etobicoke Creek and Dundas Street, located on Mississauga's eastern border with the City of Toronto, is subject to flooding. This study will identify any feasible and viable solutions to fully or partially mitigate flooding in the area.

A consultant has been retained and the study is in its early stages. It will lay the foundation for the Municipal Class Environmental Assessment (EA) process if required, but will not undertake the actual EA work.

Special Policy Area Update

Special Policy Areas (SPAs) are areas where an established historical community currently exists on a flood plain. Due to flood risks, these areas are subject to strict development limitations.

There are three SPAs within the City of Mississauga, all of which are situated along Dundas Street. The current SPA boundaries noted in the Official Plan are outdated and do not reflect the more recent flood plain mapping. An update of the mapping is required and will be based on the results from the Dixie-Dundas Flood Mitigation Study and the Etobicoke Creek Preliminary Flood Mitigation Study. The outcomes will be used to remove/reduce the SPA boundaries in the Official Plan, and will be subject to TRCA and provincial approval. Any flood mitigation recommendations will need to be funded and constructed prior to any changes to the SPA boundaries. Until the completion of the SPA review and the full implementation of required

mitigation measures, no development beyond the limitations of the existing SPA policies will be permitted on affected lands.

Major Transit Station Areas

Major Transit Station Areas (MTSA) are the defined lands within an approximate 500 to 800 metre radius of a higher order transit station, representing about a 10-minute walk. Due to the future Dundas Bus Rapid Transit (BRT) line, most lands within the DCMP will be subject to MTSA policies currently being developed by the Region of Peel.

The Region-led MTSA study will establish policies to support the development of complete communities for higher density, mixed use growth in areas with existing or planned transit. The objectives of MTSA planning align well with the recommendations of the DCMP.

In compliance with the Region of Peel Municipal Comprehensive Review, Provincial Growth Plan, and Planning Act, the City will develop its own MTSA policies. The City MTSA policies will build on the Region's approved MTSA policies, and will be implemented through an OPA to the Mississauga Official Plan. The OPA will formalize the endorsed DCMP recommendations into Official Plan policy, as discussed in more detail below.

Fairview, Cooksville, Hospital Policy Review Study

The recommendations of the DCMP for Downtown Cooksville will be considered through the Downtown Fairview, Cooksville and Hospital Policy Review study. The ongoing policy review aims to achieve mixed-use, walkable communities that offer a variety of built forms and housing choices, integrates existing and planned parkland and natural areas, and supports transit investments along the Hurontario LRT Corridor.

The outcomes of the policy review will be implemented by an Official Plan Amendment within the protected Major Transit Station Area (MTSA) policy framework (explained in more detail below) and will provide direction on building heights, land uses and transportation connections as well as urban design guidelines tailored to these three communities.

DCMP Land Use Conversion and Compatibility Assessment

Specific employment area lands have been identified within the DCMP that may consider the introduction of new sensitive land uses, including residential, in proximity to established industries. This change of use currently requires a land use conversion process in accordance with Provincial requirements and subject to Region of Peel approval. In considering such land use conversions, a land use compatibility assessment is needed. Land use compatibility considers, among other things, the adverse impacts that may restrict future employment expansions and operations on adjacent lands. In order to clearly define what the land use compatibility assessment entails a standard Terms of reference (ToR) has been prepared for the Dundas Street corridor.

The ToR is a guiding document that assists City Staff in reviewing conversion proposals, and developers in scoping and preparing appropriate and relevant studies to address land use compatibility. The range of requirements may include air quality, noise and vibration impact studies for submission to the City, and will entail peer review and approval prior to the consideration of a proposed development looking to introduce sensitive land uses. The use of

the ToR is limited to lands that are recommended for “Employment Mixed Use” development; those lands are shown in Figure 5-3 Land Use Concept Plan of the DCMP, see Appendix 2.

Once the identified lands for possible residential uses are removed from the employment areas through the implementing Official Plan Amendment (detailed below), the current conversion process is no longer required, but the ToR will continue to be used as a guide for land use compatibility assessments of proposed sensitive land uses along the corridor.

Implementing Land Use and Major Transit Station Area (MTSA) Official Plan Amendment (OPA)

Staff is proceeding with an Official Plan Amendment (OPA) that implements the DCMP endorsed recommendations as per Council Recommendation PDC-0043-3018.

The implementing OPA will incorporate the following key recommendations of the Master Plan:

- Implement height range recommendations of the DCMP along the Dundas Street corridor.
- Identify lands within the Dixie and Mavis-Erindale Employment Areas that could be considered for conversion from employment to mixed-use residential subject to land use compatibility assessment to determine appropriateness. If appropriate, this will entail land use changes initiated by development applications.
- Establish where appropriate urban design and built form policies for lands along the Dundas Street corridor.
- The development of open space and public realm networks to support the expected residential development and compliment the anticipated job growth.
- Define the Dixie Community Node boundary, which is currently unspecified in the Official Plan. Policies related to the extent of development within the node will be subject to the ongoing flood studies.
- Enhance access and connections within existing blocks, and to future higher order transit stations, through additional roadways and access corridors.

Most lands within the DCMP fall within the Region of Peel’s proposed Major Transit Station Areas. As a result, the implementing OPA will be developed based on the policy framework currently being established by the Region led study (detailed below). Draft OPA policies will be presented through a public engagement process this fall.

The engagement will provide an opportunity for the public to obtain information and provide direct feedback through an informal process. This will then be followed by a Statutory Public Meeting to obtain formal input, which will be addressed through a Recommendations Report to Council for approval in 2022. The OPA will only be able to be implemented following the adoption of the ROPA MTSA policies.

Next Steps

Staff will prepare a draft OPA and engage the public commencing this fall, to obtain informal feedback and present the proposed policies of the OPA.

Following the approval of the Region of Peel MTSA policy work, staff will organize a Statuary Public Meeting to obtain formal comments and will then proceed to address those comments through a Recommendations Report to Council.

Development applications on lands within the DCMP will continue to be received subject to current Official Plan policies and Zoning By-law regulations. The redevelopment of lands currently encumbered by flooding will require the completion of the above mentioned flood mitigation studies, environmental assessments, construction of mitigation measures and Special Policy Area amendments before the recommendations of the DCMP can be fully realized. Any conversion of employment areas to non-employment uses will continue to be subject to the City of Mississauga Official Plan, the Region of Peel Official Plan and Provincial requirements. The Land Use Compatibility Terms of Reference will be used by staff to help evaluate proposals considering employment land conversions.

Financial Impact

There are no immediate financial impacts resulting from the recommendations in this report.

Conclusion

The Dundas Connects Master Plan (DCMP) envisions the entire Dundas Street corridor as a focus for future growth that is walkable, transit supportive and creates complete communities. Since the approval of the DCMP staff have been progressing on various projects and Official Plan Amendments to implement the recommendations of the DCMP. This report provides an update on these initiatives.

Staff will bring forth a draft Official Plan Amendment through a future report to Council, to implement the planning recommendations of the DCMP within the context of the ongoing Major Transit Station Area work.

Attachments

Appendix 1: Dundas Connects Master Plan Report to Planning and Development Committee on June 11, 2018

Appendix 2: Figure 5-3 Land Use Concept Plan of the DCMP

Appendix 3: Preliminary Program of various key DCMP related projects



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

Prepared by: Romas Juknevičius, Project Lead, City Planning Strategies
Bashar Al-Hussaini, Planner, City Planning Strategies

City of Mississauga
Corporate Report



Date: 2018/05/29

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 CD.04-DUN

Meeting date:
 2018/06/11

Subject

Dundas Connects Master Plan

Recommendation

1. That the Dundas Connects Master Plan, attached as Appendix 1, to the report dated May 18, 2018 from the Commissioner of Planning and Building [i.e., this report], be endorsed as the recommended plan for the Dundas Corridor
2. That Bus Rapid Transit (BRT) be endorsed as the recommended rapid transit solution for the Dundas Corridor
3. That the first two phases of the Municipal Class Environmental Assessment process for the Dundas Corridor be concluded with a Notice of Completion
4. That staff be directed to consider revisions to Mississauga Official Plan and the Zoning By-Law to implement the recommendations contained within the Dundas Connects Master Plan, in particular the land-use and urban-design strategy contained therein
5. That upon completion of the Metrolinx planning study and business case for Dundas BRT already underway, Metrolinx be requested to fund implementation of Dundas BRT, including completion of the remaining steps of Environmental Assessment, in conjunction with Mississauga and other relevant jurisdictions
6. That the City of Toronto be requested to endorse the proposed BRT link between Kipling Station and the Mississauga border
7. That staff be directed to prepare a motion for Council's consideration with respect to the City's compliance with provincial legislation, in particular the provincial Growth Plan, and the implications that the Dundas Connects Master Plan has for growth allocations stemming from that Growth Plan

Report Highlights

- The Dundas Connects makes recommendations for rapid transit, land use, and streetscape changes in the Dundas Corridor; these recommendations were shaped by the team's engagement of approximately 3,000 people who provided feedback over the

course of the engagement process.

- On rapid transit, the plan recommends median bus rapid transit (BRT) from the Toronto border to The Credit Woodlands, i.e., just east of the incline of the Credit River valley; a reversible bus lane from Credit Woodlands to Mississauga Road; and curbside BRT west from Mississauga Road to the Oakville border
- On land use, the plan recommends changing land-use permissions to permit density of up to six stories along the corridor as a whole; up to twelve stories in the Focus Areas (i.e., seven particular areas surrounding key intersections); and up to 25 stories in the Cooksville and Dixie Focus Areas
- On streetscape and urban realm, the plan recommends measures to make the environment along Dundas more conducive to active transportation, including dedicated cycling infrastructure, street trees, and a wider boulevard
- Implementing these recommendations achieves several high-priority City goals:
 - It completes a missing link in the regional rapid-transit network by linking Dixie GO, Cooksville GO, and the forthcoming Hurontario LRT to Kipling TTC (stipulating that the 2.5km segment between Kipling and the Etobicoke Creek will require cooperation from the City of Toronto)
 - It allows the City to meet its long-term growth targets for the City as whole as per the provincial Growth Plan for the Greater Golden Horseshoe, and for major transit station areas, as per the 2017 Growth Plan update
 - It supports previous City commitments to making intensification corridors more dense; building transit-supportive development; extending the cycling network; and more
 - The Master Plan was received by Planning and Development Committee for information on April 30, 2018. In the intervening time, staff have reviewed stakeholder commentary on the plan, and where requested have met with stakeholders to discuss their concerns, and where appropriate, revise the plan. Staff responses to stakeholder comment is appended to this report

Background

Dundas Connects is the City's project to deliver a Master Plan for the Dundas Corridor. That Master Plan is now complete, and is hereby submitted for review and endorsement.

Dundas Connects was funded through a grant provided by the Province of Ontario through the 2007 Fall Economic Statement and confirmed by the 2008 Budget. That grant was made to support the creation of an integrated transportation and land-use vision of the Dundas Corridor. Planning and Development Committee proceeded to approve the project on February 2, 2015. In the summer of 2015, with Metrolinx's assistance, the City conducted a rigorous, multi-stage procurement process for a consulting team to deliver the Master Plan, and in fall 2015 retained

AECOM as its lead consultant, assisted by SvN and Swerhun Consulting, with responsibilities for transportation planning, land-use planning, and public engagement respectively.

The first phase, through to fall 2016, was used to gather information and design a vision for the Dundas Corridor. The second phase, from fall 2016 to summer 2017, used the vision to develop several options, and tested those options against input from internal and external stakeholders. The third phase, now concluded, refined the best options into a draft plan consistent with stakeholder feedback.

Throughout this period, the project undertook extensive consultation with stakeholders, both internal and external. Internally, staff convened the Dundas Council Working Group, consisting of the seven councillors with a segment of Dundas in their wards, with occasional participation from the Mayor. This group met to receive project updates and to provide input on the ongoing development of the Master Plan.

Externally, the Dundas Connects team engaged stakeholders through face-to-face events, digital outreach, and multi-media communications. Between January and May 2017 the team held 10 meetings with stakeholder groups and community organizations; reached approximately 2,000 unique visitors through the www.dundasconnects.ca website; and held a series of open public meetings, culminating in the final public meeting on April 12, 2017, featuring participation from Councillors Tovey, Fonseca, Iannicca, and Mahoney, as well as 110 members of the public. Over the course of the engagement process, approximately 3,000 people provided feedback on the Master Plan.

In the interests of efficiency and best practice, the project as a whole was conducted in a manner consistent with the Municipal Class Environmental Assessment process, such that the Dundas Connects Master Plan constitutes the completion of Phases 1 and 2 of that process. This approach means that the City has met its obligations to consult stakeholders and judiciously consider its goals and options, so that the City, and any funding partners it may obtain, may move expeditiously to finalize planning for Dundas BRT and begin implementation, if it so chooses.

In February 2017, the City enacted an Interim Control By-Law (ICBL) to prohibit, on a temporary basis, for certain industrial land uses adjacent to the Dundas Corridor, to allow staff to assess if these uses are compatible with the Dundas Connects Master Plan vision. As part of the Dundas Connects work, staff undertook an analysis of land uses in the Dixie and Mavis-Erindale Employment Areas and the relation of those uses to possible future transit-supportive development. That work was received by Planning and Development Committee at its meeting of April 30, 2018.

Also on April 30, 2018, the Committee received the Dundas Connects Master Plan for information. Since that time, staff have reviewed stakeholder commentary on the plan; amended the plan, where appropriate; and met with stakeholders to discuss their concerns and the City's

position. The results of that review and those discussions is included in Appendix 2.

Comments

The Master Plan recommends an appropriate rapid-transit mode for Dundas; changes to land use along Dundas to allow for intensification and transit-supportive development; and changes to the streetscape and urban realm to make Dundas a functional and pleasant corridor for all users. The Master Plan also considers related matters including, but not limited to, flood risk near the Little Etobicoke Creek; the appropriate interface with transit infrastructure in the City of Toronto; and other matters.

Transit and Movement

The plan calls for bus rapid transit (BRT) along the whole of the corridor. From the Toronto border to The Credit Woodlands, this will be median BRT, running in a dedicated lane in both directions. From The Credit Woodlands to Mississauga Road, the right-of-way is too narrow to accommodate full BRT, and the ecological sensitivity of the Credit River Valley area precludes widening. Accordingly, the plan calls for a single reversible dedicated lane for buses, one that provides for peak-period travel (eastbound in the mornings, westbound in the evenings). From Mississauga Road west to Ridgeway Drive, the plan calls for curbside BRT, as transit demand in this area is insufficient to justify median BRT, even as far along the planning horizon as 2041. The plan recommends MiWay run two services westbound; one that terminates at Ridgeway, and another that terminates at UTM, as UTM is the principal trip generator in the west. Figure 1 below demonstrates this proposed service plan.

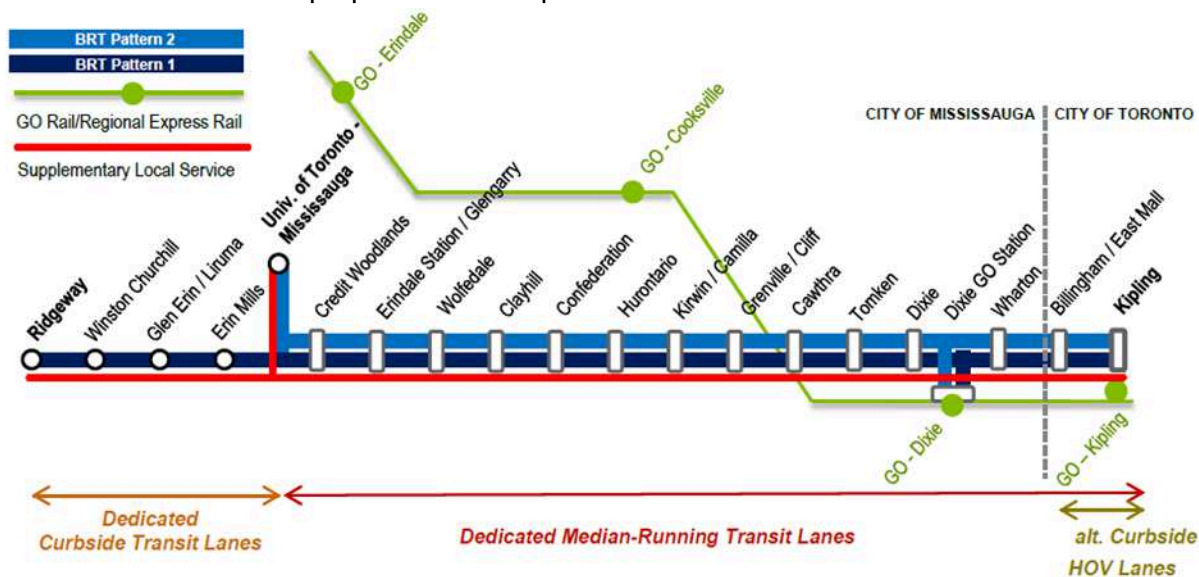


Figure 1 – Proposed BRT service plan

Transit Oriented Residential Development

The plan calls for significant new residential density along the street, and in so doing delivers on the Mississauga Official Plan designation of Dundas as an intensification corridor. As the figure

below illustrates, new densities will permit residential buildings of as high as six storeys along Dundas; of twelve storeys in the Winston Churchill, Erin Mills, Erindale Station, Cawthra, and Etobicoke Creek Focus Areas (i.e., areas around these Dundas intersections that are most likely to support transit-oriented development and growth); and up to 25 storeys in the Cooksville and Dixie Focus Areas, which are nodes where several rapid-transit lines will intersect: GO Transit in both cases, and Hurontario LRT in the former. These heights were determined through input from the public, which offered considerable support for mid-rise infill across the corridor; best practices in urban intensification; and analysis of projected market demand and potential for density over the 25-year horizon. These proposals were also discussed in the Dundas Connects Council Working Group as they were being developed.

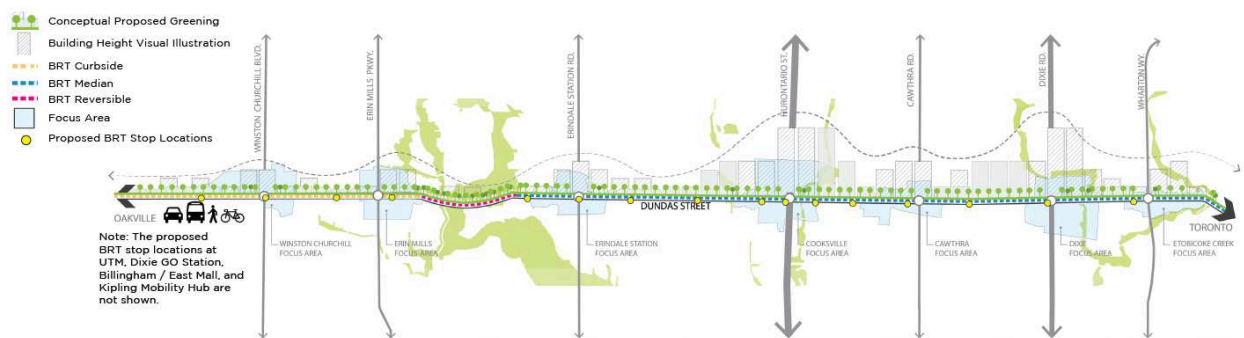


Figure 2 – Proposed heights and greening of corridor

The provincial Growth Plan for the Greater Golden Horseshoe, as updated in 2017, directs that cities accommodate 60% of all new residential growth in built-up areas, with specific density targets for major transit station areas. Implementing Dundas Connects will help the City achieve these goals. Project forecasts show that without Dundas Connects, the corridor would grow by only 13,000 additional residents and 3,300 jobs to 2041, whereas the Dundas Connects plan will increase that growth to 52,000 additional residents and 9,600 additional jobs (for more on this, please see figure 4-2 in the Master Plan). New growth would feature relaxed parking minimums, encouraging residents' use of rapid transit and active transportation.

Employment Lands Conversion

To support these land-use recommendations, the plan calls for conversion of some lands within the Dixie and Mavis-Erindale Employment Areas from industrial use to mixed-use residential. Relying on the concurrent work being done on the Interim Control By-Law, Dundas Connects' analysis concludes that these places are relatively stable older employment areas undergoing a slow but steady shift away from industrial and manufacturing uses to service oriented activities such as retail. Allowing the conversion to residential development will accelerate this process as residential permissions will substantially increase land values. Nevertheless, the transition to new uses will be a gradual process that will take years to realize.

Public Realm

The plan calls for significant changes to the streetscape, which will not only respect the principles of transit-oriented development, but will also make Dundas a safer and more pleasant environment. These changes include implementing dedicated cycling infrastructure along the entire length of the corridor, including a grade-separated cycle track for the bulk of the corridor's length; street trees and furniture; and other public-realm improvements to make the corridor more attractive to cyclists and pedestrians. In order to implement these changes, the right-of-way will generally be expanded from 35m to 42m (except in tightly constrained areas like those near Erindale Park). This expansion will necessitate property acquisition by the City in many places. Some of that acquisition may be achieved through negotiation as part of land development, but others may require direct action on the part of the City.

Flood Mitigation

As part of its mandate, Dundas Connects has been investigating flood risk at Dundas where the corridor intersects the Little Etobicoke and Etobicoke Creeks. This investigation, done in conjunction with the relevant conservation authorities (Toronto and Region, and Credit Valley), has investigated whether the provincially-recognized Special Policy Areas (SPAs) in these locations accurately reflect contemporary flooding patterns, and whether the City might make infrastructure improvements to mitigate the flood risk. These investigations, while funded heretofore through Dundas Connects, are parallel to the project and will continue even though the Master Plan is now finalized.

The initial results of the investigations show that the SPA borders could be updated to reflect an increased risk of flooding west of Dixie at Dundas and a reduced risk east of Dixie, a finding that – if the Province and the conservation authorities accept it – would ultimately permit intensification at the northeast and southeast corners of Dixie and Dundas. Intensification of those areas is in the City's interest, given the close proximity of the Dixie GO Station. Such a change to the SPA borders will require both the Province and the conservation authorities to agree. Further, the consulting team has found that widening and deepening the channel of the Little Etobicoke Creek at Dixie could reduce the flood risk at Dundas significantly.

Relying on the work done to date, the Planning and Building Department of the City will continue to work with the conservation authorities and the Province to amend the SPA boundaries, even after Dundas Connects terminates. Transportation and Works, in conjunction with the conservation authorities, will be initiating a further investigation of flood mitigation measures for Little Etobicoke Creek at Dundas, including the measures identified by Dundas Connects, later this year.

Metrolinx and the City of Toronto

At Metrolinx's Board of Directors meeting on 2017-09-14, the agency noted it was preparing to launch a planning study and business case for the Dundas Corridor between Halton Region and Toronto. That work acknowledges the conclusions of Dundas Connects as sound and, taking the analysis for Dundas within Mississauga as given, builds upon it to investigate the feasibility

of BRT along Dundas in Halton Region. Since that meeting, Metrolinx's planning work has begun and is currently underway. It is expected to complete later in 2018.

As part of Dundas Connects, the project team undertook a transportation analysis of Dundas BRT from the City of Mississauga's border to Kipling Station in the City of Toronto. This work has been shared with staff at the City of Toronto. Metrolinx's study will advance this analysis further.

Next Steps

Assuming that PDC and Council endorse the Dundas Connects Master Plan, future work will proceed along two paths.

The transit recommendations will proceed along one path. As part of the regular biennial planning exercise, staff will consider where Dundas BRT falls within the overall transportation priorities of the City and make recommendations to Council on adjusting the priority list appropriately.

Planning recommendations will proceed along another path. Staff will begin the work of updating Mississauga Official Plan and the relevant zoning by-laws to implement the Dundas Connects vision. Staff will also update growth and density forecasts relevant to the City's compliance with the provincial Growth Plan.

Planning will also work with T&W to continue the SPA update work; matters relating to the flooding-mitigation measures will be taken up as part of T&W's larger Little Etobicoke Creek project.

Strategic Plan

The Dundas Connects study advances the Move: Developing a Transit-Oriented City pillar. Relevant actions include:

- Action 5 – Provide alternatives to the automobile along major corridors
- Action 18 – Require development standards for mixed-use development to support transit
- Action 19 – Accelerate the creation of higher-order transit infrastructure

The study also aligns with the Connect: Completing our Neighbourhoods pillar.

Financial Impact

Endorsing the Dundas Connects Master Plan has no immediate or direct financial impact.

Implementing the Master Plan will pose financial impacts. The Master Plan estimates the capital cost for transit infrastructure and corridor design components for Dundas BRT as ranging between \$422 million to \$502 million (please see section 6.1 of the Master Plan for more detail). These costs are inclusive of infrastructure required for the City of Toronto segment between Etobicoke Creek and Kipling Station, but exclusive of land acquisition and flood-mitigation measures. They are also exclusive of ongoing operating and maintenance costs.

In this regard, it is important to note that the business case for Dundas BRT, which was developed in consultation with Metrolinx, finds that the benefits-cost ratio of the project is 2.5, which is to say that every \$1.00 invested in the project generates a return of that sum plus an additional \$1.50 in benefits. These benefits come in several varieties, including travel-time savings for transit patrons, improved safety and reduced accidents for travellers, and fewer environmentally-harmful emissions.

Accordingly, staff recommended that Council request that Metrolinx, upon completion of its update of the business case for BRT along the Dundas Corridor as a whole, i.e., from Toronto to Halton Region, undertake a review of options by which delivery of Dundas BRT might be funded and implemented.

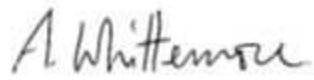
Conclusion

The Dundas Connects project aimed to create a master plan for the corridor that would support sustainable transit-supportive development and intensification along the Dundas Street corridor. That plan is now complete. It recommends BRT along the length of Dundas, linked with changes to land-use regulations to permit increased densification throughout, but especially in Cooksville and near the Dixie GO station. Other recommended changes include improving the public realm to allow for a dedicated cycle path, a wider boulevard, and ample street trees and furniture, as is best practice for transit-oriented development.

Attachments

Appendix 1: Dundas Connects Master Plan

Appendix 2: Stakeholder Comments and Staff Responses



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

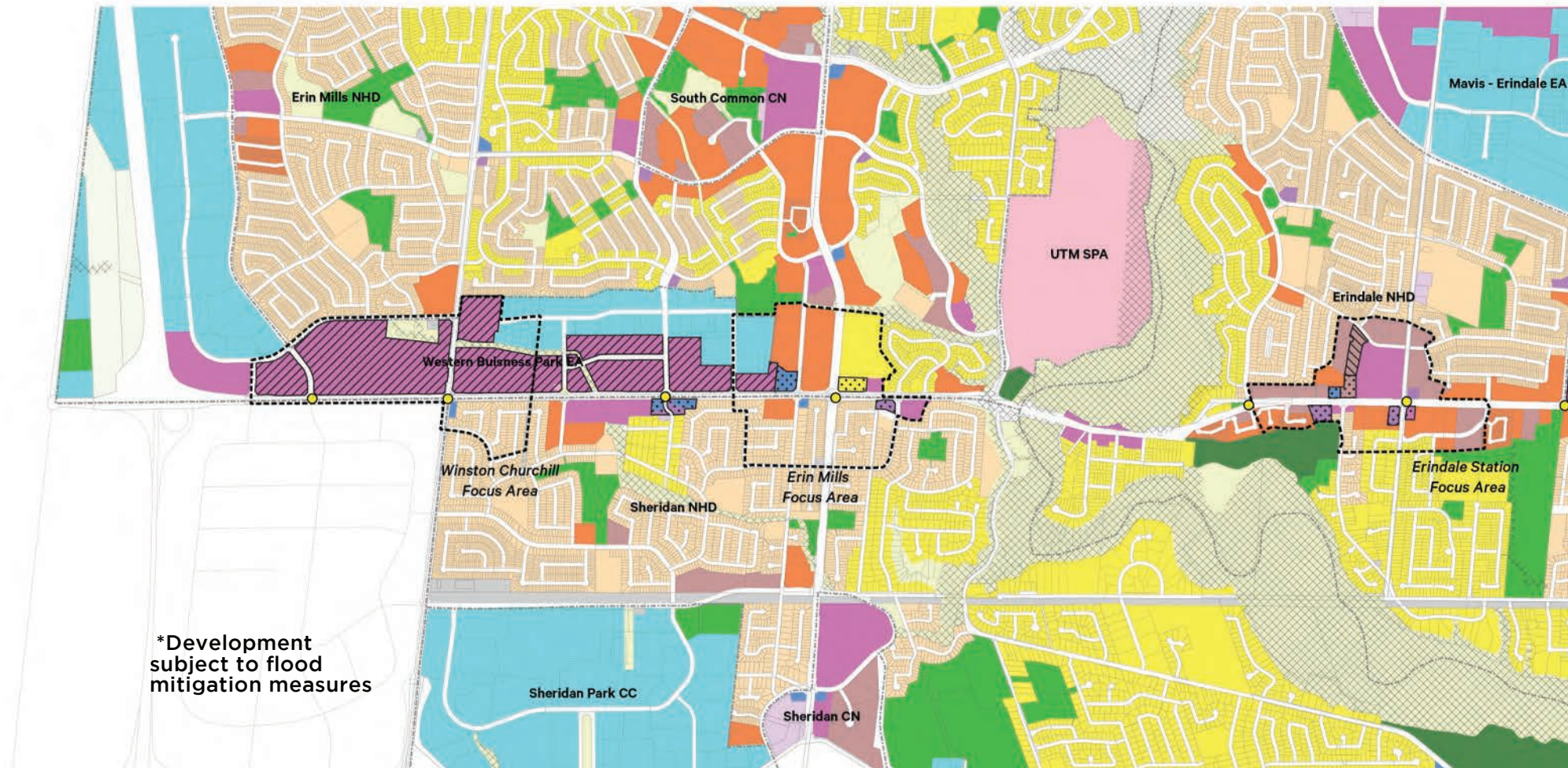
Prepared by: Andrew Miller

V. DUNDAS CONNECTS RECOMMENDATIONS

6,000 jobs. These projected net increases in employment opportunities are anticipated to feature a mix of population-related employment (e.g., retail and services) integrated into mixed use buildings / sites, and office employment. These types of employment uses are generally consistent with those that exist today (albeit in a different form) within those lands proposed for conversion in all three Employment Areas. The combination of the intensification of the existing uses, an overall projected net increase in employment opportunities, and the specific types and locations of these employment opportunities demonstrates that alternative locations for displaced employment uses are not necessary and that there is a viable land use option that results in the same or greater amount of employment opportunities. The conversion to non-employment lands would allow those employment lands that are currently designated Mixed Use and generally located along the Dundas Corridor to permit residential uses. The majority of lands designated Business Employment are not proposed for conversion and will remain available for industrial jobs and protected for employment uses.

In all three of the employment areas, Dixie EA, Mavis-Erindale EA, and Western Business Park EA, the existing uses on lands proposed for conversion are predominantly retail focused with some office and light industrial uses. In the Dixie EA and Mavis-Erindale EA, lands adjacent to those proposed for conversion tend to be predominated by light industrial use with some heavy industrial uses. In the Western Business Park EA, lands adjacent to those proposed for conversion tend to be predominated by light industrial use. Given that the proposed conversion to non-employment uses could entail the introduction of residential uses, a sensitive land use with regard to air quality, noise, odour, and vibration, there is the potential for incompatibility between these sensitive uses and existing employment uses.

Within the Dixie EA and Mavis-Erindale EA, the compatibility of non-employment uses with surrounding land uses was assessed through the Dixie and Mavis-



Erindale Employment Land Use Study. This study examined certain lands within these Employment Areas that are subject to an Interim Control By-Law that temporarily restricts development or expansion of specific types of industrial uses. The Dixie and Mavis-Erindale Employment Land Use Study recommended a number of approaches to address compatibility, including:

- Implementing requirements for land use compatibility assessments for proposed residential uses and other sensitive land uses within lands proposed for conversion to identify mitigation measures to ensure proposed uses will be compatible with existing employment uses
- Implementing requirements for land use compatibility assessments for the expansion of existing low and medium impact employment uses within the lands proposed for conversion to identify mitigation measures to ensure proposed expansions will be compatible with existing residential uses
- Prohibiting the development of new or expansion of existing high impact employment uses within the entirety of the lands examined through the Dixie and Mavis-Erindale Employment Land Use Study

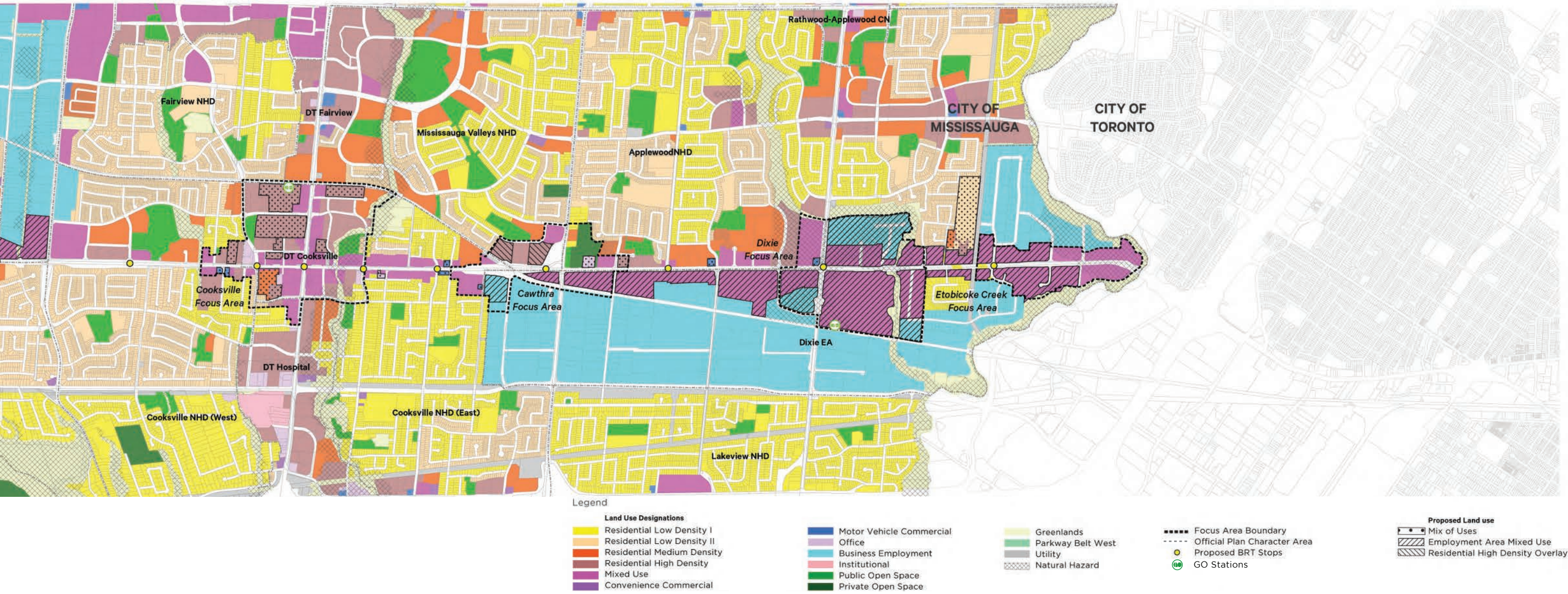


Figure 5-3. Land Use Concept Plan

		2021												2022												2023							
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
MTSAs (Excludes Dundas St. MTSAs)	REGION OF PEEL - ROP Amendment (*Subject to Provincial input/approval)																																
	Regional Interim Report to Council																																
	Provincial Engagement																																
	ROPA Refinement																																
	Additional Engagement (Maybe extended based on Provincial feedback)																																
	ROPA to Council/Approval (Assuming expedited MTSA policies separate from MCR)																																
	City of Mississauga - Official Plan Amendment (*Subject to Region and Provincial Input/Approval)																																
	MTSA Draft OPA to PDC																																
	MTSA OPA Statutory Public Meeting																																
MTSA OPA Recommendations Report																																	
Dundas Connects/ Dundas MTSAs	City of Mississauga - Official Plan Amendment																																
	Draft OPA to PDC Info Report																																
	OPA Statutory Public Meeting																																
	OPA Recommendations Report																																
Dundas Connects TPAP	Transit Project Assessment Process																																
	Assessment and Pre-Consultation Phase																																
	TPAP Statutory Consultation																																
	Preliminary Design																																
Flood Mitigation Studies	Flood Mitigation Studies																																
	Little Etobicoke Creek Study EA Process																																
	Preliminary Design																																
	Public Information Centre																																
SPA Review	Special Policy Area Update (*Subject to Flood Mitigation Studies and Construction of Mitigation Measures)																																
	Prepare ToR for SPA Review																																
	Etobicoke Creek Preliminary Flood Mitigation (pre-EA)																																
	Phase 1 Baseline Conditions Report																																
	Phase 2a Planning Justification Report (proposed changes to SPA/policies, rationale)																																
	Phase 2b Full Flood Risk Assessment (risks based on various scenarios)																																
	Phase 3 Implementation - (prepare MOPA, ZBA, SPA Policies)																																

Timeline may vary depending on construction of Mitigation Measures →

City of Mississauga
Corporate Report



Date: April 26, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 CD.21-DOW

Meeting date:
 May 10, 2021

Subject

INFORMATION REPORT (WARDS 4 and 7) – Downtown Urban Growth Centre Office Retention

Recommendation

1. That the following report titled "Downtown Urban Growth Centre Office Retention", dated April 26 2021, from the Commissioner of Planning and Building, be received.
2. That staff prepare an Official Plan Amendment for the Downtown Urban Growth Centre to address key challenges identified in this report and help ensure that the Downtown can retain its existing office floor space.
3. That staff are authorized to undertake community engagement to support this work, including holding a public meeting at an upcoming Planning and Development Committee meeting in the spring or fall.

Executive Summary

- The Province has identified Downtown Mississauga as an Urban Growth Centre (UGC). As such, the City is required to plan for a mixed-use community that is a focal point for office, retail and institutional uses, and transit investments.
- While the Downtown UGC is seeing high levels of growth, this is largely residential. Based on approved and active development applications, the UGC could add another 54,000 residents but just 5,000 jobs. When factoring in preliminary development applications, the UGC could see 81,000 residents added but just 8,000 jobs.
- Staff are seeking Council authorization to prepare an Official Plan Amendment (OPA) to ensure office space in the Downtown is retained or replaced as part of any new development. The project will also explore if any retail retention polices are required.

Background

The Downtown UGC is comprised of four character areas: the Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital. See Appendix 1 for a map of the area.

The Downtown UGC is currently home to almost 70,000 residents and 30,000 jobs. Over the last ten years there have been approximately 18,000 people added to the UGC, but only 4,000 jobs.ⁱ Most of the job growth has been in the retail / commercial sectors.

It has long been a City, Regional and Provincial objective to maintain and grow employment in the UGC. Employment helps create a more vibrant community by providing activity throughout the day and creating spin-off economic and social benefits. From a transportation perspective, mixing residential and non-residential development can create a more walkable environment (e.g. a “15 Minute City”) and provide two-way ridership for the future LRT.

Despite this policy focus, the City has received four active and nine preliminary applications to redevelop existing office sites to allow for high-density residential growth. Some applicants have proposed to replace all office space, but others have proposed to replace a portion of it or replace it with retail / commercial space. Many preliminary applications propose to demolish existing office buildings without providing clarity on if or how office space would be replaced onsite.

Replacing office space as part of a larger redevelopment is important, as this office space is not being replaced by new standalone buildings. There are several challenges associated with building new offices in the UGC, including competition with residential development, which offers a higher return, costs for structured or underground parking, and a lack of market momentum. To help stimulate new office development, Council approved a Community Improvement Plan (CIP) in 2017, with tax increment equivalent grants, for new office development in the Downtown Core. No CIP agreements have been executed to date. Regional Council also approved a complementing office CIP in principle at their April 22, 2021 meeting.

Staff are seeking authorization from Council to move ahead with developing policies to retain office floor space in the UGC.

Comments

EXISTING OFFICE EMPLOYMENT POLICIES FOR THE UGC

The Province’s *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020* (the Growth Plan) identifies Downtown as an UGC. As such, the UGC must be planned as a “*high-density major employment centre that will attract provincially, nationally, or internationally*

significant employment uses.” The Province also intends for the Greater Golden Horseshoe’s UGCs to emerge as a focal point for major offices, cultural facilities, institutions and transit investments. The Growth Plan also has a policy to ensure that the redevelopment of any employment lands retain a similar number of jobs onsite.

The existing policy framework in the Mississauga Official Plan has helped guide density and growth in the Downtown UGC, specifically policy directs this area will:

- Have the highest densities, greatest mix of uses and be a location for intensification;
- Strive to balance population and employment with a 1:1 ratio of residents to jobs;
- Achieve a density target of 200 by 2031, by striving for 300 to 400 residents and jobs combined per hectare;
- Connect to key regional and city destinations with an efficient local transportation network and higher order transit services; and
- Evolve as a vibrant local and regional centre where residents are able to live, work and play.

Staff’s recommendation to proceed with a city initiated OPA is intended to build on these existing policies, and support employment within the Downtown.

KEY POLICY CONSIDERATIONS

Staff undertook an analysis of non-residential space in the UGC and recommend undertaking a municipally initiated OPA to address employment retention.

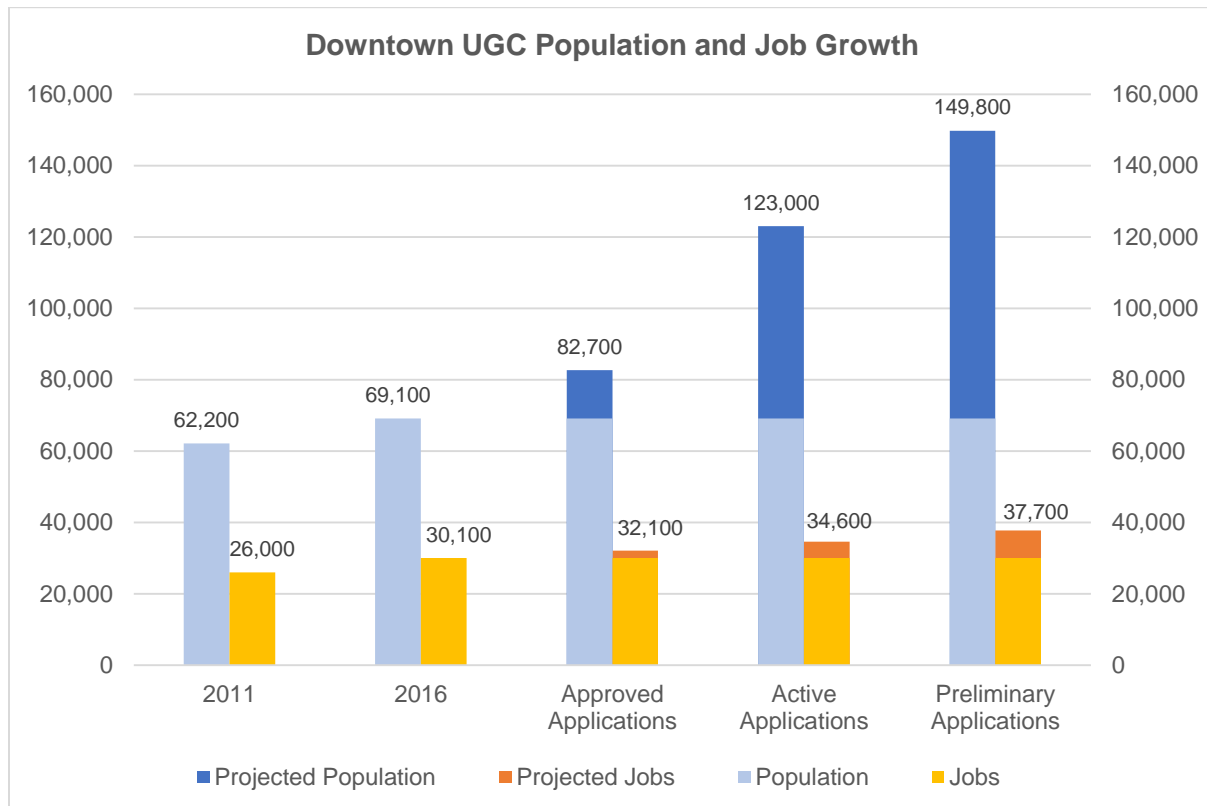
Projected growth is not balanced

The UGC is experiencing unbalanced growth, in favour of residential development.

There are currently 50 approved development applications and 24 active applications in the UGC, which could add 53,900 residents and 4,500 jobs. When factoring in the 23 preliminary applications in the UGC, there could be an additional 26,800 residents and 3,100 jobs (see Graph 1).

The Downtown currently has a 2:1 population to employment ratio. When factoring in approved development the ratio is 3:1 – well below the 1:1 target. When considering active and preliminary applications the ratio could grow to 4:1.

Staff are exploring ways that the OPA could help to contribute to more balanced growth in the Downtown UGC and how policies could provide more certainty going forward to ensure that future redevelopments retain and/or incorporate at least the same amount of existing office space for future office space.



Graph 1: Downtown UGC Population and Job Growthⁱⁱ

Responding to development pressures on Downtown office space

The Downtown UGC has 46 office buildings (13 Major Office and 33 Secondary Office), totalling approximately 448,400 m² (4.8 million sq. ft.) of existing office gross floor area (GFA).

The UGC's office stock is aging, and most of its office buildings were built more than 30 years ago. Many of these buildings are in need of renovations and/or significant re-investment, and most of these buildings have a mid-rise form. With existing development trends and height allowances, Downtown's office inventory is under pressure for redevelopment and the market returns are typically higher for residential development of these sites.

This pressure is reflected in the City having received four active and nine preliminary applications to redevelop existing office sites to allow for high-density residential growth. Collectively, these applications could result in the demolition of four existing office buildings. In some of the preliminary applications, it is not clear if or how the demolished office space would be replaced. City staff are concerned that if office is not replaced as part of the redevelopment, it could be permanently lost. The loss of existing office space will be much harder to replace in the long term.

Office uses also like to cluster, so the introduction of high-density residential developments on office sites could limit the viability of expanding office uses on these sites in the future. Current policy does not require an applicant to consider how the introduction of high-density residential uses on site could impact office viability over time. Additionally, office sites tend to have single ownership, which could be fragmented through residential redevelopment and difficult to redevelop in the future.

In addition, 29 of the UGC's office buildings are on lands designated for Mixed Use development in the Official Plan. Unlike sites designated for Office in the Official Plan, Mixed Use designations allow for residential uses in conjunction with other permitted uses. Although development applications may still require zoning to be changed to allow residential uses, the current policy does not require that redevelopments maintain the same amount of office space, which creates a risk that these sites could be redeveloped with significantly less or no office space.

At present, staff have to negotiate for the replacement of office space through the development application process. While some applicants have replaced existing office space as part of their redevelopments, there is currently no policy framework to ensure a consistent approach to responding to these applications.

Staff are exploring ways that the OPA could help to protect existing offices spaces, as well as help assure that existing office uses in the UGC can be viable now and into the future.

Reducing pressure on existing retail spaces that support the community

As a result of new Mixed Use policies in the Mississauga Official Plan (Chapter 11 as well as in the Downtown Local Area Plan) that require retail and other non-residential uses, at minimum on the ground floor, retail space in many parts of the UGC has grown through redevelopment.

There are some major retail plazas that support daily needs and a complete community, particularly in Downtown Cooksville. Staff are exploring ways that the OPA could help support the continuation of some of these important community retail uses, such as grocery stores and pharmacies, as part of any future redevelopment.

Optimizing the LRT by growing employment

Balanced growth in the UGC is also important to support transit. Having a wide mix of transit-supportive uses, including places of employment, institutions, retail / commercial uses and homes support transit ridership across the day. While residential density in proximity to transit can help promote ridership, employment uses can have a greater impact on increasing transit ridership, especially during peak AM and PM hours.

Staff are exploring the connections between LRT ridership and employment as part of the work on this OPA.

Considering the impacts of COVID-19

The COVID-19 pandemic has influenced existing work spaces and work patterns, shifting many office-based jobs to work-from-home environments, where possible. As we begin to emerge from the pandemic, returning to previous levels of activity may take some time and businesses may shift to satellite locations or extended work-from-home allowances. Staff will continue to monitor how the nature of work changes, and what that means for employment and our office spaces.

In the meantime, staff consider that the development of this OPA to protect existing office spaces is an important priority to ensure the UGC can support a mix of uses and its employment base into the future.

Engagement and Consultation

Staff propose to work closely with stakeholders, landowners and the public in developing the OPA. This will occur as part of planned engagement events for the *Downtown Strategy* and *Downtown Fairview, Cooksville, and Hospital Policy Review* projects.

Following support from Council to proceed with a city-initiated OPA, staff will conduct further stakeholder engagement, including stakeholder meetings with landowners, as well as online engagement through the Downtown Strategy Engagement webpage: www.yoursay.mississauga.ca/downtown.

Staff will come back to Planning and Development Committee for a Statutory Public Meeting in the spring or fall.

Financial Impact

No financial impact.

Conclusion

The Downtown UGC is planned as a vibrant, mixed-use community with a large share of the city's population and employment growth. However, the UGC is presently experiencing unbalanced growth, in favour of residential development, as well as development pressure on existing office spaces.

Staff are seeking authorization to develop an OPA with policies that would support the retention of existing office space in the UGC. Staff are also seeking authorization to further explore policies that could support existing retail and commercial functions that are valuable to the community.

End Notes

i) *Based on data collected through the 2006 Census and 2016 Census*

ii) *Assumptions for Graph 1: Downtown UGC Population and Job Growth*

Existing Population:

- *Data for population is from the Census (2011 & 2016)*
- *Data for jobs is from the City of Mississauga's Employment Survey (2011 & 2016)*

Projected Population:

- *Projected populations are based on a People per Unit (PPU) rate of 2.2*
- *Projected jobs are based on the following assumptions: 23 m²/worker for office; 40 m²/worker for retail; and 65m²/worker for institutional spaces, per the 2019 Development Charges Background Study*

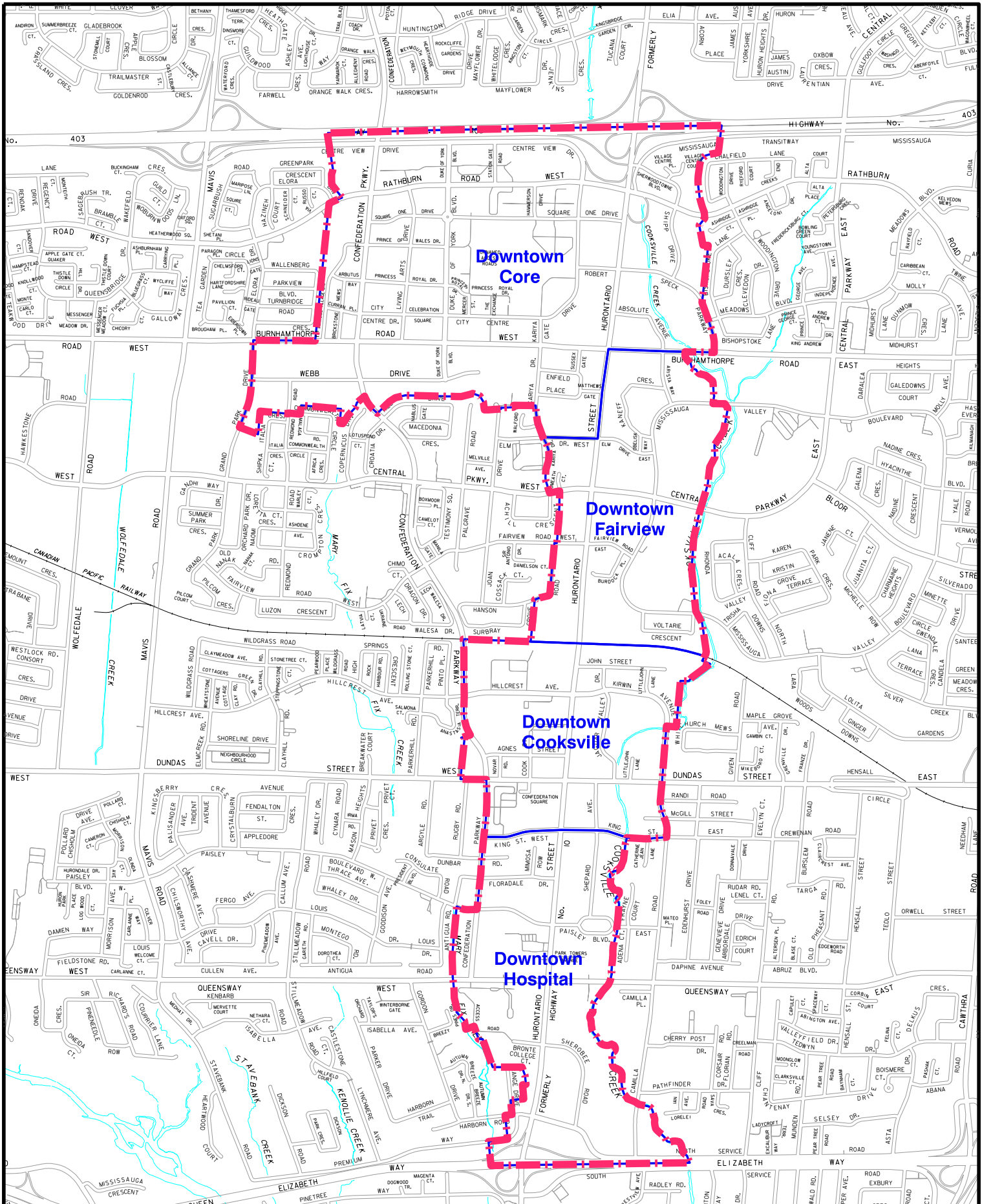
Attachments

Appendix 1: Downtown Urban Growth Centre Character Areas Map





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

Prepared by: Mojan Jianfar, Planner, City Planning Strategies



APPENDIX 1 : DOWNTOWN URBAN GROWTH CENTRE CHARACTER AREAS

-  DOWNTOWN URBAN GROWTH CENTRE BOUNDARY
-  CHARACTER AREA BOUNDARIES



Produced by
CPS, Geospatial Solutions

City of Mississauga
Corporate Report



<p>Date: April 16, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: H-OZ 19/002 W4</p>
<p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: May 10, 2021</p>

Subject

INFORMATION STATUS REPORT AND REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 4)

Application to remove the "H" holding provision to permit a 48 storey condominium apartment building (574 units) and a 37 storey rental apartment building (428 units) with retail on the ground floor in a common podium

395 Square One Drive, 4225 and 4235 Confederation Parkway, southeast corner of Rathburn Road West and Confederation Parkway

Owner: OMERS Realty Management Corp. and ARI SQ GP Inc.

File: H-OZ 19/002 W4

Recommendation

That the report dated April 16, 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 19/002 W4, OMERS Realty Management Corp. and ARI SQ GP Inc., 395 Square One Drive, 4225 and 4235 Confederation Parkway, 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 June 20, 2007, as part of Council's approval of city wide Zoning By-law 0025-2007. This approval zoned the subject lands H-CC2(1), 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 a 48 storey condominium apartment building containing 574 units and a 37 storey rental apartment building containing 428 units, linked by a five storey podium containing 769 m² (8,277 ft²) of retail commercial uses on the ground floor along the Confederation Parkway frontage.

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 abutting the development along Confederation Parkway and parts of Square One Drive and Rathburn Road West (street trees, unit paving, benches, waste receptacles, street lighting) and 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: OMERS Realty Management Corp. and ARI SQ GP Inc.
395 Square One Drive, 4225 and 4235 Confederation Parkway

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1. Proposed Development

The applicant proposes to develop the property with two buildings, a 48 storey condominium building and a 37 storey rental apartment building, linked by a 5 storey podium with retail on the ground floor. 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 Confederation Parkway, Rathburn Road West, and Square One Drive streetscapes to the Downtown Core standard detail abutting the development.

Development Proposal	
Application submitted:	Received: March 4, 2019 Deemed complete: March 13, 2019
Developer/ Owner:	OMERS Realty Management Corp. and ARI SQ GP Inc.
Applicant:	Daniels Square One Inc.
Number of units:	1,002 units (574 condominium, 428 rental)
Existing Gross Floor Area:	vacant

Development Proposal		
Proposed Gross Floor Area:	70,159 m ² (755,185 ft ²)	
Proposed Commercial Gross Floor Area:	769 m ² (8,277 ft ²)	
Height:	48 and 37 storeys (5 storey podium)	
Floor Space Index:	9.08	
Amenity Area:	2,164 m ² (23,293 ft ²) (indoor) 1,808 m ² (19,461 ft ²) (outdoor) 3,972 m ² (42,754 ft ²) (Total)	
Anticipated Population:	2,194* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	845	846
visitor/retail spaces	150	151
Total	995	997
Green Initiatives:	Seeking LEED Platinum certification	



Renderings

2. Site Description

Site Information

The property is located within the Downtown Core, on the southeast corner of Rathburn Road West and Confederation Parkway. The subject lands comprise the western portion of the block and are currently vacant. The eastern portion of the block extending to Living Arts Drive will be developed as part of a separate phase.



Aerial Photo of 395 Square One Drive, 4225 and 4235 Confederation Parkway

Property Size and Use	
Frontage:	105.42 m (345.87 ft.)
Depth:	Irregular approx. 72 m (236 ft.)
Gross Lot Area:	0.77 ha (1.9 ac.)
Existing Uses:	vacant

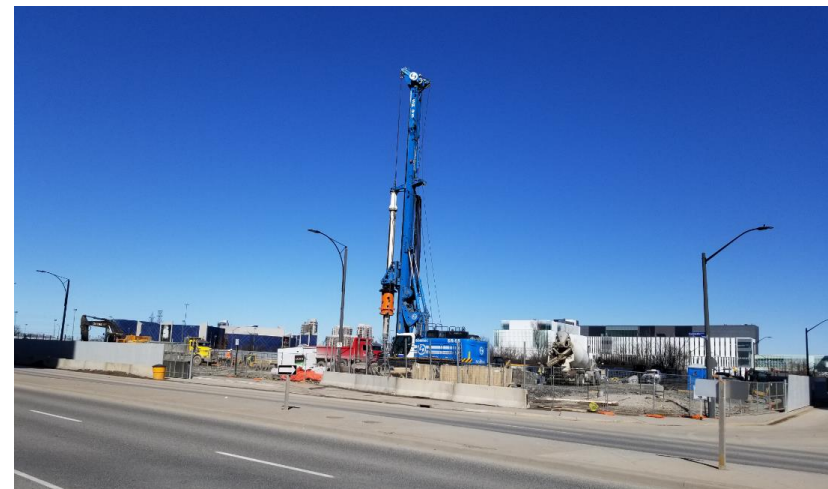


Image of existing conditions facing northeast from Confederation Parkway and Square One Drive

3. Site Context

Surrounding Land Uses

The area contains a mix of high density residential apartments, mixed use buildings, a cinema, and Sheridan College.

The surrounding land uses are:

- North: surface parking lot for Cineplex Cinemas, and three 22 storey condominium apartment buildings to the northwest
- East: Sheridan College and Scholar's Green Park
- South: 36 storey condominium apartment with ground floor retail and urban townhomes (Chicago tower) and 32 and 22 storey condominium apartments with ground floor retail and urban townhomes (Limelight towers)
- West: 23 and 19 storey condominium apartments.

Neighbourhood Context

The subject property is located in 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 transit in the Downtown, including the Light Rail Transit system along Hurontario Street and Rathburn Road West. The Bus Rapid Transit 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 consisting 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 395 Square One Drive, 4225 and 4235 Confederation Parkway

Other Development Applications

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

Phase 2 of project – directly east and abutting subject lands

- File H-OZ 19/011 W4 and SP 19-144 W4 – 4220 Living Arts Drive – application for three residential apartment buildings (52, 37 and 35 storeys) containing 1,344 units and 742 m² (7,987 ft²) of retail commercial on ground floor and 2,690 m² (28,955 ft²) central privately owned publicly accessible open space and pedestrian mews, is under review.

Southwest corner of Square One Drive and Confederation Parkway

- File SP 18-149 W4 – 430 Square One Drive and 4130 Parkside Village Drive – application for two residential apartment buildings (50 and 38 storeys) containing 1,024 units and 3,372 m² (36,296 ft²) of retail commercial on the ground floor is nearing final approval, and is under construction through conditional permit.

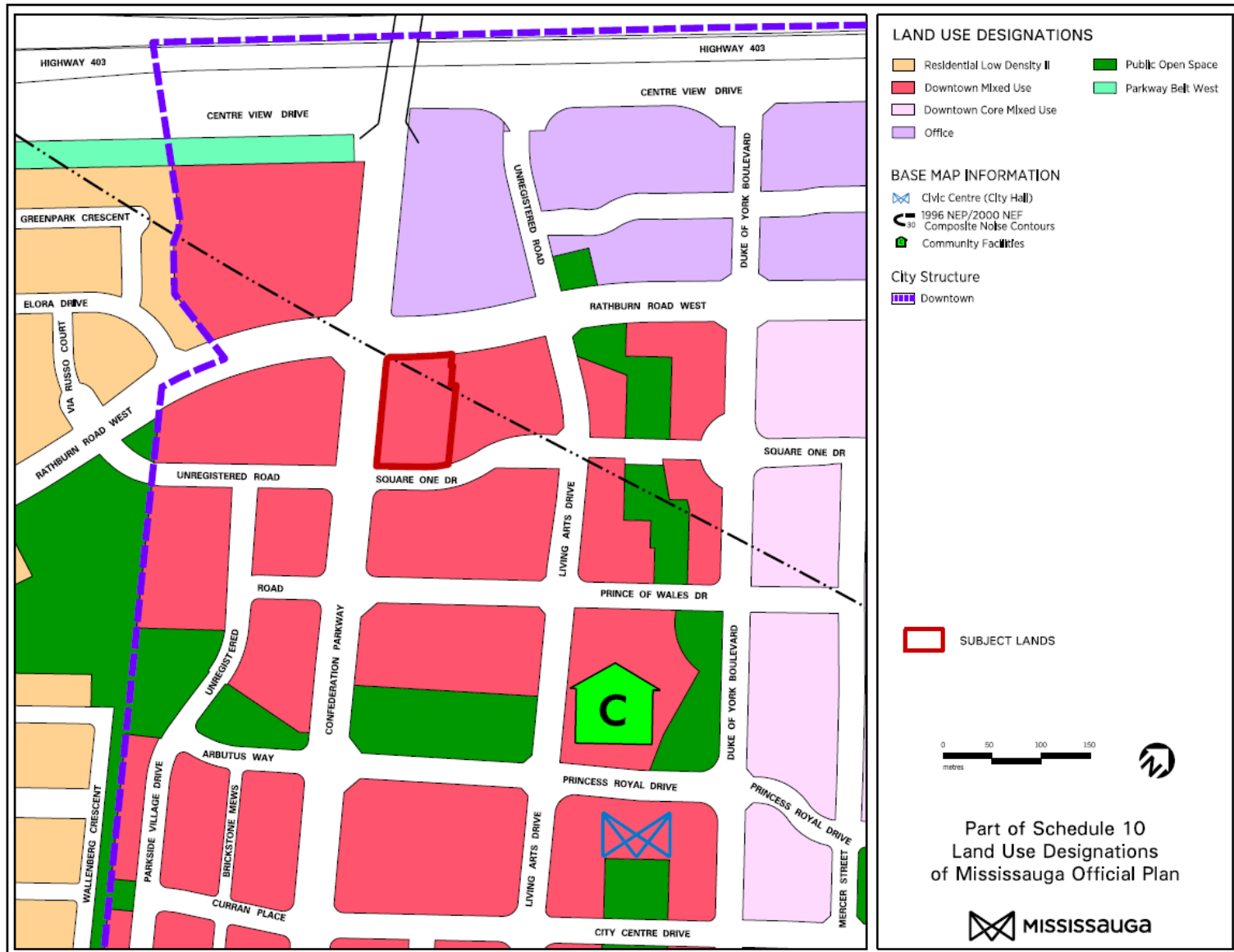
4. Summary of Regulations and Proposed Amendments

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).



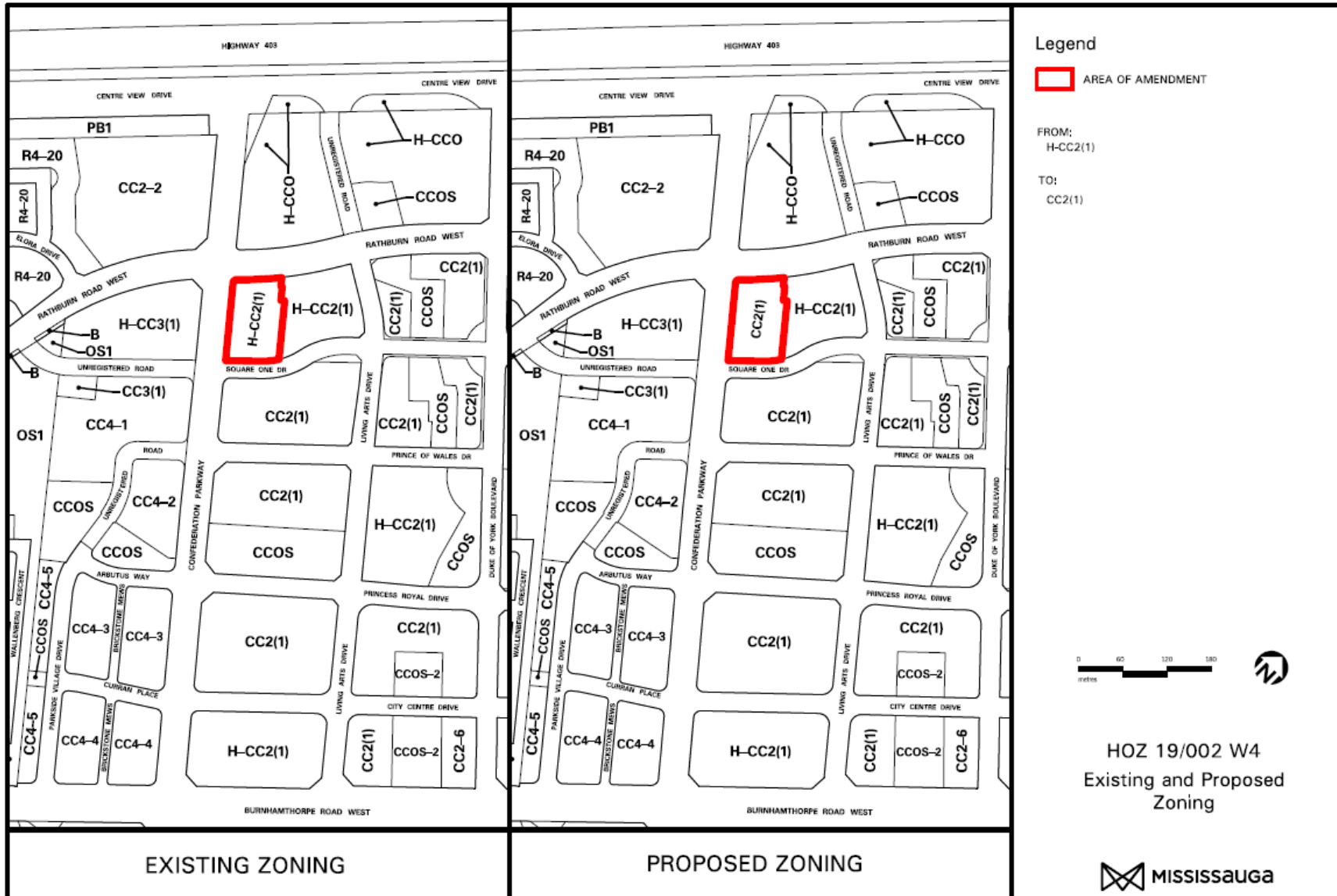
Excerpt of Downtown Core Character Area

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **H-CC2(1)** (Downtown Core – Mixed Use), which restricts development until an executed servicing and development agreement is entered into for all required municipal works including streetscape improvements and provision of parkland, along with all securities.

Once the “H” holding provision is lifted, **CC2(1)** permits apartment dwellings, long-term care dwellings and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.



Excerpt of Zoning Map 29

City of Mississauga
Corporate Report



<p>Date: April 16, 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: OZ 19/017 W7</p>
	<p>Meeting date: May 10, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit an 18 storey apartment with ground floor commercial uses

85-95 Dundas Street West and 98 Agnes Street, northeast corner of Dundas Street West and Novar Road

Owner: Mississauga II GP Inc. (Emblem Developments)

File: OZ 19/017 W7

Recommendation

1. That the applications under File OZ 19/017 W7, Mississauga II GP Inc. (Emblem Developments), 85-95 Dundas Street West and 98 Agnes Street, to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA4-Exception** (Apartments) to permit an 18 storey apartment building with ground floor commercial uses in conformity with the provisions outlined in Appendix 2; be approved subject to the conditions referenced in the staff report dated April 16, 2021 from the Commissioner of Planning and Building.
2. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required, unless a zoning by-law is passed within 18 months of the Council decision.
5. That the "H" holding symbol is to be removed from the **H-RA4-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated April 16, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.
6. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow an 18 storey residential apartment building with ground floor commercial uses.
- The applicant has made minor revisions to the proposal to address issues raised by staff including built form.
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on July 27, 2020, at which time an Information Report:

https://www7.mississauga.ca/documents/committees/pdc/2020/2020_07_27_PDC_Agenda.pdf was received for information.

Recommendation PDC-0026-2020 was then adopted by Council on August 5, 2020.

PDC-0026-2020

1. That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by Mississauga II GP Inc. (Emblem Developments) to permit a 16 storey residential condominium apartment building with ground floor commercial uses, under File OZ 19/017 W7, 85-95 Dundas Street West and 98 Agnes Street, be received for information.

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

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Decreasing the number of dwelling units from 429 to 428;
- Increasing the height of the building from 16 storeys to 18 storeys; and,
- Decreasing the non-residential ground floor area from 290.19 m² (3,123.6 ft²) to 272.9 m² (2,937.5 ft²).

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on July 2, 2020. A community meeting was held by Ward 7 Councillor Dipika Damerla on February 27, 2020. Six people attended the meeting. No written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on July 27, 2020. No members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** to **Residential High Density**. A zoning by-law amendment is required from **C4** (Mainstreet Commercial) and **D1** (Development) to **H-RA4-Exception** (Apartments).

The proposed development will consist of an 18 storey apartment building having 428 dwelling units and 272.9 m² (2,937.5 ft²) of ground floor commercial uses. Required parking will be accommodated within a five level underground parking structure.

Should the applications be approved, it is recommended that a Holding Symbol should be placed on the property to ensure that the following matters are completed:

- Land dedications (road widenings);
- Upgraded streetscape works;
- Execution of a development agreement with municipal infrastructure schedules in a form satisfactory to the City of Mississauga, the Region, or any other appropriate authority;

The proposed development represents intensification of an underutilized parcel of land within the Downtown Cooksville Character Area. The proposal is compatible with adjacent uses and maintains the goals of the City Structure relating to intensification.

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the downtown and provides a built form that is compatible with the adjacent area. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law amendment will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

City of Mississauga
Corporate Report



<p>Date: July 3, 2020</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: OZ 19/017 W7</p>
	<p>Meeting date: July 27, 2020</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

**Official Plan amendment and rezoning applications to permit a 16 storey residential condominium apartment building with ground floor commercial uses
 85-95 Dundas Street West and 98 Agnes Street, northeast corner of Dundas Street West and Novar Road**

Owner: Mississauga II GP Inc. (Emblem Developments)

File: OZ 19/017 W7

Recommendation

That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by Mississauga II GP Inc. (Emblem Developments) to permit a 16 storey residential condominium apartment building with ground floor commercial uses, under File OZ 19/017 W7, 85-95 Dundas Street West and 98 Agnes 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 a 16 storey residential condominium apartment building having 405 dwelling units and ground floor commercial uses. The applicant is proposing to amend the official plan to permit a residential use with proposed commercial uses on the ground floor. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) and **D-1** (Development) to **RA4-Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located on the northeast corner of Dundas Street West and Novar Road within the Downtown Cooksville Character Area. The site is currently occupied by a 3 storey commercial building.



Aerial image of 85 – 95 Dundas Street West and 98 Agnes Street



Applicant's rendering of the 16 storey residential condominium 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 5.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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


Conclusion

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

technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input (if applicable) and a proposal to address the City's requirement for the provision of affordable housing.

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: Mississauga II GP Inc. (Emblem Developments)

85-95 Dundas Street West and 98 Agnes Street

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9. Section 37 Community Benefits (Bonus Zoning)	25

1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial) and **D-1** (Development). **C4** permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings. **D-1** permits legally existing uses within existing buildings on the land.
- November 29, 2010 – Official Plan and zoning by-law amendment applications were submitted seeking to permit a 37 storey residential condominium apartment building consisting of 249 dwelling units and 330 m² (3,552.1 ft²) of ground floor commercial. On June 5, 2017, the applications were cancelled due to inactivity.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated Mixed Use and Residential High Density in the Downtown Cooksville Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Cooksville Character Area and along an intensification corridor, at the intersection of Dundas Street West and Novar Road, and

Agnes Street and Novar Road. The area contains a mix of residential, commercial and community uses. The site is currently occupied by a 3 storey commercial building and associated surface parking area on the southerly half of the property. The northerly half of the property contains a manicured lawn and deciduous trees.



Subject Land – Looking northerly along Dundas Street West

Property Size and Use	
Frontages:	
Dundas Street West	41.8 m (137.14 ft.)
Novar Road	101.6 m (333.33 ft.)
Agnes Street	40.2 m (131.89 ft.)
Depth:	101.6 m (333.33 ft.)
Gross Lot Area:	0.41 ha (1.03 ac.)

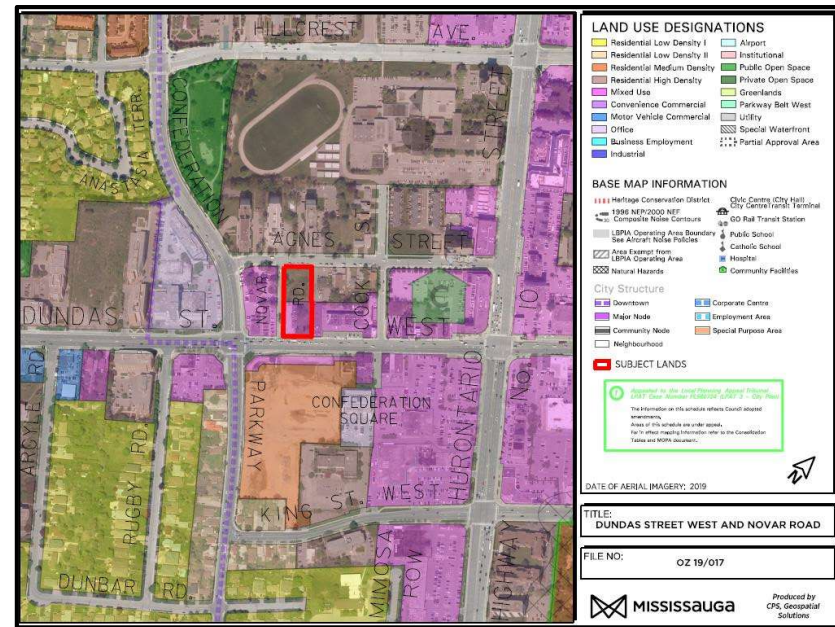
Property Size and Use	
Existing Uses:	3 storey commercial building and surface parking lot.

Surrounding Land Uses

North of the subject lands there are three apartment buildings ranging between 10 and 12 storeys in height. To the west of the site are two, 1 and 2 storey commercial buildings, which contain a day care, a restaurant, retail store and hair salon, and a single detached dwelling. To the east, along the Dundas Street West there is a one storey commercial building that contains a hair salon and a vacant unit. To the west along the Agnes Street frontage there is a residential dwelling containing a day care. Lands to the south are vacant, however, site plan approval has been granted to permit 120 townhouses, 20 livework units and 1 500 m² (16,145.87 ft²) of retail floor space.

The surrounding land uses are:

- North: Apartment buildings
- East: Commercial building and single detached dwelling
- South: Vacant
- West: Commercial buildings and single detached dwelling



Aerial Photo of 85 – 95 Dundas Street West and
98 Agnes Street

The Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over centuries and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East and West and Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950's and 1960's.

The site is located on the northeast corner of Dundas Street West and Novar Road, which is identified as part of an Intensification Corridor in the Mississauga Official Plan. The corridor has commercial and retail storefronts lining Dundas Street, with a mixture of housing types also located along the Corridor.

Demographics

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

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

Other Development Applications

The City is currently processing two development applications in proximity to the subject land, as follows:

Applications for an official plan and zoning by-law amendment on lands municipally known as 2560 and 2564 Confederation Parkway for 4 live/work units and surface parking area; and,

Application for zoning by-law amendment on lands municipally known as 2476 and 2482 Confederation Parkway to permit 4 semi-detached dwellings.

Community and Transportation Services

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

This area is well served by community facilities such as the Cooksville Library and Sgt. David Yakichuk Park, both of which are located within a 350 m (1,148.29 ft.) radius of the site.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council which speaks to enhancing the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It recommends creating a complete street for all users with pedestrian space that is vibrant, safer and accessible; has a continuous and consistent planting. The study also states that a mix of uses and transit supportive intensification is

encouraged to support the achievement of complete communities and provide a variety of uses along the Dundas corridor. The proposed development would meet these objectives. As Dundas Connects provides no detailed assessment specifically for Cooksville, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

The site is within 1.0 km (0.62 miles) of the Cooksville GO station, which provides two-way peak service. The following major Miway bus routes currently service the site running along Dundas Street and Hurontario Street:

- Route 1 – Dundas
- Route 19 – Hurontario
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 103 – Hurontario Express

There is a cycling lane on Confederation Parkway which connects with other east-west cycling facilities.

3. Project Details

The applications are to permit a 16 storey apartment building consisting of 405 dwelling units and 510 m² (5,490 ft²) of ground floor commercial floor space. The required parking will be accommodated underground. Access to the site will be from Novar Road.

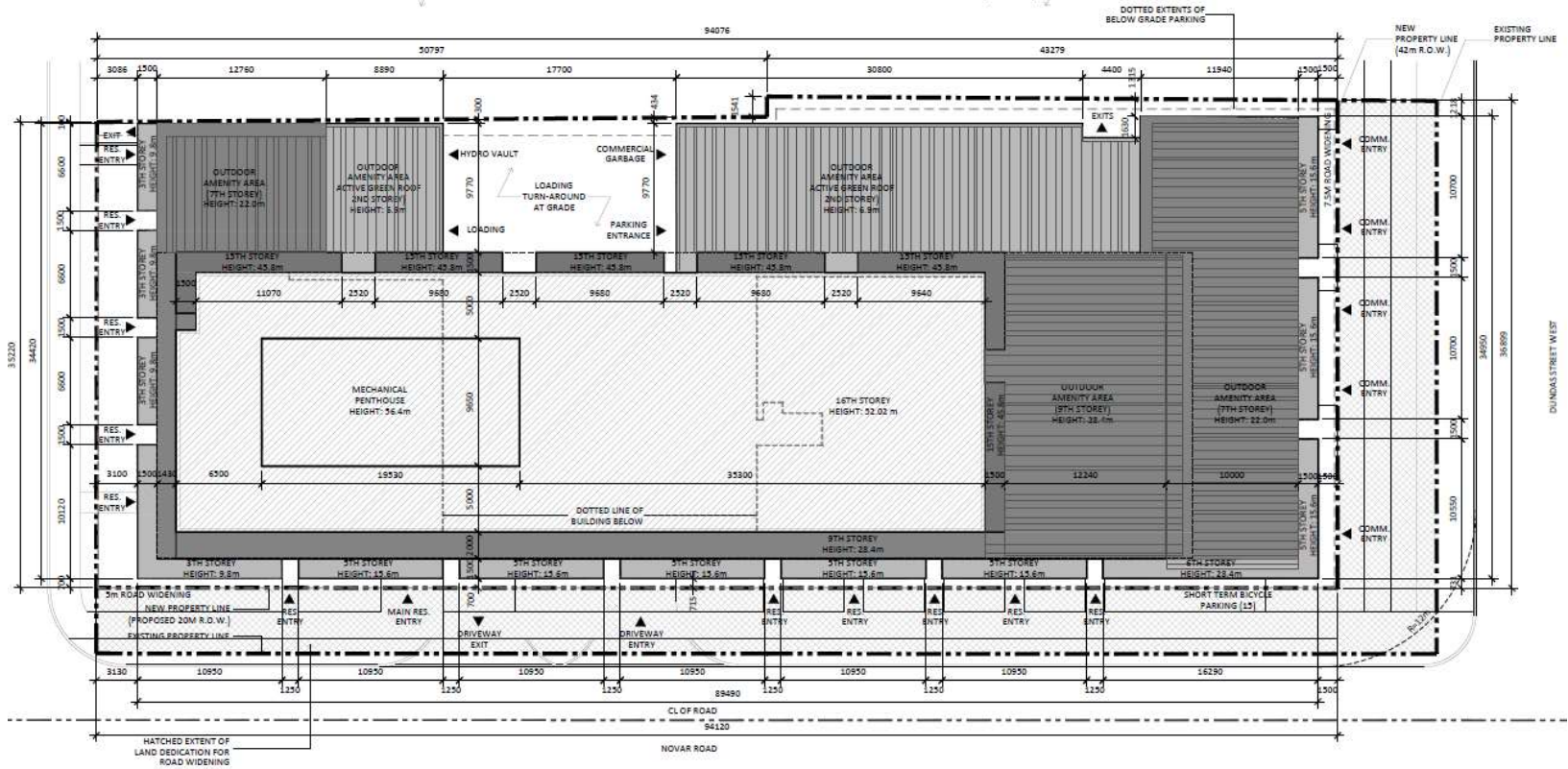
Development Proposal		
Applications submitted:	Received: October 24, 2019 Deemed complete: November 20, 2019	
Developer/ Owner:	Mississauga II GP Inc. (Emblem Developments)	
Applicant:	Martin Quarcoopome, Weston Consulting	
Number of units:	405	
Proposed Gross Floor Area (total):	23 019.9 m ² (247,784 ft ²)	
Height:	16 storeys	
Floor Space Index:	6.76	
Amenity Area:	5.2 m ² (56.0 ft ²)/dwelling unit	
Road Type:	Public	
Anticipated Population:	887* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	506	369
visitor spaces	81	61
Total	587	430

Supporting Studies and Plans

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

- Planning Justification Report
- Concept Plan and Elevations
- Urban Design Brief
- Draft Official Plan and Zoning By-law Amendments
- Traffic Impact Study
- Parking Utilization Study / TDM Strategy

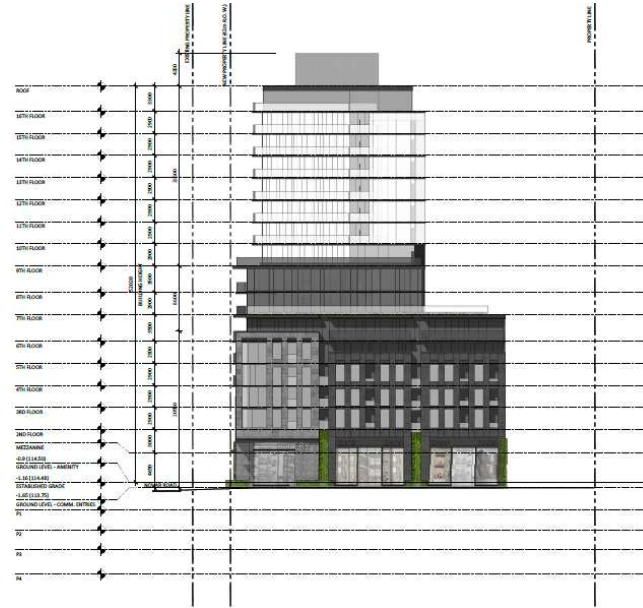
- Sun/Shadow Study
- Wind Study
- Acoustical Feasibility Study
- Functional Servicing Report
- Geotechnical Report
- Phase 1 Environmental Site Assessment
- Archaeological Assessment
- Operations and Safety Assessment



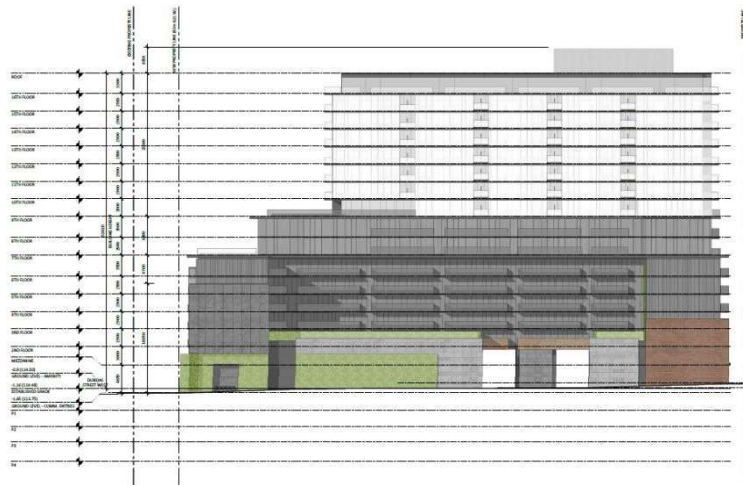
Concept Plan



North Elevation



South Elevation



East Elevation



West Elevation



Applicant's Rendering

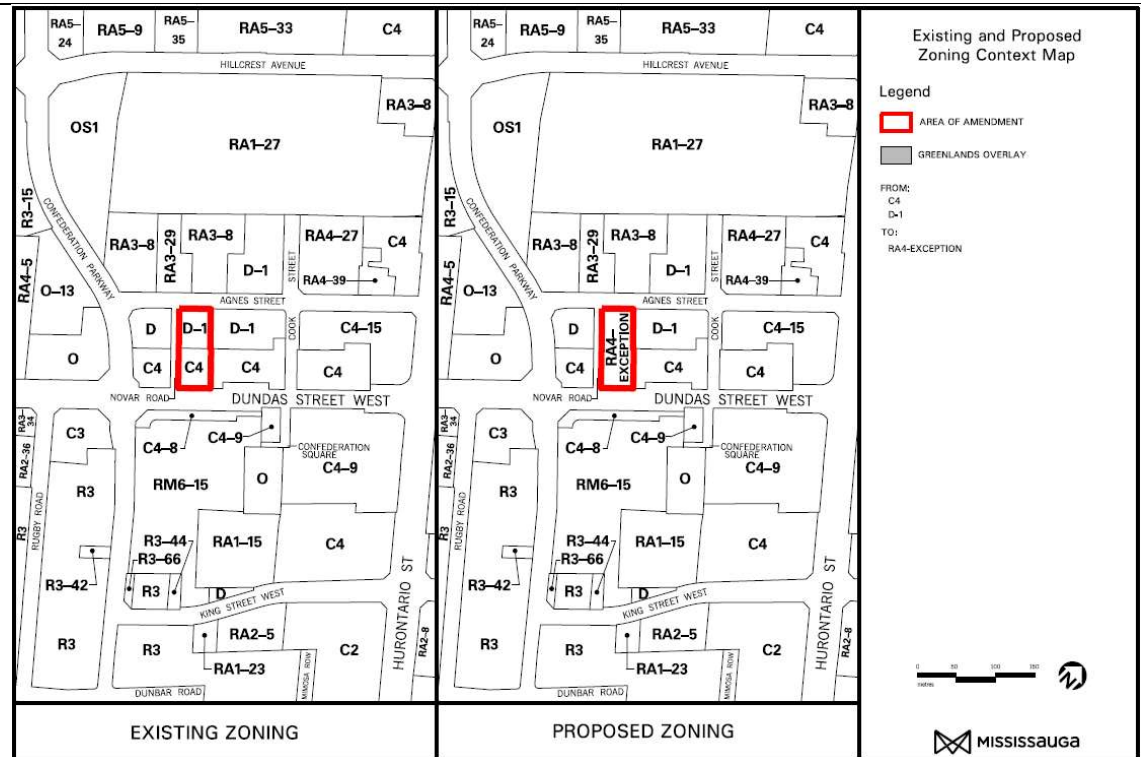
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C4** (Mainstreet Commercial) and **D-1** (Development). **C4** permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building and apartment dwellings. **D-1** permits legally existing uses within existing buildings on the land.

Proposed Zoning

A rezoning is proposed from **C4** (Mainstreet Commercial) and **D-1** (Development) to **RA4-Exception** (Apartments), in order to permit a 16 storey residential condominium apartment building consisting of 405 dwelling units and 510 m² (5,490 ft²) of ground floor commercial floor space. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report



Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4-Exception Zone Regulations
Maximum Floor Space Index (FSI)	2.9	6.76
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	1.5 m (4.9 ft.) (Dundas Street west) 0.73 m (2.4 ft.) (Novar Road)
Minimum Interior Side Yard	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum Depth of landscaped buffer along any other lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum landscaped area	40%	0%
Minimum amenity area	5.6 m ² (60.3 ft ²) or 10% of the lot area	5.2 m ² (56.0 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	Amenity to be provided above ground level
Minimum amenity area to be provided outside at grade	55 m ² (592.02 ft ²)	0 m ² (0.0 ft ²)
Minimum number of Parking Spaces	1.25 / dwelling unit for one bedroom 1.40 / dwelling unit for two bedroom	0.9 / dwelling unit for one bedroom 1.0 / dwelling unit for two bedroom

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations	Amended Zone Regulations
	0.20 / dwelling unit for residential visitor / commercial use	0.15 / dwelling unit for residential visitor / commercial use	
Minimum Bicycle Parking	N/A	0.60 / unit long-term 0.15 / unit short-term	
Definition: Front Lot Line	Dundas Street West of Agnes Street shall be the front lot line	Dundas Street West shall be the front lot line	
Non-residential parking	Based on individual non-residential uses	Parking for non-residential uses shall be shared with residential visitor space	
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.</p>			

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

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

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Provincial Policy Statement (PPS)</p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will be based on densities and a mix of land uses which: efficiently use land, resources, infrastructure, public service facilities and is transit supportive. (PPS 1.1.3.2)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is located within a Major Transit Station Area (MTSA) as identified in MOP due to its proximity to the future Light Rail Transit stop on Hurontario Street. The Region of Peel and the City are currently developing specific policies that will result in further refinements to the boundaries of MTSA's.

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use** and

Residential High Density. The **Mixed Use** and **Residential High Density** designations permit commercial and residential uses.

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit a 16 storey residential condominium apartment building having a Floor Space Index of 6.76. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8	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) The Downtown is an Intensification Area. (S.5.3.1.3) 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) 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) 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)

	Specific Policies	General Intent
		<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>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>Section 7.1.1 Section 7.1.3 Section 7.2.2 Section 7.4.4.3 Section 7.4.5.1 Section 7.4.5.12</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. <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing</p>

	Specific Policies	General Intent
		<p>preferences and socioeconomic characteristics and needs. (S. 7.1.3)</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>Mississauga will cooperate with the Provincial Government to designate archaeological sites in accordance with the Ontario Heritage Act. (S.7.4.4.1)</p> <p>Removal of artifacts from an archaeological site will be prohibited except in accordance with the requirements of the <i>Ontario Heritage Act</i>, the Provincial Government and the City. (S.7.4.4.2)</p> <p>Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land will be deeded gratuitously to the appropriate public authority. (S.7.4.4.3)</p> <p>As a condition of development, the City in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation or archaeological remains will be conducted to the satisfaction of the City and the Provincial Government. (S.7.4.5.1)</p> <p>Mississauga will endeavor to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation. (S.7.4.5.12)</p>
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32</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 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>

	Specific Policies	General Intent
	<p>Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2</p>	<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</p>

	Specific Policies	General Intent
		<p>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 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)</p> <p>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; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p>
Chapter 11 General Land Use Designations	11.2.5.6 11.2.6.1 11.2.6.4	<p>Lands designated Residential High Density will permit an apartment dwelling.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Residential Uses will be combined on the same lot or same building with another permitted use but dwelling units will not be permitted on the ground floor.</p>
Chapter 12 Downtown	12.1.1.1 12.1.1.4 12.1.1.6	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.</p> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.</p>
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

	Specific Policies	General Intent
		<ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement (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.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>31 Kindergarten to Grade 6 4 Grade 7 to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Cashmere Avenue Public School</p> <p>Enrolment: 409 Capacity: 461 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 262 Capacity: 333 Portables: 4</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>7 Junior Kindergarten to Grade 8 6 Grade 9 to 12</p> <p>School Accommodation:</p> <p>Father Daniel Zanon</p> <p>Enrolment: 321 Capacity: 470 Portables: 0</p> <p>Father Michael Goetz</p> <p>Enrolment: 1,202 Capacity: 1,593 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on February 27, 2020. Six people attended the meeting.

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.

- Novar Road has too much traffic and the road needs to be widened.
- The proposal will cause disruption when construction will

- occur on the project.
- The proposal provides appropriate setbacks from Dundas Street West that will set a precedent for other developments on Dundas Street West.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (December 18, 2019)	<p>Water Service There is an existing 400 mm (15.75 in.) diameter watermain located on Novar Road</p> <p>Sanitary Sewer There is an existing 250 mm (9.84 in.) diameter sanitary sewer located on Novar Road and a 250 mm (9.84 in.) diameter sanitary sewer located on Agnes Street.</p> <p>Waste Collection The commercial units are not eligible to receive Region of Peel waste collection and are required to receive private waste collection.</p> <p>Front-end collection of garbage and recyclable materials will be provided to the residential units.</p>
Dufferin-Peel Catholic District School Board (December 12, 2019) and the Peel District School Board (December 12, 2019)	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.

Agency / Comment Date	Comments
<p>City Community Services Department – Park Planning Section (January 27, 2020)</p> <p>City Community Services Department – Arborist (January 22, 2020)</p> <p>City Community Services Department – Heritage (November 29, 2019)</p>	<p>Community Services Department notes that the subject site is located within 120 m (393.7 ft.) of City owned lands identified as Sgt. David Yakichuk Park (P - 263) which is zoned Open Space - Community Park (OS1), and contains a community play site.</p> <p>An updated Shadow Study undertaken by JCI Studio is required to show shadow maps for the September 21 solstice, particularly the impacts this proposed height may have on Sgt David Yakichuk Park in the early morning hours between 7 AM and 10 AM.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p> <p>A Stage 3 archaeological assessment is required to determine if there are any further archaeological concerns on the property.</p>
<p>City Transportation and Works Department (February 6, 2020)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications, as follows:</p> <ul style="list-style-type: none"> • Noise Study; • Grading, Servicing and Utility Plans; • Traffic Impact Study; • Functional Servicing and Stormwater Management Reports; • Environmental Site Screening Questionnaire and Declaration; and, • Record of Site Condition. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • City of Mississauga Community Services – Fire and Emergency Services Division • Canada Post • Enbridge Gas • Rogers Cable • Greater Toronto Airport Authority

Agency / Comment Date	Comments
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Economic Development • Trillium Health Partners • Alectra Utilities

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

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of affordable housing?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

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Recommendation Report Detailed Planning Analysis

Owner: Mississauga II GP Inc. (Emblem Developments)

85-95 Dundas Street West and 98 Agnes Street

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed towards traffic and construction timing and disruption. Below is a summary and response to the specific comments heard.

Comment

Novar Road has too much traffic and the road needs to be widened.

Response

In support of the proposed development, a traffic impact study (TIS) was submitted which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network and specifically on Novar Road can be managed and accommodated within the original planned capacity. Further, a road widening is being dedicated to the City as part of the approval of these applications.

Comment

The proposal will cause disruption when construction occurs on the project.

Response

It is anticipated that there will be some level of disruption to the area resulting from construction activity occurring on the subject property. A Construction Management Plan may be required prior to building activities onsite. Mud tracking will be

managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control By-law which regulates the period of time when construction equipment can operate in residential areas.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 9, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated April 7, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept, including confirmation that groundwater generated from the proposed underground parking will be managed onsite, and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site

are being pursued, and low impact design features are also being proposed within landscaped areas and amenity spaces.

Additional information is required to satisfy the construction of the Novar Road storm sewer extension and water balance criteria, but these requirements and overall refinement of the stormwater management report can be addressed prior to the lifting of the 'H' holding symbol.

Traffic

Three traffic impact study (TIS) submissions were provided by GHD Limited in support of the proposed development. The third submission, dated October 2020, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 103 (26 in, 77 out) and 148 (85 in, 63 out) two way site trips for the weekday AM and PM peak hours in 2023 given the site's close proximity to higher order transit (future Hurontario LRT and Dundas BRT).

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

Road improvements will also be made to Novar Road which will be widened and constructed to municipal standards, all of which will be addressed prior to the lifting of the 'H' holding symbol.

Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA) (20-012), dated March 17, 2020, and prepared by Grounded Engineers Inc. and the Record of Site Condition, the site meets the applicable standards.

Noise

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

Other Engineering Matters

Municipal Infrastructure, including but not limited to road and storm sewer outlet works, intersection works, pavement marking and signage, land dedication/easements (along Novar Road and Dundas St. W) and boulevard works are required to support this proposed development. Novar Road is currently a two-way paved/ditched municipal road and will have to be reconstructed to an ultimate 20 metre right of way as identified on the Mississauga Official Plan. These requirements will be further evaluated as part of the municipal infrastructure detailed design prior to the lifting of the 'H' holding symbol.

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

School Accommodation

On May 27, 1998, Council adopted Resolution 152-98 which, among other things, requires that a Bill 20 development application include the following as a condition of approval:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.

In comments dated December 19, 2019, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

4. Consistency with PPS

Section 1.1.3.3 of the PPS states that "planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment,

and compact form, while avoiding or mitigating risks to public health and safety”.

The PPS is implemented through the City's official plan policies. Specifically as it relates to this proposal, Section 5.3.1.3 of Mississauga Official Plan (MOP) (Downtown) states that Downtown is an Intensification Area. Section 5.3.1.9 of MOP states that the Downtown will develop as a major regional centre and is the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.

Section 9.2.1 of MOP (Intensification Areas) indicates that intensification areas such as the Downtown are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

The applications seek to permit an 18 storey apartment building containing 428 dwellings and 272.9 m² (2,937.5 ft²) of ground floor commercial space. The development is located along a future Bus Rapid Transit line on Dundas Street and within 270 metres (886 ft.) of a future Light Rail Transit line on Hurontario Street. The proposal will contribute to the vibrancy of Downtown Cooksville through the intensification of an

underutilized parcel of land with an active façade on Dundas Street West and an attractive public realm.

5. Conformity with Growth Plan

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

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

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

6. Region of Peel Official Plan

The subject property is located within the Region of Peel's Urban System. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented, transit supportive and context appropriate.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences the processes that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas including the Downtown (among others) that will promote a desirable urban form that supports transit.

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

Comments were provided by the Region of Peel indicating that the official plan amendment has been exempted from Regional Approval.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Downtown Cooksville Character Area, to permit a residential apartment building. Section 19.5.1 of the Mississauga Official Plan provides the following criteria for evaluating site specific official plan amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

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

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

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

Directing Growth

The subject site is located in the Downtown Cooksville Character Area, which is currently occupied by a three storey commercial building that is vacant, and associated surface parking lot. The anticipated population is well within the forecasted growth for the character area.

The subject site is designated **Mixed Use** (south half) and **Residential High Density** (north half). The **Mixed Use** designation permits commercial and residential uses. The **Residential High Density** designation permits residential uses, including apartments. The applications propose to

redesignate the entire site to **Residential High Density** to permit an 18 storey apartment building with ground floor commercial floor space. The proposal is meeting the objectives of intensification in the Downtown Cooksville Character Area of the City.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Downtown Cooksville Character Area, which is an Intensification Area. A range of uses are permitted in the Downtown including residential and commercial uses. The surrounding lands include high density residential uses to the north, commercial uses to the east and west and future medium density uses to the south. The proposed amendment and resultant development is compatible with the surrounding area.

Services and Infrastructure

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

The Region of Peel has advised that there is water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

Routes 1, 1c, 101, 101A on Dundas Street, which have direct access to the Dixie GO Station, and the Kipling and Islington subway stations (TTC).

There is a transit stop on Dundas Street West within 75 m (246 ft.) of the site for eastbound service. There is a transit stop on Dundas Street East within 210 m (689 ft.) for westbound service.

The site is also within 1.0 km (0.62 miles) of the Cooksville GO station, which provides two-way peak GO Train service.

The proposal is well served by facilities in Downtown Cooksville. This includes retail, financial institutions, restaurants, service commercial, and offices. This area is well served by community facilities such as the Cooksville Library and Sgt. David Yakichuk Park, both of which are located within a 350 m (1,148.29 ft.) radius of the site.

The site is in proximity to a cycling lane on Confederation Parkway, which connects with other east-west cycling facilities.

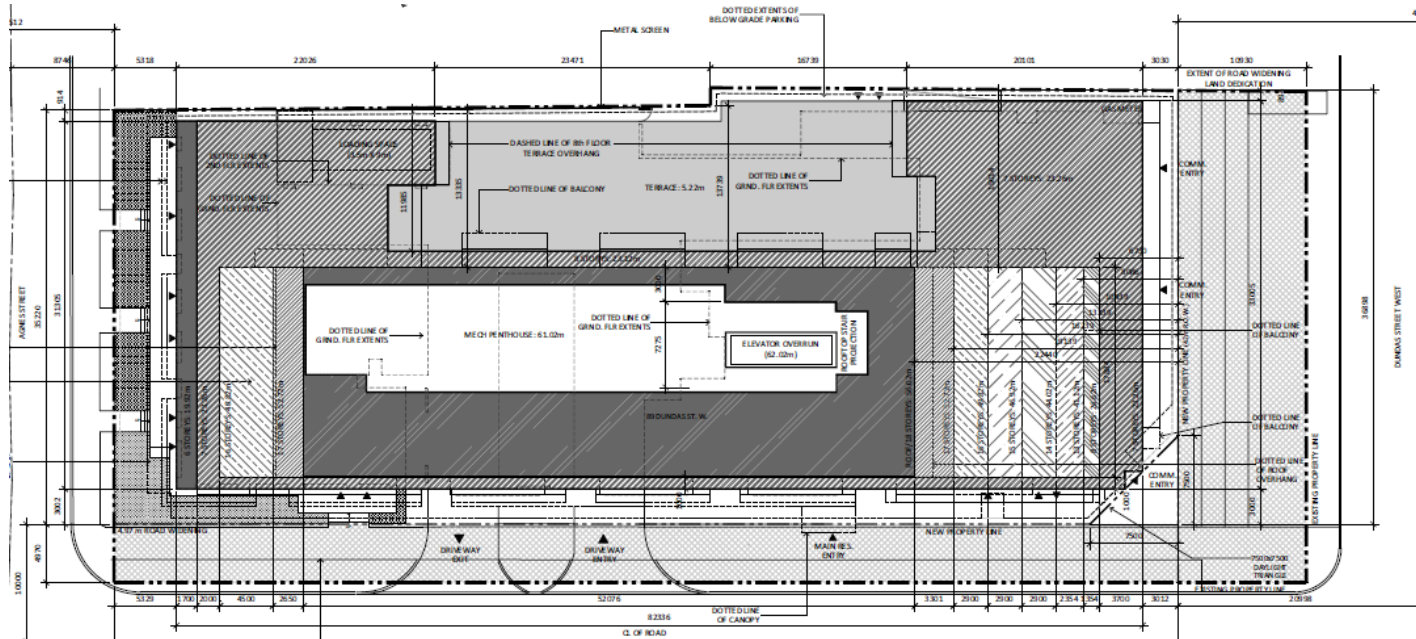
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Rendering

The applicant has provided a revised rendering and site plan as follows:



Rendering



 **Site Plan**

9. Zoning

The site is currently zoned **C4** (Mainstreet Commercial) (south half) and **D-1** (Development) (north half). A zoning by-law amendment is required to rezone the lands from **C4** (Mainstreet Commercial) and **D-1** (Development) to **H-RA4-Exception** (Apartments) to accommodate the 18 storey apartment building. In addition, a number of commercial uses are proposed within the podium.

The proposal is characteristic of a **RA4** (Apartments) zone. The proposed **H-RA4-Exception** (Apartments) is appropriate to accommodate the proposed redevelopment of the site.

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

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Maximum Floor Space Index (FSI) – Apartment Zone	1.8	7.9
Minimum Front Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Interior	4.5 m (24.6 ft.) to 9.0 m (29.5 ft.)	0.9 m (2.9 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Side Yard		
Minimum Rear Yard (Agnes Street)	7.5 m (24.6 ft.) to 15.0 m (49.2 ft.)	5.3 m (17.4 ft.)
Maximum encroachment of a balcony above the first storey into a required yard	1.0 m (3.28 ft.)	1.5 m (4.9 ft.)
Minimum setback from underground parking structure to any lot line	3.0 m (9.8 ft.)	0.5 m (1.64 ft.)
Minimum depth of a landscape buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 metres (0.0 ft.) – 3.0 metres (9.8 ft.)
Minimum Amenity Area per dwelling unit	5.6 m ² (60.3 ft ²)	4.9 m ² (52.7 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	21.9%
Minimum number	1.25 resident spaces	0.9 resident spaces per

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
of parking spaces	per one-bedroom unit 1.40 resident space per two-bedroom unit 1.75 resident space per three-bedroom unit 0.20 visitor spaces per unit	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
Minimum number of bicycle parking	N/A	0.7 space per dwelling unit (long term) 0.08 spaces per dwelling unit (short term)
Shared Parking between non-residential uses and visitor parking spaces	Not permitted to be shared	Required parking for non-residential uses shall be shared with residential visitor parking spaces. The greater required parking between non-residential uses and visitor parking spaces shall apply.

10. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- Land dedications (road widenings);
- Upgraded streetscape works;
- Execution of a Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority; and,

11. Site Plan

Staff have worked with the applicant throughout the rezoning process to come up with a built form that creates an appropriate design response to Dundas Street West, Novar Road, Agnes Street and the surrounding context. Along Dundas Street West, the building incorporates a generous step back between the podium face and the building above that establishes a human scale streetwall height.

The upper storeys of the building along Dundas Street West are stepped back following an angular plane to help reduce the physical impact of the structure along the street. Active frontage with retail uses is created fronting onto Dundas Street to contribute to the planned main street character of the street.

Along Novar Road and Agnes Street, a setback is provided to give the building room for streetscaping and private amenity areas for the residential units. Townhouse format units each with their individual private entrance have been incorporated into the frontage on Novar Road and Agnes Street to articulate the ground floor of the building and create residential character. Also along Agnes Street the building massing

above the podium is stepped back generously to reduce the visual impacts of the building and transition to the residential area to the north.

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application was submitted concurrently with the official plan amendment and rezoning applications under File SP 19-130 and the applicant is working to address all comments.

12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Re-use of rainwater for irrigation purposes;
- Secure bicycle storage;
- Soil cell / Silva cells, supporting the proposed planting of at-grade vegetation on upgraded boulevards.

13. Section 37 Community Benefits (Bonus Zoning)

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as the proposal is within the maximum height permission in the Residential High Density designation in MOP and, therefore, does not meet the eligibility requirements contained in Corporate Policy 07-03-01 – Bonus Zoning.

14. Conclusions

In conclusion, City staff have evaluated the applications to permit an 18 storey apartment building containing 428 dwellings and 272.91 m² (2,937.5 ft²) of ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to intensify an underutilized parcel within the Downtown Cooksville Character Area. The proposal is compatible with adjacent uses and provides for a built form that is transit supportive and supports a mix of housing choice in the City. The proposed building will include an active façade on Dundas Street West and upgraded boulevards that will contribute to the walkability in the Downtown area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of this application, subject to the recommendations provided in the staff report.

City of Mississauga
Corporate Report



<p>Date: April 16, 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: OZ 20/002 W1</p>
	<p>Meeting date: May 10, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit four townhouses that are four storeys in height

2207 Dixie Road, northeast corner of Dixie Road and Venta Avenue

Owner: 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

File: OZ 20/002 W1

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File 20/002 W1, 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting), 2207 Dixie Road to amend Mississauga Official Plan to **Residential Medium Density** and change the zoning to **RM4-Exceptions** (Townhouses-Exception) to permit four townhouses that are four storeys in height, be approved subject to the conditions referenced in the staff report dated April 16, 2021, from the Commissioner of Planning and Building.
3. That the "H" holding symbol is to be removed from the **H-RM4-Exception** (Townhouses-Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated April 16, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.
5. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) hearing on the subject applications under File OZ 20/002 W1, 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting).
6. That City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Local Planning Appeal Tribunal hearing process, if any.
7. That the City Solicitor, be authorized to execute Minutes of Settlement with 2726984 Ontario Ltd., if required, and that the Commissioner of Planning and Building and the City Clerk be authorized to execute any other documents which may be necessary to implement the proposed development.

Executive Summary

- The applications are to amend the official plan and change the zoning by-law to allow four, four storey townhomes
- The official plan amendment and rezoning applications have been appealed to Local Planning Appeal Tribunal (LPAT) by the applicant as a decision was not made within the statutory timeframe. A case management conference has been scheduled for June 25, 2021 followed by a five day hearing to commence on September 27, 2021
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including improving the transition to the adjacent detached home by moving the proposed townhomes and adding a second visitor parking space
- Staff require direction from Council to attend any LPAT proceedings which may take place in connection with the applications and which support the recommendations outlined in this report
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on November 9, 2020, at which time an Information Report was received for information. The report can be accessed at the following link:

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=6175>

Recommendation PDC-0041-2020 was then adopted by Council on November 25, 2020.

PDC-0041-2020

1. That the report dated October 16, 2020, from the Commissioner of Planning and Building regarding the applications by 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting) to permit 4 four-storey townhomes, under File OZ 20/002 W1, 2207 Dixie Road, be received for information.
2. That five oral submissions be received.

On September 15, 2020, the owner appealed the applications to LPAT due to a non-decision by Council. A LPAT case management conference (CMC) was held on February 24, 2021 and a second CMC is scheduled for June 25, 2021. A five day LPAT hearing is scheduled, to start on September 27, 2021. The purpose of this report is to make a recommendation to Planning and Development Committee on the application and to seek direction with respect to the appeal.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- The minimum front yard setback from Dixie Road has been reduced from 6.0 m (19.7 ft.) to 4.0 m (13.1 ft.)
- The minimum lot setback from the rear wall of the townhome to a lot line has been increased from 6.6 m (21.7 ft.) to 9.0 m (29.5 ft.)
- A second visitor parking space has been proposed
- Visitor parking spaces have been relocated from the Venta Avenue frontage to run parallel with the rear property line
- The minimum width of units has decreased from 4.5 m (14.8 ft.) to 4.4 m (14.4 ft.)

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on February 27, 2020. A virtual community meeting was held by Ward 1 Councillor Dasko on October 21, 2020. Approximately 60 people attended the meeting and 54 written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on November 9, 2020. Five members of the public made oral deputations and two members of the public made written submissions regarding the

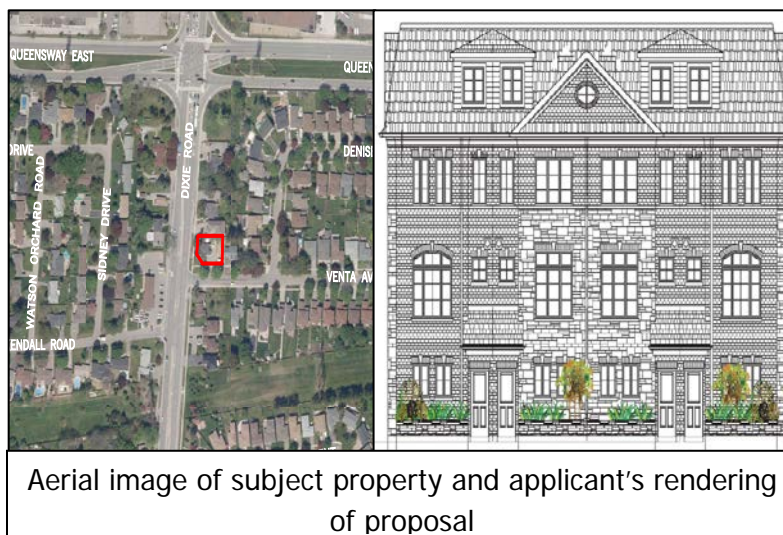
applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the policies of the Region of Peel Official Plan and Mississauga Official Plan (MOP). An official plan amendment is required to change the designation from **Residential Low Density I** to **Residential Medium Density**. A zoning by-law amendment is also required to change the zoning for the site from **R3-75** (Detached Dwellings – Exception) to **RM4-Exception** (Townhouses – Exception). The zoning requires an "H" Holding Symbol that can be removed once a number of issues associated with technical plans, studies, reports and agreements have been resolved.



Aerial image of subject property and applicant's rendering of proposal

The proposed official plan amendment and rezoning applications to permit four, four storey townhome units has been found acceptable. The applicant has addressed the criteria for a site specific applications as set out in MOP. Although the applicant is increasing the height and number of units, staff can support the official plan amendment and rezoning for the following reasons:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Dixie Road);
- The Dixie Road corridor has a different character than the adjacent subdivision (e.g. wider street, greater variety in built form) which provides the opportunity to accommodate the proposed townhomes without concern that it will be used as a precedent for lot splitting or inappropriate redevelopment within the internal neighbourhood;
- The proposed development represents a modest increase in height (from three storeys to four storeys) and density (townhomes represent a ground related residential built form similar to detached, semi-detached and duplexes which are permitted in the current official plan designation);
- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts (e.g. shadow impacts are acceptable), and,
- The proposed development will help provide a range of residential built forms in the neighbourhood.

Concern has been raised about the precedent setting nature of the proposal. Development applications are judged on their own merits and site specific context. In addition, the proposed development is located on the Dixie Road corridor which represents the edge of the Sherway West neighbourhood. The location and character of Dixie Road differentiates itself from most lands within the adjacent established low density subdivisions. MOP policies provide additional flexibility in accommodating height and density in neighbourhoods where the sites are located along corridors. Approval of the proposed development does not support lot splitting and/or four storey townhomes throughout the adjacent low density subdivision as the character and applicable MOP policies are different.

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development represents a small increase in height and density. The site is located along a major arterial road corridor which has a different character than the internal Sherway West subdivisions and will not set an unacceptable precedent. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions identified in this report.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

City of Mississauga
Corporate Report



<p>Date: October 16, 2020</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: OZ 20/002 W1</p>
	<p>Meeting date: November 9, 2020</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan amendment and rezoning applications to permit 4 four-storey townhomes
 2207 Dixie Road, northeast corner of Dixie Road and Venta Avenue**

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

File: OZ 20/002 W1

Recommendation

That the report dated October 16, 2020, from the Commissioner of Planning and Building regarding the applications by 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting) to permit 4 four-storey townhomes, under File OZ 20/002 W1, 2207 Dixie Road, be received for information.

Background

On February 13, 2020 the applications were 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).

The applications were appealed by the applicant to the Local Planning Appeal Tribunal (LPAT) for non-decision on September 15, 2020. Nonetheless, the applicant has verbally indicated that they intend to submit additional information identified through the City's first circulation. A case management conference has not yet been scheduled.

It is important to acknowledge that the *Planning Act* provides only 120 days for Council to render a decision. Because Mississauga's Council prides itself at ensuring appropriate engagement with the community on development applications, meeting this timeline is almost impossible assuming a community meeting, a public meeting, and a final recommendation

meeting are to be conducted within the stated timeframe. The challenges with the timeline are typically accepted by applicants who prefer to see the process through before exercising their right to appeal to LPAT.

PROPOSAL

The official plan amendment and rezoning applications are required to permit 4 four-storey townhomes. The applicant is proposing to amend the official plan designation from **Residential Low Density I** to **Residential Medium Density**. The zoning by-law will also need to be amended from **R3-75** (Detached Dwellings – Exception) to **RM4-Exception** (Townhouses – Exception) to implement this development proposal. The townhomes will be standard condominiums, with commonly owned driveways, parking and landscaped open space areas. Driveway access to the units will be provided from Venta Avenue.

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 northeast corner of Dixie Road and Venta Avenue within the Sherway West area of the Lakeview Neighbourhood Character Area. The site is currently occupied by a detached bungalow with a number of trees located on the property and on the public boulevard.



Aerial image of 2207 Dixie Road



Applicant's rendering of the proposed townhome elevation fronting Dixie Road

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 5.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact


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

Conclusion

Most agency and City department comments have been received and in general reflect issues of a technical nature; however, a key issue to be addressed pertains to compatibility of the proposed development with the character of the area and Mississauga Official Plan policies. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and public comments reviewed. Council will need to provide direction to Legal Services with respect to the City's position on the project for the LPAT hearing when the Recommendation Report is presented to a future Planning and Development Committee meeting.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

2207 Dixie Road

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1. Site History

- Based on available aerial photography, the subject site was developed with a detached home prior to the construction of the surrounding subdivisions in the 1950s and 1960s.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R3** (Detached Dwellings-Typical Lots) which permits detached dwellings.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated Residential Low Density I in the Lakeview Neighbourhood Character Area.
- June 24, 2015 – Council approved city initiated zoning amendments which rezoned the lands to **R3-75** (Detached Dwelling – Exception Zone) and established a maximum height for a flat roof of 7.5 m (24.6 ft.) and then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements. These amendments were prepared for large portions of Ward 1 and do not preclude a more detailed examination on a site-by-site basis.
- March 16, 2017 – The Committee of Adjustment approved consent and minor variance applications that severed the rear portion of the property and permitted a detached dwelling fronting Venta Avenue. The retained lot was the subject of a subsequent minor variance application, approved on September 14, 2017, to permit enlargement of

the corner day light triangle and reduction in the required lot area. The retained lot is the subject of the development proposal.

2. Site and Neighbourhood Context

Site Information

The property is located at the northeast corner of Dixie Road and Venta Avenue within the Sherway West area of the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by a vacant detached bungalow, with a number of trees located on the property and on the public boulevards.

The site has frontage on Dixie Road which is a Regional Arterial Road with interchanges at the Queen Elizabeth Way to the south and Highway 403 to the north. Venta Avenue is a local road that serves the neighbourhood. The property is within approximately 800 m (2,625 ft.) of the Dixie GO Station. The sight triangle at the corner of Dixie Road and Venta Road is under municipal ownership in order to ensure there are no obstructions and that motorists can see oncoming traffic.

Property Size and Use	
Frontage:	25.0 m (82.0 ft.)
Depth:	30.4 m (99.7 ft.)
Gross Lot Area:	0.07 ha (0.17 ac.)
Existing Uses:	One storey detached dwelling



Existing conditions facing northeast

Surrounding Land Uses

The area is predominately residential with the lots that front onto Dixie Road tending to be wider and deeper than those created in the adjacent subdivisions.

Lands immediately to the north of the property were subject to a severance application to create an additional residential lot in 2005. The Committee of Adjustment refused to grant the severance on grounds it was not suitable for residential development and it was not compatible with the character of the area. The Ontario Municipal Board subsequently approved the severance and the building permit for the residential detached dwelling was issued in 2012.

In addition to residential uses, a number of properties fronting Dixie Road have been granted permission from the Committee of Adjustment to allow office uses, including Dixie Dental (three lots to the north) and the Dixie Road Medical Building across the street. The Committee of Adjustment also authorized the operation of a chiropractic clinic on the subject property in 2002.

The surrounding land uses are generally:

- North: Detached homes, and north of the Queensway, the Dixie Employment Area
- East: Detached homes
- South: Detached homes, hydro corridor
- West: Detached homes



Aerial photo of 2207 Dixie Road

The Neighbourhood Context

The subject property is located on the edge of an established residential area characterized by detached homes on mature tree lined streets situated on relatively wide lots that were developed in the 1950s and 1960s.

Development along Dixie Road predates the surrounding subdivisions and the character is more varied given different building setbacks, amount of landscaping, land uses (residential/office) and parking (amount/location).

Dixie Road is identified as a Corridor in Mississauga Official Plan.



Aerial Photo Of 2207 Dixie Road Immediate Vicinity

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over).

The existing population for the Sherway West area was 1,590 people in the year 2016, which represents a 2.2% decline from the year 2011 when there were 1,625 people in the area.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property; however, in the broader area along Dixie Road, the following applications have been approved or are in process:

- A development application for 26 detached homes on a condominium road and public road was approved for lands that front Primate Road, Wealthy Place, and Dixie Road (north of the Queen Elizabeth Way) in November 2019.
- A development application for 22 detached homes on a condominium road was submitted in 2019 for lands that front Cormack Crescent which is in close proximity to Dixie Road (south of the Queen Elizabeth Way).

Community and Transportation Services

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

The area is well served by City of Mississauga parks and green spaces: Laughton Heights Park, and Fred Halliday Park are within approximately 500 m (1,640 ft.) radius of the site. Laughton Heights Park is the closest at less than 300 m (984 ft.) from the subject property and includes a playground, basketball net/multi-use pad, outdoor fitness equipment and two tennis courts.

The site is within approximately 800 m (2,625 ft.) of the Dixie GO Station which provides one way rush hour train service on the Milton line. The site, however, is not within the draft Dixie GO Station Major Transit Station Area, prepared by the Region of Peel, which determined that the Queensway represented the southern boundary of the MTSA.

Bus service is available in off-peak periods.

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens
- Route 5 – Dixie

The Route 5 Bus provides access to the Dixie GO station, 0.8 km (.5 mi) to the north and the Long Branch GO station, 4.0 km (2.5 mi) to the southeast.

Dixie Road is a Regional Arterial Road with a designated right-

of-way of 45 m (148 ft.). The roadway is four lanes wide plus turning lanes and a centre median in front of the subject property. There is an existing multi-use trail along the west side of Dixie Road and Mississauga Official Plan identifies it as a primary on-road long term cycling route.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit four townhouse dwellings that are each four storeys in height. The townhouses will form a standard condominium with commonly owned driveways, parking spaces, and landscape open space areas.

Development Proposal	
Applications submitted:	Received: January 17, 2020 Deemed complete: February 13, 2020
Applications appealed to the Local Planning Appeal Tribunal (LPAT)	September 15, 2020
Developer/ Owner:	272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)
Applicant:	Glenn Schnarr & Associates
Number of units:	4 units
Existing Gross Floor Area:	Existing detached dwelling will be demolished
Proposed Gross Floor Area:	853 m ² (9,182 ft ²)
Proposed Gross Floor Area Per Dwelling:	Interior Units : 208 m ² (2,240 ft ²) Exterior Units: 218 m ² (2,350 ft ²)
Height:	4 storeys

Development Proposal		
Lot Coverage:	45%	
Floor Space Index:	1.2	
Landscaped Area:	33%	
Road Type:	Townhouses will front on Dixie Road, however, vehicular access will be provided by a driveway to Venta Avenue.	
Anticipated Population:	12* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	8	8
visitor spaces	<u>1</u>	<u>1</u>
Total	9	9
Accessible Visitor Parking Spaces	1	0
Green Initiatives:	<ul style="list-style-type: none"> • Permeable Pavement • Native vegetation plantings • Stormwater quality control measures 	

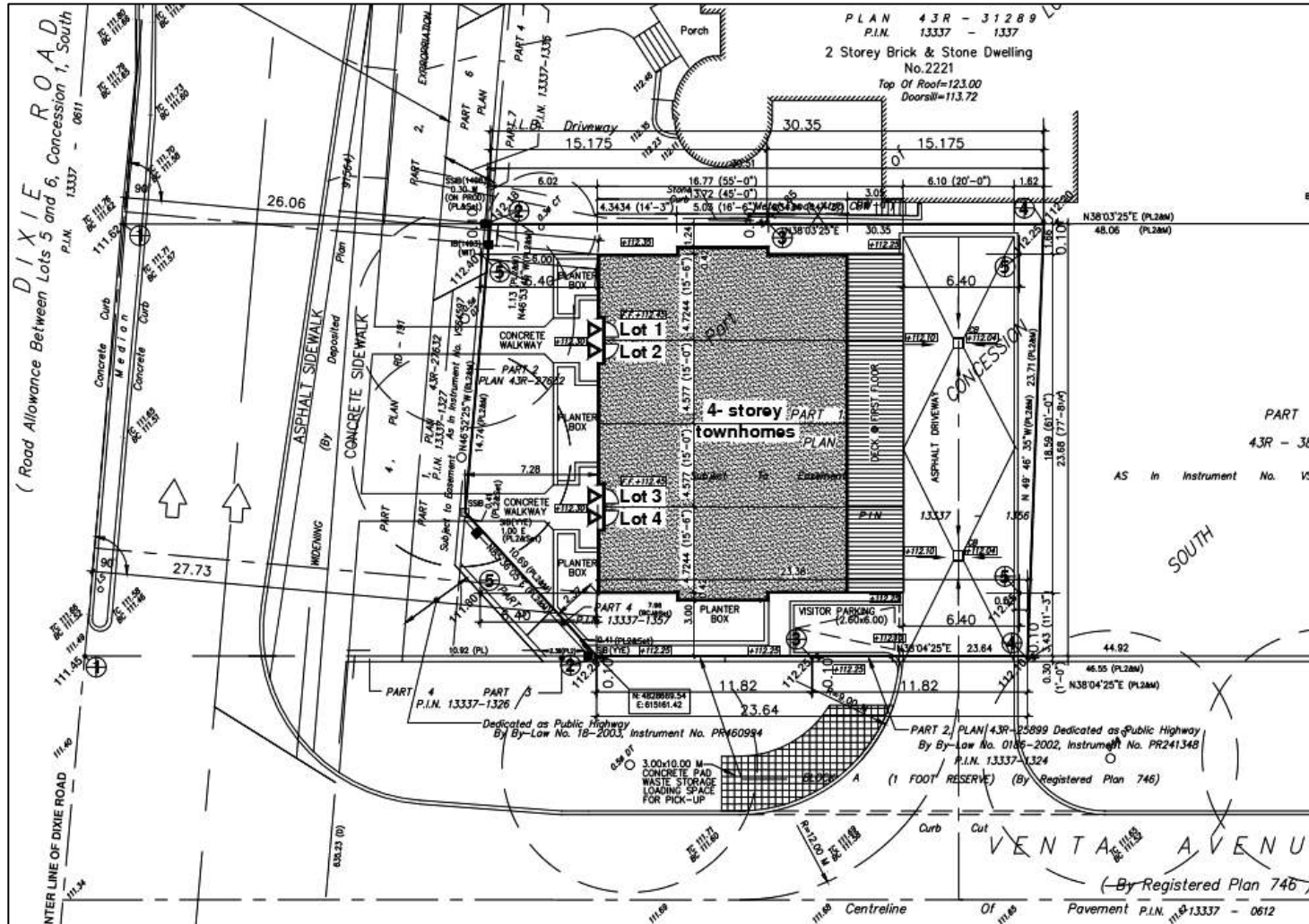
- List of Low Impact Design Features
- Arborist Report/Tree Inventory/Tree Preservation Plan
- Traffic Operations Study
- Functional Servicing & Stormwater Management Report
- Concept Site Grading
- Phase 1 Environmental Site Assessment
- Draft Official Plan and Zoning By-law Amendments
- Survey and Easements

Supporting Studies and Plans

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

- Planning Justification Report
- Aerial Context Map
- Preliminary Site Plan
- Building Elevations/ Building Sections and Details
- Preliminary Floor Plans
- Sun/Shadow Impact Study
- Acoustical Feasibility Study

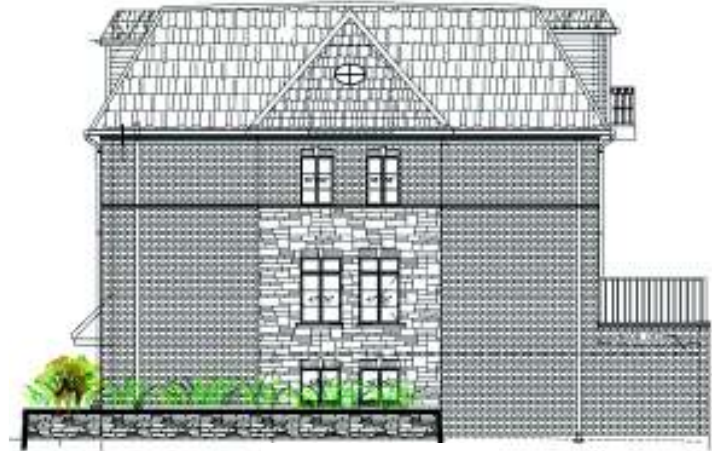
Site Plan and Elevations



Site Plan



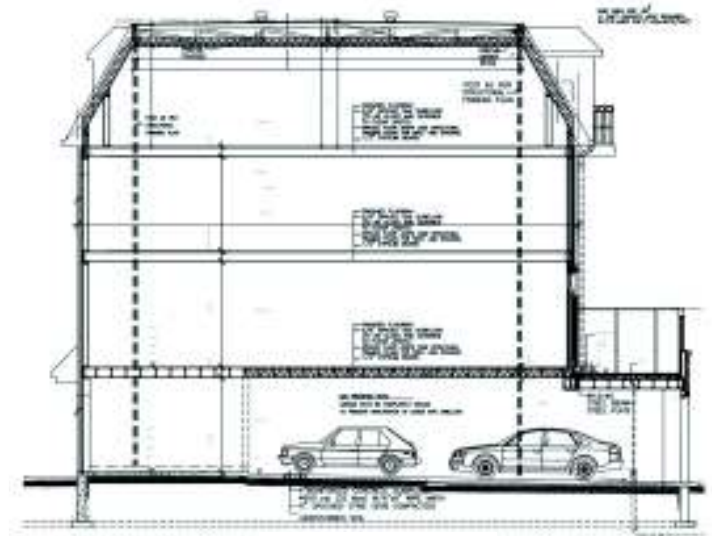
Front Elevation



Side Elevation



Rear Elevation



Cross Section

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Excerpt of Lakeview Neighbourhood Character Area

Existing Designation

The site is designated **Residential Low Density I** which permits detached, semi-detached, and duplex homes. The Lakeview Local Area Plan permits a maximum height of 3 storeys on the site.

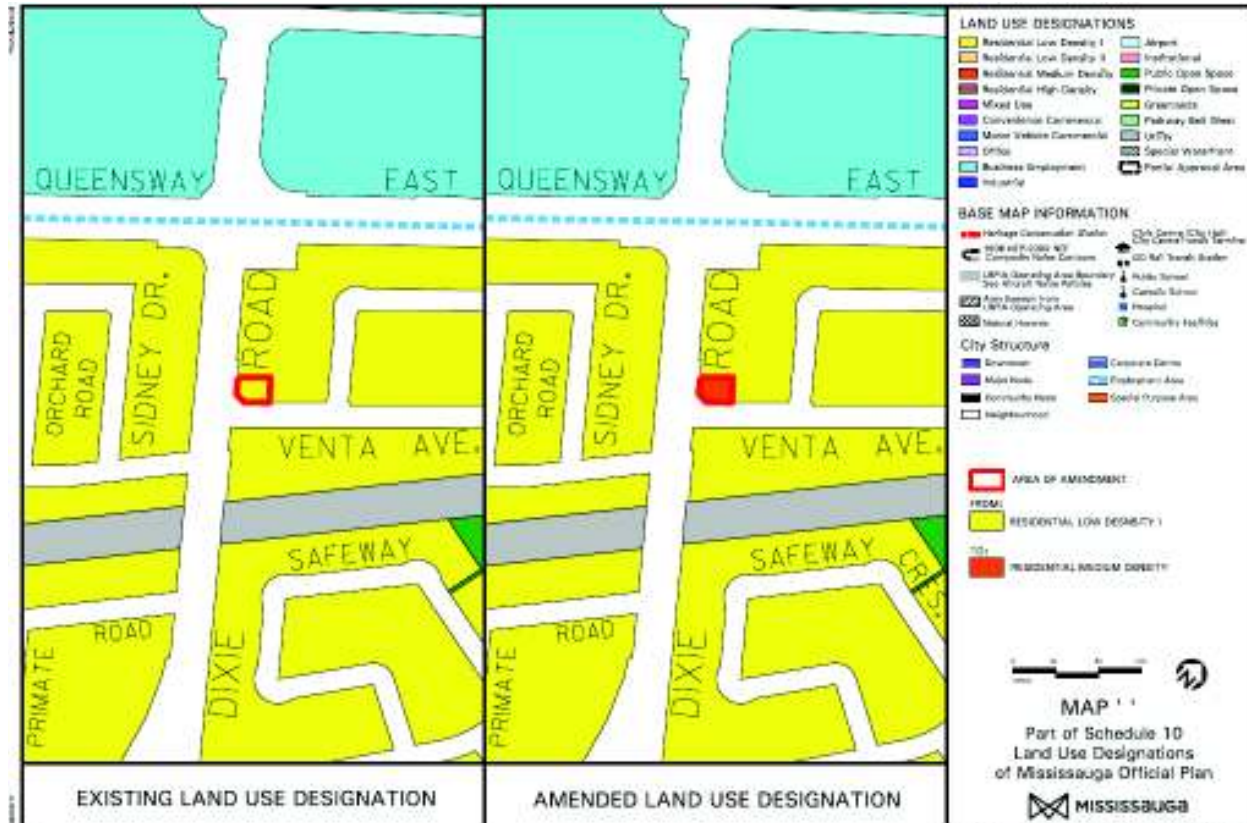
Proposed Designation

The **Residential Medium Density** designation is proposed for Schedule 10 Land Use Designations to allow for the townhouses.

A maximum height of 4 storeys is proposed for the site which will require an amendment to Map 3 Lakeview Local Area Plan Height Limits.

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

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



Mississauga Zoning By-law

Existing Zoning

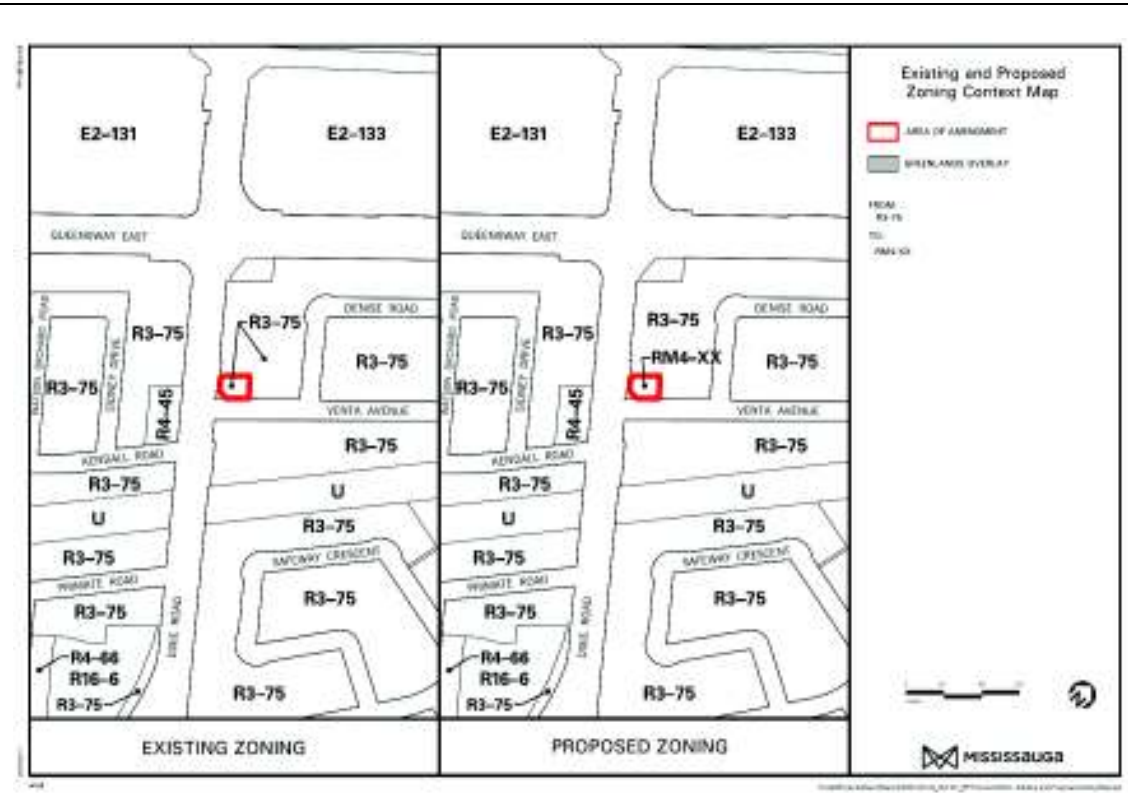
The subject site is currently zoned **R3-75** (Detached Dwellings – Exception), which permits:

- detached homes with a minimum lot frontage of 15 m (49 ft.) for an interior lot and 19.5 m (64 ft.) for a corner lot
- maximum height – highest ridge sloped roof: 9.5 m (31 ft.)
- maximum height – flat roof 7.5 m (25 ft.)
- maximum height of eaves – 6.4 m (21 ft.)
- maximum dwelling unit depth – 20 m (66 ft.)

Proposed Zoning

The applicant is proposing **RM4-Exception** (Townhouses – Exception), which permits condominium townhouses along with amendments to the RM4 base zone standards.

Through processing of the application staff may recommend a more appropriate zoning.



Proposed Zoning Regulations

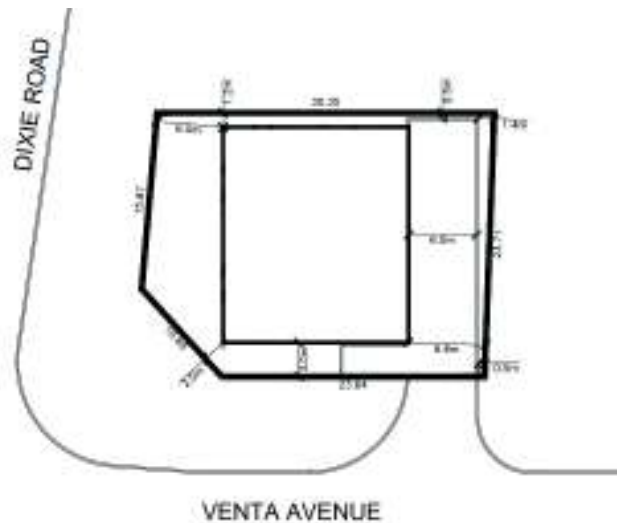
Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Minimum lot area per dwelling unit	200 m ² (2,153 ft ²)	175 m ² (1,884 ft ²)
Minimum lot frontage	30.0 m (98 ft.)	23.0 m (75 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum landscaped area	40% of lot area	33% of lot area
Minimum lot line setbacks		
<ul style="list-style-type: none"> from the front, side and/or rear wall of a townhouse, inclusive of stairs, to a street line 	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
<ul style="list-style-type: none"> from the front and/or side wall of a townhouse to all other street lines 	4.5 m (14.8 ft.)	2.0 m (6.6 ft.) to daylight triangle 3.0 m (9.8 ft.) to Venta Road
<ul style="list-style-type: none"> from the side wall of a townhouse to a lot line that is not a street line 	2.5 m (8.2 ft.)	1.2 m (3.9 ft.)
<ul style="list-style-type: none"> from the rear wall of a townhouse to a lot line that is not a street line 	7.5 m (24.6 ft.)	6.6 m (21.7 ft.)
Minimum internal setbacks		
<ul style="list-style-type: none"> from a front and/or side wall of townhouse to a condominium road, sidewalk or visitor parking space 	4.5 m (14.8 ft.)	0.7 m (2.3 ft.)
<ul style="list-style-type: none"> from a garage face to a condominium road or sidewalk 	6.0 m (19.7 ft.)	0 m (0 ft.)
<ul style="list-style-type: none"> from a rear wall of townhouse to a condominium road or walkway 	7.5 m (24.6 ft.)	0 m (0 ft.)
Maximum Projections		
<ul style="list-style-type: none"> of an awning attached to the front wall of a townhouse beyond the buildable area as shown on Schedule RM4-XX 	0.6 m (2.0 ft.)	1.0 m (3.3 ft.)
Maximum height ¹⁾	10.7 m (35.1 ft.) and 3 storeys	11.2 m (36.7 ft.) and 4 storeys
Minimum width of a condominium road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Tandem parking spaces within an attached garage	Zoning does not specifically permit	Tandem parking spaces within an attached garage shall be permitted

Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Maximum driveway width	3.0 m (9.8 ft.)	3.6 m (11.8 ft.)
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	0.5 m (1.6 ft.)
Minimum building setback from the centerline of a 40.0 m designated right-of-way	22.5 m (73.8 ft.) + required setback of 7.5 m (24.6 ft.)	18.6 m (61 ft.) + proposed setback of 6.0 m (19.7 ft.)
Minimum number of required accessible parking spaces	1	0

1) Height means, with reference to the height of a **townhouse**, the vertical distance between the context grade and the mean height level between the eaves and highest point of the **flat roof** where there is a **flat roof** on top of a **sloped roof**.

Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.

Proposed Exception Schedule



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

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

Policy Document	Legislative Authority/Applicability	Selected Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>The PPS, 2020 came into effect on May 1, 2020 (PPS Part II)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Healthy, liveable and safe communities are sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (PPS 1.1.1 e)</p> <p>Communities are sustained by improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (PPS 1.1.1 f)</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 shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, and public service facilities. (PPS 1.1.3.2.a and b)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall prepare for the impacts of a changing climate by promoting compact form and a structure of nodes and corridors (PPS 1.8.1 a)</p>
Growth Plan for the Greater Golden	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area.	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas

Policy Document	Legislative Authority/Applicability	Selected Key Policies
Horseshoe (Growth Plan)	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>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>Within all major transit station areas (generally defined as an approximate 500 to 800 metre radius of a station), development will be supported, where appropriate, by providing a diverse mix of uses to support transit. (Growth Plan 2.2.4.9 a). The Region of Peels draft MTSA boundary for the Dixie GO station did not include the subject site within the MTSA boundary.</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>The ROP identifies the subject lands as being located within Peel's Urban System</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, Parkway Belt West Plan and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No.1 (2020) and Provincial Policy Statement 2020.

The subject site is within an 800 m (2,625 ft.) radius of the Dixie GO Station. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current Mississauga Official Plan policies in effect continue to apply and will be used to review and development proposals for the site.

The lands are located within the Lakeview Neighbourhood and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached homes, semi-detached homes, and duplex homes.

The applicant is proposing to change the designation to **Residential Medium Density** to permit townhouse dwellings. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods will generally occur through infilling.

	Specific Policies	General Intent
	Section 5.4.5	<p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
Chapter 6 Value The Environment	Section 6.10.3 Section 6.10.3.2 Section 6.10.3.3 Section 6.10.3.5	<p>As intensification occurs in the Downtown, Major Nodes, Community Nodes and along Corridors, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.</p> <p>Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.</p> <p>Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1.6 Section 7.1.10 Section 7.2.1 Section 7.2.2 a Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price;</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 8 Multi-Modal City	8.4.1	Off-street parking facilities will provide for the needs of people with disabilities
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.3.1.7 Section 9.4 Section 9.4.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4 Section 9.5.2.6 Section 9.5.3 Section 9.5.4	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; 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.</p>

	Specific Policies	General Intent
		<p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street; e. support transit and active transportation modes; f. consolidate access points and encourage shared parking, service areas and driveway entrances; and g. provide concept plans that show how the site can be developed with surrounding lands.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>Mississauga is committed to accessibility through barrier free universal design.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.</p>
Chapter 11 General Land Use Designations	11.2.3 11.2.5.3 11.2.5.5	<p>The subject site is designated Residential Low Density I.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and

	Specific Policies	General Intent
		<ul style="list-style-type: none"> Duplex dwelling <p>The development application proposes to redesignate the subject site to Residential Medium Density which permits all forms of townhouse dwellings.</p>
Chapter 16 Neighbourhoods	16.1.1.1 16.1.2.1	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements (the Lakeview Local Area Plan includes a height limit of 3 storeys for this site)</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.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendments as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 1.0	Section 1.0	There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.
Chapter 5.0 Vision	Section 5.0 Section 5.2.2	<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</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</p>

	Specific Policies	General Intent
Chapter 6.0 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p>
Chapter 10 Complete Communities	Section 10.1.1 Section 10.1.2 Section 10.1.2.1 b Section 10.3.3	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys.</p> <p>This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.</p> <p>Future redevelopment of properties will address appropriate transition to adjacent residential uses</p> <p>For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items: a. they can fit into the existing lotting pattern of the community; b. they provide an appropriate transition from low built form to higher built forms; c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking; d. they are located on, or in proximity to transit routes; and e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods.</p>
Appendix 1 Built Form Standards	Section 1.2 Section 2.2.3.2	<p>Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.</p> <p>For new Townhouse Standard Condominiums the following criteria will apply:</p> <ol style="list-style-type: none"> a. The maximum height for a townhouse dwellings will be 10.7 m; b. The minimum unit width of a townhouse unit will be 6.0 m; c. The minimum front yard setback from a street will be 6.0 m; d. The maximum number of townhouses in a consecutive row will be 8 units; e. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit; f. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit; g. The garage of any townhouse unit will not be more than 50% of the width of the unit; h. The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller; i. All units will have a designated parking space in front of their unit or located underground; j. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings; k. Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space; l. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between

	Specific Policies	General Intent
		<p>blocks of units that have a walkway;</p> <ul style="list-style-type: none"> m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street; n. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; o. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and q. End units exposed to an external or internal road will be required to have upgraded elevations.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>1 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Westacres Public School</p> <p>Enrolment: 291 Capacity: 248 Portables: 2</p> <p>Allan A. Martin Sr. Public School</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Edmunds</p> <p>Enrolment: 351 Capacity: 237 Portables: 3</p> <p>St. Paul Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

As of the date of this report, no community meetings have been held; however, staff attended a meeting with executives of the Sherway Homeowner's and Recreation Association on March 4, 2020 to discuss the proposed development and associated planning process.

Written comments have also been received by the Planning and Building Department. The following represent a general summary of the comments provided to date:

- The proposed townhouses do not fit into the neighbourhood structure and are too dense given the low density single detached home character of the area
- The proposed townhouses at four storeys are too tall given the predominately two storey heights in the area
- The proposal will establish a bad precedent, resulting in "lot splitting" and four storey townhouses being developed throughout the established low density neighbourhood
- Venta Avenue cannot withstand the increased volume of traffic getting in and out onto Dixie Road

A virtual community meeting is also scheduled for October 21, 2020. Issues raised at that meeting will be reported on and addressed in the recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
<p>Region of Peel (March 26, 2020 and September 16, 2020 September 21, 2020)</p>	<p>A Regional Official Plan Amendment is not required.</p> <p>The Region shall require the use of Low Impact Development approaches where no site specific constraint exists. Stormwater management techniques shall be implemented to the satisfaction of the Region of Peel.</p> <p>The Region will provide curbside collection of garbage, recyclable materials, bulky items, source separated organics and yard waste subject to the following conditions being met and labeled on the site plan, prior to the City's Recommendation report:</p> <ul style="list-style-type: none"> • Each dwelling unit must have its own identifiable collection point; • The collection point must be along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars; • Each collection point must be at least 3 metres by 1 metre • The sidewalk will need to be set-back to allow frontage for the set-out carts as the collection vehicle is not permitted to collect across sidewalks • Each dwelling unit must have its own identifiable waste storage area sufficient in size for garbage, recycling, and source separated organics carts, overflow waste, yard waste, and bulky items. <p>Landscaping, signs, fences or other encroachments are not permitted within the Region's easements and/or right-of-way limits.</p> <p>Traffic engineering has reviewed the Operations Study prepared by Nexttrans and has no comment.</p> <p>The Region agrees with the Noise Feasibility Study analysis provided noise mitigation features and appropriate warning clauses outlined in the study are implemented.</p> <p>The Region recommends that adequate setbacks are to be provided to accommodate street trees.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (March 31, 2020)</p>	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>The Peel District School Board responded that City of Mississauga Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require</p>

Agency / Comment Date	Comments
	certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (March 25, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p> <p>Warning clauses are to be included in the Development Agreement pertaining to tree planning and street tree contributions and payment of cash-in-lieu of parkland.</p>
City Community Services Department – Fire and Emergency Services (April 23, 2020)	Fire has reviewed the application and from an emergency response perspective there are no concerns. Fire hydrants are not indicated on the drawings. If hydrant coverage does not meet requirements of bylaw 1036-81 then additional fire hydrants will be required.
City Community Services Department – Forestry (February 26, 2020)	Tree preservation and protection will be addressed as part of site plan approval process. Tree removal application is required for injury or removal of trees and will be addressed through site plan approval process.
City Transportation and Works Department (February, March and April 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Functional Servicing Report (FSR), prepared by Skira & Associates and dated September 2019, 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 have a storm sewer connect to both Venta Avenue and Dixie Road to service the development lands, with an outlet to the Etobicoke Creek and Applewood Creek, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from Region of Peel as Dixie Road is a Regional Road.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; • demonstrate that there will be no impact on the City's/ Region existing drainage system including how groundwater will be managed on-site, and • identify the type of Soil and the groundwater level. <p><u>Traffic</u> A traffic impact study (TIS), prepared by Nextrans Consulting Engineers. and dated November 2019, 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 is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning templates to evaluate residential parking spaces; • Provide a queue analysis for the driveway entrance to the intersection of Dixie and Venta to ensure both Venta Avenue and the internal driveway can operate efficiently; • Provide an alternative for waste collection and storage; <p><u>Environmental Compliance</u> A Phase 1 Environmental Site Assessment (ESA), dated July 29, 2019 by Brown Associates Limited, was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation is required. The report concludes that no significant environmental concerns were identified and that no further investigative work is required. However, the applicant is required to provide additional information in support of that conclusion. In addition, current land use is not clear and should be clarified by a qualified person. A Record of Site Condition may be required in accordance with O. Reg. 153/04.</p> <p><u>Engineering Plans/Drawings</u> 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. Staff has concerns as the private roadway does not appear to be consistent with the City Standard for a condominium road. All matters pertaining to Dixie Road (i.e. access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.</p> <p><u>Noise</u> The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MECP Standards.</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Enbridge - Rogers Cable - Mississauga Heritage Division - Conseil Scolaire Viamonde
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities - Hydro One Networks - Conseil Scolaire de District Catholique Centre-Sud - Bell Canada - Canada Post Corporation - GTAA

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project’s land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Resolution of outstanding engineering issues raised by the Transportation and Works Department pertaining, including: grading, noise, environmental, and traffic.

Development Requirements

There are engineering matters including: grading, engineering,

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

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as the proposal does not meet the eligibility requirements of Corporate Policy 07-03-01- Bonus Zoning pertaining to size of development as the proposed gross floor area is 853 m² (9,182 ft²) and the policy requires 5 000 m² (53,821 ft²).

**Recommendation Report
Detailed Planning Analysis**

Owner: 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

2207 Dixie Road

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1. Community Comments

Comments from the public were received through community and public meetings as well as written submissions. Public comments were generally directed towards built form, the precedent setting nature of the proposal and increased traffic.

Staff have taken into consideration the concerns raised by the public. The following represents an overview of the issues identified by the community summarized along key themes. A general response has been provided for each issue, with subsequent sections of this report addressing issues in more detail where appropriate.

Comment

Ward 1 is meeting or exceeding requirements to intensify through other development applications and the Sherway West neighbourhood should remain the same and not change.

Response

All neighbourhoods can be expected to experience some change over time, as children grow-up, residents move out and new people move in, boarders or aging parents are taken in and homes are renovated. Without any new residential development in the Sherway West area, the neighbourhood experienced a net decline in population from 1,625 people in the year 2011 to 1,590 people in the year 2016, representing a 2.2% decline in population (see Figure 1).

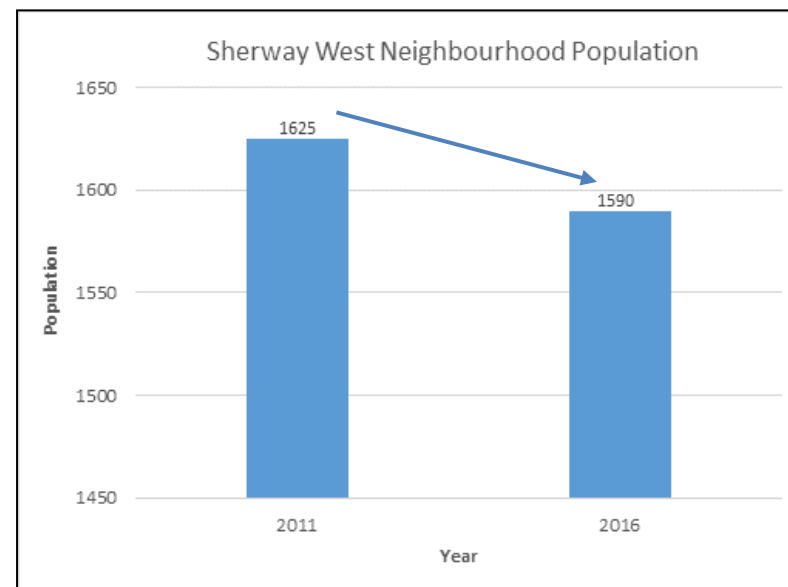


Figure 1: Population in neighbourhood declined between 2011 and 2016 (Census)

The surrounding urban environment has changed over time. When many of the surrounding homes were initially developed in the 1960s they were located on the fringe of the urban area, where apple orchards were redeveloped with new homes. Today, this neighbourhood is now part of a large, evolving and highly developed urban system offering an extensive range of goods, services and transportation options to residents.

Provincial policies have also changed over time and now place greater emphasis on accommodating growth within the existing urban area in order to reduce sprawl. Recent changes to the Growth Plan now direct communities to accommodate new housing throughout the urban area and not only in intensification areas.

It is the role of the Planning Department to help manage this change and ensure that development is appropriate. Planning documents, including Mississauga Official Plan (MOP) recognize that some change will happen (i.e. neighbourhoods are stable but not static) and allows for it where appropriate. The proposed development is on a property that is conducive to some change.

Comment

Proposed townhomes don't fit the neighbourhood and are too dense given the low density single detached home character of the area.

Response

Development along Dixie Road already has a different character from the surrounding neighbourhood. The buildings along Dixie Road predate the surrounding subdivisions and the character is more varied given different building setbacks, landscaping, land uses (residential/office) and the amount and location of parking.

MOP policies indicate that corridors, such as Dixie Road, represent one of the locations within Neighbourhoods where higher density uses should be located. Further, the Local Area Plan (LAP) states intensification may occur along corridors

where appropriate. The subject site's location along the Dixie Road corridor provides some flexibility in accommodating a built form that is denser than the surrounding subdivisions.



Dixie Road Character - wide arterial road with varied built form (setbacks, landscaping, architecture), parking (amount /location) and land use (residential/office)



Adjacent Subdivision Character – narrower local road, consistent built form (setbacks, landscaping, architecture), parking (garages with driveways) and land use (single detached homes)

Comment

Concern was raised that the proposed townhouses will establish a bad precedent and will result in "lot splitting" and

four storey townhouses through the established low density neighbourhood's subdivisions.

Response

Development applications are judged on their own merits in accordance with the specific physical and locational attributes of the site and applicable Official Plan policies.

The proposed development is located on the Dixie Road corridor which represents the edge of the Sherway West neighbourhood. The location and character of Dixie Road differentiates itself from most lands within the adjacent established low density subdivisions. MOP policies provide additional flexibility in accommodating height and density in neighbourhoods where the sites are located along corridors. Approval of the proposed development does not support lot splitting and/or four storey townhouses throughout the adjacent low density subdivision as the character and applicable MOP policies are different.

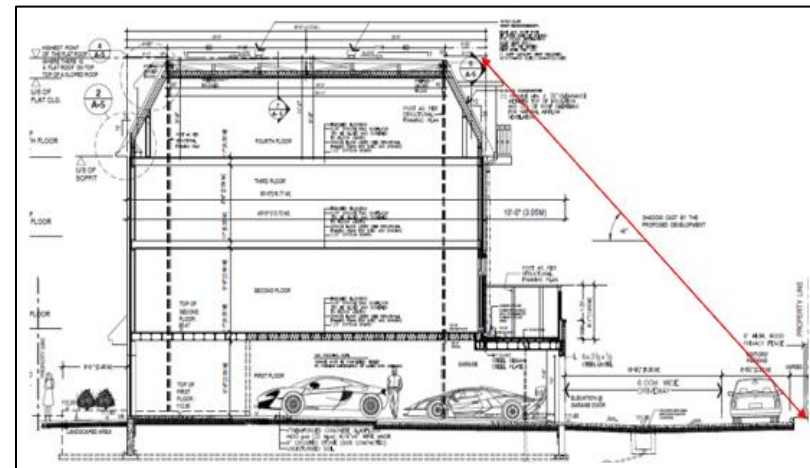
There may be some further opportunity for additional intensification along Dixie Road; however, the appropriateness of any increase in density and/or height would have to be further reviewed. The subject lands require official plan and zoning by-law amendments to permit the townhouse development, whereas, the surrounding neighbourhood will retain the residential low density official plan designation and zoning. Should surrounding property owners wish to alter the official plan designation and zoning regulations, a separate process would be required to determine the appropriateness of any modifications.

Comment

Concern was raised that the height of the four storey townhouses will cast significant shadows and create "overlook" problems with neighbouring properties.

Response

The applicant's sun/shadow analysis concluded that the proposed development's shadow causes no undue negative impacts to the adjacent dwellings. There is also sufficient distance between the townhouses and adjacent detached homes to the east. Specifically, the proposed building maintains a 45 degree angular plane from the adjoining property to the east. This angular plane is a typical test used to assess appropriate transition to adjacent properties. Although there are some shadows cast on the roofs of neighbouring properties, staff find that, on balance, the shadow and



Townhomes provide appropriate transition to adjacent residential dwelling as built form is within a 45 degree angular plane from property line

overlook impacts are acceptable.

Comment

Concern was raised that the proposed development will put additional demand on an already constrained electrical grid in the area.

Response

Staff from Alectra Utilities, the local hydro provider, confirmed that existing infrastructure on Dixie Road has enough capacity to accommodate increased demand from the four proposed townhouses. Alectra Utilities also noted that there is no reason to believe that this new development will negatively affect or compromise the existing infrastructure due to increased demand.

Comment

Concern was raised that there is insufficient parking for the proposed development and it will result in on street parking problems on Venta Avenue.

Response

Mississauga Zoning By-law 225-2007 requires townhouses to provide 0.25 visitor parking spaces per unit, which is the equivalent of providing one parking space for the four townhouses. The proposed development is providing two visitor parking spaces, doubling the required parking.

Comment

Concern was raised that the proposed development will create traffic problems and that the Traffic Impact Study submitted to support the proposed development did not factor changes in

the area (e.g. proposed Dixie Road and Queen Elizabeth Way interchange).

Response

A revised traffic study was submitted in support of the development application which addressed issues and concerns raised by the City and public.

The revised study, amongst other things, incorporated assumptions into the analysis regarding future increases in traffic, increased traffic load from the closure of the access point at North Service Road and a new daycare at Dixie Road and Sherway Drive.

The study concluded that the development proposal can adequately be accommodated by the existing transportation network with manageable traffic impact to the adjacent public roads. Staff from the City and Region's traffic groups have accepted the conclusions of the study. Transportation and Works comments, found in Section 2 and the discussion on traffic compatibility found in Section 7 of this report provide additional information.

Comment

Concern was raised that the waste collection pick-up point on Venta Avenue is not functional or attractive.

Response

The Region of Peel is responsible for waste management and has advised that the proposed collection pick-up on Venta Avenue is not acceptable as common collection areas are not permitted for townhouses. The Region requires curbside

collection to occur on Dixie Road in accordance with a number of conditions including adherence to the requirements of Peel's Waste Collection Design Standards Manual.

The applicant's site plan does not currently reflect the Region's conditions and design standards. In consultation with the Region, the City is proposing to use an "H" holding symbol in the implementing zoning by-law to ensure an acceptable waste collection location. The Region has been granted party status at the LPAT hearing to ensure their issues are addressed.

Comment

Concern was raised about the loss of trees in the municipal boulevard.

Response

The Tree Preservation Plan and Arborist's report identified a total of four trees within the public boulevard. One of these trees will be preserved and protected in accordance with the City's tree protection standards and the other three will be removed due to construction, grading and servicing constraints.

The City has accepted the consulting arborist's findings and will require payment from the applicant (as per the City's Fees and Charges by-law) to plant three new deciduous trees on Venta Avenue.

Comment

Concern was raised about impact from construction on the local community.

Response

While some disturbances associated with the construction of the proposed homes can be expected, the impacts will be temporary. Transportation and Works comments in Section 2 of this report outline some of the options the City can use to manage construction impacts.

Comment

The proposed townhouse unit at the south end of the development should be designed to address Venta Avenue.

Response

Dixie Road is considered the primary street and it is appropriate that the proposed townhouses address this street with front doors and key elements that distinguish this elevation. The nature of the building type, as four attached, identical units also supports the idea of arranging the four doors in a balanced and symmetrical manner. The interior layout of the end unit is arranged to maximize efficiency with the front door facing Dixie Road.

While Venta Avenue is not the primary street, it is an important building elevation that should be enhanced with widows facing the street and a combination of exterior finishes.

2. Comments

The applications were circulated to all City departments and commenting agencies on February 24, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

In comments last updated March 23, 2021, the Transportation and Works Department advised that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

It is our understanding that an "H" holding zone symbol will be recommended and placed on the subject lands as part of the zoning by-law. Should the rezoning application be approved in principle, the outstanding matters noted below are to form part of the conditions to lift the "H" holding symbol.

Stormwater

A Functional Servicing Report (FSR), prepared by Skira & Associates and dated January 21, 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant is proposing to have storm sewers connect to both Venta Avenue and Dixie Road, with outlets to Etobicoke and Appplewood Creeks. On-site stormwater management controls for increased post development discharge is required

but hasn't yet been addressed by a satisfactory stormwater servicing concept.

Traffic

Two traffic impact study (TIS) submissions were provided by Nextrans Consulting Engineers in support of the proposed development. The second submission, dated December 2020, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 1 (0 in, 1 out) and 2 (1 in, 1 out) two-way site trips for the weekday AM and PM peak hours in 2024.

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

Environmental Compliance

A Phase 1 Environmental Site Assessment (ESA), dated July 29, 2019 by Brown Associates Limited, was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation is required. The report concludes that no significant environmental concerns were identified and that no further investigative work is required. However, the applicant is required to provide additional information in support of that conclusion. In addition, the current land use has not been made expressly clear and should be clarified by a qualified

person. Depending on the clarification, a Record of Site Condition may be required in accordance with O. Reg. 153/04.

The proposed development may require the discharge of groundwater or accumulated rain water/snow melt to the City's storm sewer system. Therefore, the applicant is to provide the Temporary Discharge to Storm Sewer Commitment Letter to the Transportation and Works Department to ensure compliance with the City's Storm Sewer By-law.

Engineering Plans/Drawings

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. All matters pertaining to Dixie Road (i.e. access, drainage requirements, reserves, widenings, etc.) shall be to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.

Construction

Should the applications be approved, a Construction Management Plan (CMP) may be required prior to building activities on site. Mud tracking will be managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control by-law which regulates the periods of time when construction equipment can operate in residential areas.

Noise

The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an

impact on this development include road traffic. Noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the site plan and building permit process.

Region of Peel

In comments, dated February 25, 2021 the Region of Peel advised that curbside collection of garbage, recyclable materials, bulky items, source separated organics and yard waste, will be provided to the development, subject to a number of conditions being met and labelled on subsequent site plans, including, but not limited to:

- each dwelling must have its own identifiable collection point that is directly accessible to the waste collection vehicle
- each collection point must be at least 3 m (9.8 ft.) by 1 m (3.3 ft.) in order to provide sufficient space for placement of carts
- each dwelling unit must have its own identifiable waste storage area. Common collection areas are not permitted
- The design of developments must ensure that the waste set-out be convenient for residents

Currently the development application does not reflect the above noted conditions. Based on discussions with the Region, an "H" holding provision can be used to address these issues.

Alectra Utilities

In comments, dated December 4, 2020 and March 3, 2021, Alectra Utilities confirmed that they had no objection to the rezoning and outlined issues that will have to be addressed through subsequent steps in the development process. Additionally, Alectra indicated that the existing infrastructure on Dixie Road has enough capacity and is in excellent condition to accommodate the increased demand from four proposed townhouses. There is no reason to believe that this new development will negatively affect neighbouring residents or the existing Alectra infrastructure will be compromised by increased demand.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

4. Consistency with PPS

The Public Meeting Report dated October 16, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate intensification may be considered within Neighbourhoods where it is compatible and that higher density uses should be

located along corridors. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price. Section 9 of MOP (Build a Desirable Urban Form) has policies that encourage an urban form that respects the urban hierarchy and city structure and provides for appropriate transitions to neighbouring uses.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Public Meeting Report dated October 16, 2020 (Appendix 1) provides an overview of relevant policies found in the Growth Plan.

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.

- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

MOP policies conform with the *Growth Plan for the Greater Golden Horseshoe*. Section 5 of MOP (Direct Growth) includes policies that direct growth to appropriate locations. Section 5.3 provides for a city structure where some elements will be the focus of growth (e.g. downtown) while other areas will accommodate some development but will not be the primary location for future growth (e.g. neighbourhoods). Section 5.3.5.6 of MOP requires development in Neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

The proposed development is consistent with the Growth Plan as it represents growth within the existing urban boundary and built up area allowing for the better utilization of existing infrastructure and increasing the diversity of housing,.

Although the proposal represents growth within the urban boundary, it is still important to assess its appropriateness using existing municipal documents such as MOP and Local Area Plans (LAP).

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

6. Region of Peel Official Plan

As summarized in the Public Meeting Report dated October 16, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5 direct development to the Urban System in order to achieve complete communities that represent a more efficient use of land that is compatible in built form.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. Established residential Neighbourhoods will be protected and strengthened with infill that is compatible with the existing and planned character.

The proposed development satisfies the general direction in the Regional Official Plan; however, issues of character are addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Schedule 10 Land Use Designations and Map 3 Height Limits of the Lakeview LAP, to permit four townhouses that are four storeys in height. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

application. The following is an analysis of the key policies and criteria.

Directing Growth – Is intensification appropriate?

Yes, sensitive intensification is appropriate and will not adversely impact or destabilize the intent of MOP policies or the area.

The subject site is located in the Lakeview Neighbourhood Character Area and is designated **Residential Low Density 1** which permits detached homes, semi-detached homes and duplex homes in MOP. The LAP identifies a height limit of 3 storeys for the site. The applicant is proposing to change the designation and height limits to permit 4 storey townhouse dwellings. In general, MOP and LAP policies support sensitive intensification on the site, as outlined in the following discussion.

Stable But Not Static

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns, but rather when development does occur, it should be sensitive to the Neighbourhood's existing and planned character (MOP 5.3.5).

The LAP Vision and Guiding Principles recognize that some change will occur (LAP 5.0) and that intensification will be sensitive to the existing character of the residential areas and the planned context (LAP 6.1.3).

As the existing MOP designation also permits semi-detached homes and duplexes, the proposed townhouses are considered a modest increase in density. The properties fronting Dixie Road have a different character from the surrounding subdivisions and provide an opportunity to potentially accommodate a built form that is denser than the surrounding subdivisions.

The proposed townhouses, while not mirroring the adjacent subdivision, are considered modest intensification appropriate to front onto Dixie Road.

Direct Intensification To Corridors

MOP indicates that within Neighbourhoods, where higher density uses are proposed, they should be directed to certain types of locations, including Corridors (MOP 5.3.5.3). The Lakeview Area Plan also notes that intensification will be through modest infilling and redevelopment along the corridors (6.1.1). The subject site is located on the Dixie Road Corridor and is an appropriate location to consider density that is higher than the adjacent residential subdivision.

In addition, within the LAP, Dixie Road is also identified as the boundary between Applewood Acres and the Sherway West sub-areas. The subject lands are located along the edge of a neighbourhood and represents an appropriate location for some redevelopment as the character is already partially different from the core area of the neighbourhood (i.e. Dixie Road is an arterial road which is wider and busier with a greater range of existing land uses than a local road that is internal to the Sherway West neighbourhood).

Provide Variety of Housing Forms

MOP indicates that the city will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The LAP also states that Neighbourhoods are to provide a variety of housing forms to meet the needs of a range of household types (LAP 6.1.2).

The proposed townhouses, located on the perimeter of an existing neighbourhood comprised predominately of detached homes, represents a reasonable opportunity to increase the variety of built housing forms within the LAP neighbourhood.

Sensitive Infill

MOP indicates that within neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (MOP 5.3.5.6).

The proposed development is four storeys with a height of 11 m (36.2 ft.) from context grade to the mid-point of the roof and 12.7 m (41.5 m) to the top of the highest point of the flat roof which is on top of a sloped roof. In the surrounding neighbourhood, MOP permits buildings of three storeys and the Mississauga zoning by-law permits a maximum height of 9.5 m (31.2 ft.) to the highest ridge of a sloped roof and 7.5 m (24.6 ft.) maximum height of a flat roof.

Although the proposed development is different from the existing development (i.e. detached dwellings versus townhouse units and current zoning permits 3 storeys versus the proposed 4 storeys), it is considered appropriate given the existing and planned context as:

- Dixie Road is a wide arterial road and can accommodate additional height without creating an overwhelming street presence (i.e. often wider streets can accommodate more height than narrow streets)
- The character of Dixie Road contains greater diversity in built form (e.g. medical office building with surface parking, homes with detached garages and variable setbacks from the street with differing heights). In this environment, it is reasonable to accommodate the proposed development which is different from the adjacent neighbourhood
- The townhouses, as designed, represent a ground related residential built form which is compatible with the forms of buildings currently permitted within the existing context by MOP
- The proposal demonstrates appropriate transition to the adjoining detached residential dwelling to the east and provides a building setback and landscape buffer that is compatible with the existing buildings along the Venta Avenue street frontage
- The proposed building, with its corner location, creates a strong anchor on the wider Dixie Road frontage, that is still sympathetic by its scale, design, combination of exterior finishes to those existing homes located on the narrower Venta Avenue frontage
- Proposed building elevations incorporate architectural elements (e.g. dormer windows within the roofline of the

building) which help to de-emphasize height

Compatibility with the Neighbourhood – Is the proposed built form appropriate and compatible?

Yes, the proposed built form is compatible with the surrounding area. Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The proposed four storey townhouse units are compatible for the following reasons.

MOP states that compatibility "means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area".

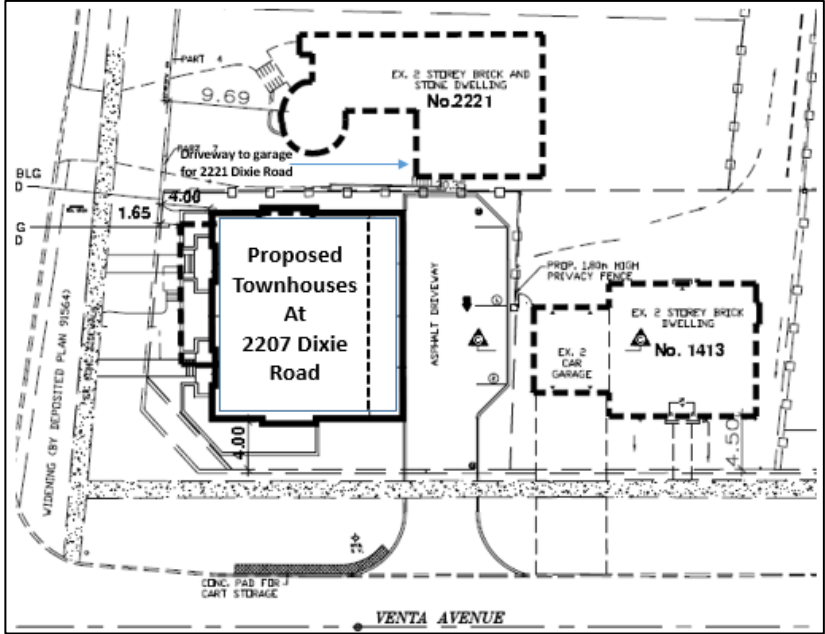
MOP policy 9.2.2.3 provides a summary of criteria that can be used to assess perceived and potential impact. The following discussion identifies evaluation criteria along with an assessment of the proposed development.

While new development need not mirror existing development, new development in Neighbourhoods will:

- Respect existing lotting patterns, continuity of front, rear and side yard setbacks, scale and character of the area:
The proposed townhouses do represent a different type of lotting pattern and built form than the adjacent subdivision

of detached dwellings. However, the Dixie Road Corridor, contains buildings with a range of setbacks, lot frontages and built form.

Although the proposed townhouses represent a denser form of development than other properties in the immediate vicinity on Dixie Road, it is considered respectful as the townhouses are a form of ground related residential development (i.e. each unit has a front door onto the street). The differences between permitted and proposed heights (three storeys vs four storeys) are moderate and can be accommodated along a wide arterial



Placement of the proposed townhouses results in much of the overlook on the property to the north (2221 Dixie Road) occurring on the driveway or roof and not the private back yard.

road without overwhelming the streetscape.

- Minimize overshadowing and overlook on adjacent neighbours: A sun shadow study was submitted in support of the proposed development and concluded that there was no undue negative impact on the neighbouring properties. Staff note that the proposal does cast shadows on roof tops, which could have some impact on solar harvesting; however, on balance some limited shadowing is considered acceptable given its limited extent and the overall benefits of intensification.

There is minimal overlook relative to the adjoining detached dwelling to the east. This has been achieved by providing an adequate 9.0 m (29.5 ft.) minimum building setback relative to the east property line so that the proposed building is contained within a 45 degree angular plane from the east property line. Much of the overlook to the north occurs on the neighbouring property's driveway, front yard or roof, which helps mitigate impacts. Overall, staff consider the limited overlook impacts acceptable.

- Incorporate stormwater best management practices: The applicant has indicated that the development will include a number of green initiatives including permeable pavement, native vegetation plantings and stormwater quality control measures.
- Preserve high quality trees and ensure replacement of the tree canopy: There is little opportunity to retain existing trees; however, one mature tree will be preserved and

protected in accordance with the City's tree protection standards. The City will require payment from the applicant to plant three new deciduous trees on Venta Avenue which will contribute towards replacing the tree canopy.

- Respect the existing scale, massing, character and grades of the surrounding area. The subject lands are relatively flat and are located at the edge of the large Sherway West neighbourhood. The location of the subject site on the Dixie Road corridor helps mitigate impacts associated with scale, massing and character.

Built Form Standards

Built Form Standards were prepared for the Lakeview LAP and are found in the Appendix to the document. These standards are intended to demonstrate one manner in which the LAP policies can be achieved and represent general guidelines that can be used to assist in the evaluation of development applications. The Built Form Standards do not have the same weight as policy.

The Built Form Standards are more reflective of larger townhouse developments without direct frontage onto an arterial road. As an example, the standards advise that garages will not project beyond the main face of the dwelling, which is only relevant when the garage is at the front of a house. In most cases, it is not appropriate for garages to directly front onto an arterial road. The proposed built form is more dense than many of the standards (e.g. proposed units are taller and more narrow); however, given the location on an arterial road, which has a more varied character, there is a

reasonable opportunity to provide more flexibility in the built form.

Traffic and Parking Compatibility

The traffic analysis concluded that the proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours.

The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study area intersections and proposed access are expected to operate with acceptable levels of service.

The access review recommended that in accordance with Ontario Traffic Manual (OTM) Book 5, that appropriate signage consisting of a STOP Sign and STOP bar be provided on the Venta Avenue driveway.

The parking review concluded that in accordance with the City's parking provisions outlined in the City's Zoning By-law, the site requires nine parking spaces (eight spaces for dwelling units and one space for visitors). In comparing the proposed parking supply with By-law requirements, the proposed development meets the dwelling unit requirements and exceeds the visitor parking requirement.

The loading area review confirmed the accessibility of the proposed driveway and visitor parking spaces. The analysis demonstrates that a passenger vehicle can effectively maneuver through the condominium driveway/parking space.

Regarding accessible parking spaces, the study noted that the City of Mississauga Zoning By-law No 0225-2007, requires one (1) Type A accessible parking space. The development is proposing an additional visitor parking space. Visitors that require an accessible aisle can utilize the driveway of the dwelling unit to enter and exit their vehicles. Staff note that this driveway is also likely to have relatively low traffic volumes given that it only serves four units. In addition, a four storey townhouse without elevators is likely to experience limited demand for accessible parking.

Services and Infrastructure – is there adequate infrastructure

Yes, there is adequate infrastructure available to support the proposed development. The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. The site is currently serviced by the following MiWay Transit routes: Route 4 – Sherway Gardens and Route 5 – Dixie.

The Route 5 Bus provides access to the Dixie GO station, which is 0.8 km (.5 mi) to the north and the Long Branch GO station, which is 4.0 km (2.5 mi) to the southeast. The Route 4 Bus provides access to the Sherway Gardens bus which is approximately 2 km (1.2 mi) to the east. The area is also well served with parks, green space, and there is an existing multi-

use trail along the west side of Dixie Road.

- The minimum width of units has decreased from 4.5 m (14.8 ft.) to 4.4 m (14.4 ft.)

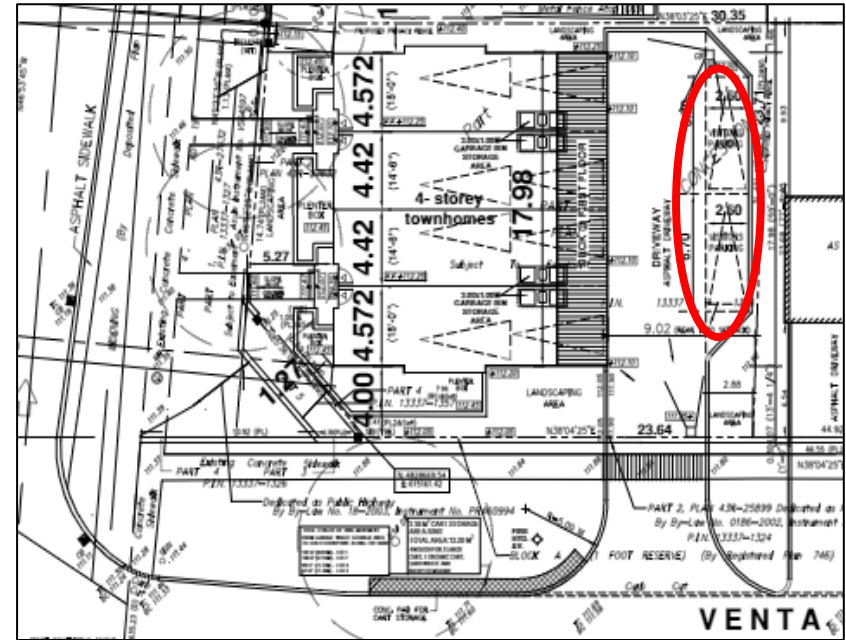
Is there a planning rationale for the application?

Yes, the applicant’s planning consultant and the planning analysis undertaken by staff provide an appropriate planning rationale to support the proposal. These applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Notable changes are as follows:

- The minimum front yard setback from Dixie Road has been reduced from 6.0 m (19.7 ft.) to 4.0 m (13.1 ft.)
- The minimum lot setback from the rear wall of the townhouse to a lot line has been increased from 6.6 m (21.7 ft.) to 9.0 m (29.5 ft.)
- A second visitor parking space has been proposed
- Visitor parking has been relocated from exterior side yard along Venta Avenue to the rear of the property



The revised site plan increases the distance between the proposed townhouses and the existing home on Venta Avenue which improves the transition in height (eastward) and allows parking to be relocated from the exterior side yard to the rear of the lot.

9. Zoning

The current zoning of the property is **R3-75** (Detached Dwellings - Exception) which permits detached homes, subject to a number of regulations, including but not limited to a maximum height – highest ridge of 9.5 m (31.2 ft.), and maximum height – flat roof 7.5 m (25 ft.).

A zoning by-law amendment is required to rezone the lands from **R3-75** (Detached Dwellings - Exception) to **RM4-Exception** (Townhouse – Exception) to accommodate the proposed four storey townhouses. The proposed zoning is appropriate as it allows for the appropriate redevelopment of the site as outlined earlier in this report.

Exceptions to the **RM4** zoning are considered appropriate as they reflect a smaller more urban infill development than what is typically associated with **RM4** developments. A moderate increase in height is appropriate given the sites location on an arterial road corridor and proposed separation distance to the existing home to the east. One of the two proposed visitor parking spaces can be utilized as an accessible space with the abutting drive aisle providing the operational width required.

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

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
------------------	----------------------	---

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Centreline setback	22.5 m (73.8 ft.) + required setback of 7.5 m (24.6 ft.)	Not Applicable (Region has taken required allowances)
Accessory buildings and structures	Includes space in the garage not used for parking of a motor vehicle and does not have direct access into the house	A mechanical room and/or under stair storage located within a garage shall not be considered to be an accessory building or structure
Maximum area of a balcony on top of an attached garage	10 m ² (107.6 ft ²)	14 m ² (150.7 ft ²)
Minimum lot area per dwelling unit	200 m ² (2,153 ft ²)	175 m ² (1,880 ft ²)
Maximum driveway width	3.0 m (9.8 ft.)	Not Applicable (regulations pertaining to condo road/aisle width are more appropriate)
Minimum lot frontage ¹	30.0 m (98 ft.)	23.0 m (75 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	4.4 m (14.4 ft.)
Minimum landscaped area	40% of lot area	30% of lot area

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum lot line setback from the front of a townhouse to a street line	7.5 m (24.6 ft.)	4.0 m (13.1 ft.) ⁽²⁾
Minimum lot line setback from side wall of a townhouse to all other street lines	4.5 m (14.8 ft.)	1.2 m (3.9 ft.) to daylight triangle 4.0 m (13.1 ft.) to Venta Avenue main wall and 3.5 m (11.5 ft.) projecting window wall ⁽³⁾
Minimum lot line setback from the side wall of a townhouse to a lot line that is not a street line	2.5 m (8.2 ft.)	1.7 m (5.6 ft.) main wall and 1.2 m (3.9 ft.) projecting window wall ⁽³⁾
Minimum lot line setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6ft.)	9.0 m (29.5 ft.)
Minimum internal setback from a garage face to a condominium road, sidewalk or visitor parking space	6.0 m (19.7 ft.)	0 m (0 ft.)
Minimum internal setback from a rear wall of townhouse to a condominium road or walkway	7.5 m (24.6 ft.)	0 m (0 ft.)

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Maximum projection of a covered porch, inclusive of stairs, attached to the front wall of a townhouse	0.6 m (2.0 ft.)	2.5 m (8.23 ft.)
Maximum height ⁽⁴⁾	10.7 m (35.1 ft.) and 3 storeys	11.0 m (36.0 ft.) and 4 storeys
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	0.5 m (1.0 ft.)
Minimum width of a condominium road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Minimum number of required accessible parking spaces	1	0
Maximum projection of planter boxes into front yard ⁽⁵⁾	Not Permitted	2.5 m (8.2 ft.)
<p>⁽¹⁾ For the purposes of this zoning Dixie Road is considered the front lot line. ⁽²⁾ Proposed setback is exclusive of stairs ⁽³⁾ Projecting window wall has a width of 5.1 m (16.7 ft.) ⁽⁴⁾ Height means the vertical distance between the context grade and the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof. ⁽⁵⁾ Measured from the front wall of the townhouse</p>		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. The Section 37 Corporate Policy and Procedure is not intended to apply to smaller development projects, although there may be circumstances where it is appropriate to do so. In this instance, community benefits are not being sought as:

- The proposed total GFA of 823.3 m² (8,862 ft²) does not meet the minimum threshold of 5 000 m² (54,000 ft²) for a Section 37 contribution
- The proposed four townhouses represent a net increase of only 3 units from what is currently permitted in the zoning

11. "H" Holding Symbol

There are a number of outstanding issues associated with technical plans, studies, reports and agreements that require resolution, before the proposed zoning can be implemented.

Should this application be approved by LPAT, staff will request an "H" Holding Symbol be included on the implementing zoning by-law which can be lifted upon:

- Delivery of an updated Functional Servicing and Stormwater Management Report to the satisfaction of the City of Mississauga and Region of Peel
- Delivery of additional supporting documentation for the Environmental Site Assessment report to the satisfaction of the City of Mississauga and, if required, a Record of Site Condition

- Delivery of a Temporary Discharge to Storm Sewer Commitment Letter and associated City approval
- Arrangements to the satisfaction of the Region of Peel for waste collection that are to be consistent with the Region of Peel's Waste Collection Design Standards
- Arrangements to the satisfaction of the City Transportation and Works Department concerning access widths at the street and property line and dimensions of the entrance curb radii
- Delivery of an updated grading plan to the satisfaction of the City Transportation and Works Department
- Delivery of an executed Development Agreement in a form satisfactory to the City

Should the applicant address these provisions prior to the LPAT Hearing, then the "H" holding symbol would not be required.

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

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

13. Plan of Condominium

The units in the proposed development will be created through a plan of condominium, where landscaping, visitor parking, and roadway aisle will be commonly owned. A plan of condominium is required once the site plan has been approved.

14. Conclusions

In conclusion, City staff has evaluated the applications to permit four townhouses that are four storeys in height against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. The applications have been determined to be appropriate given:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Dixie Road);
- The Dixie Road corridor has a different character than the adjacent subdivision's (e.g. wider street, greater variety in built form) and negates the argument this proposal will set a precedent for lot splitting or inappropriate redevelopment within the internal neighbourhood;
- The proposed development represents a modest increase in height (from three storeys to four storeys) and density. Townhouses are a ground related residential built form

similar to detached, semi-detached and duplexes, all of which are permitted in the current official plan designation;

- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts; and,
- The proposed development will help diversify the residential built forms in the Neighbourhood.

City of Mississauga
Corporate Report



<p>Date: April 16, 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: OZ 20/018 W1</p>
	<p>Meeting date: May 10, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit an 8 to 15 storey condominium apartment building with ground floor commercial space
1381 Lakeshore Road East, northeast corner of Lakeshore Road East and Dixie Road
Owner: City Park (Lakeshore) Inc.
File: OZ 20/018 W1

Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal hearing on the subject applications under File OZ 20/018 W1, City Park (Lakeshore) Inc., 1381 Lakeshore Road East to permit an 8 to 15 storey condominium apartment building with ground floor commercial space, in support of the recommendations outlined in the report dated April 16, 2021, from the Commissioner of Planning and Building, that concludes that the proposed Official Plan Amendment and Rezoning applications are not acceptable from a planning standpoint and should not be approved.
2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Local Planning Appeal Tribunal hearing process, however, if there is a potential for settlement then a report shall be brought back to Council by Legal Services.

Executive Summary

- The applications are to amend Mississauga Official Plan, the Lakeview Local Area Plan and Zoning By-law to permit an 8 to 15 storey condominium apartment building with ground floor commercial.
- The Official Plan Amendment and Rezoning applications have been appealed to the Local Planning Appeal Tribunal (LPAT) by the applicant for non-decision. A pre-hearing

conference has not yet been scheduled.

- It has been concluded that the proposed development is not supportable from a planning perspective.
- The applications are recommended for refusal due to the proposed building's excessive height and inappropriate built form, resulting in negative impacts on adjacent properties and the Lakeshore Road Corridor, among other reasons.
- Staff require direction from Council to attend the LPAT proceedings for these applications in support of the recommendations outlined in this report.

Background

A public meeting was held by the Planning and Development Committee on January 25, 2021 at which time an Information Report was received for information. The following is the link:

(<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=8406>)

Recommendation PDC-0010-2021 was then adopted by Council on February 3, 2021.

1. That the report dated December 24, 2020, from the Commissioner of Planning and Building regarding the applications by City Park Homes to permit an 8 to 15 storey apartment building containing 242 units with 3 levels of underground parking and ground floor retail, under File OZ 20/018 W1, 1381 Lakeshore Road East, be received for information.
2. That eight oral submissions be received.

On February 19, 2021, the owner appealed the applications to LPAT due to non-decision. A pre-hearing date has not been scheduled. The purpose of this report is to make a recommendation to Planning and Development Committee on the applications and to seek direction with respect to the appeal.

Comments

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on October 22, 2020. A community meeting was held by Ward 1 Councillor Stephen Dasko on December 10, 2020. Approximately 50 of people attended the meeting. Nine written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on January 25, 2021. Eight members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

The applicant is proposing an 8-15 storey apartment building with ground floor commercial space. An Official Plan Amendment is required to change the designation from Mixed Use to Residential High Density. A Zoning By-law amendment is also required to change the zoning for the site from **C4** (Mainstreet Commercial) to **RA5-Exception** (Apartments).

The property is located on the northeast corner of Lakeshore Road East (Arterial) and Dixie Road (Regional Major Collector road) within the Lakeview Neighbourhood Character Area. The site currently contains a commercial plaza known as the "Dixielake Plaza" which has vehicular access to Lakeshore Road East, Dixie Road and Cherriebell Road. The property is immediately adjacent to low density detached dwellings, which can be characterized mostly as one storey and two storey dwellings.

The subject property is located within approximately 800 m (2,624.7 ft.) of the Long Branch GO Station, which is situated in the jurisdiction of the City of Toronto. Also, the subject property is located directly adjacent to the proposed Dixie-Lakeshore BRT stop.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan. The Growth Plan requires municipalities to achieve transit oriented development by mandating the delineation of Major Transit Station Areas (MTSA) and the creation of associated policies within their respective Official Plans. The property is on the edge of the 800 m (2,624.7 ft.) walkshed of the easterly Long Branch GO Station MTSA that is located in the adjacent municipal jurisdiction of the City of Toronto. The City of Toronto has not yet delineated the Long Branch GO Station MTSA nor created associated policies within their Official Plan.

As a response to the Lakeshore Connecting Communities Masterplan, the Region of Peel has included the future Dixie-Lakeshore BRT Stop as a draft MTSA. While the Region of Peel has submitted this draft work to the Province for feedback, without Regional Council and City

Council approval, the Region of Peel Official Plan and Mississauga Official Plan currently do not have the proposed BRT stop acknowledged as an MTSA.

Notwithstanding the above, the Growth Plan acknowledges the municipality's responsibility in ensuring that redevelopment, while it is to achieve efficient and compact form next to transit, that it is to be executed in a manner that provides appropriate transition to existing context. Mississauga Official Plan (MOP) and the Lakeview Local Area Plan contain policies that emulates this directive.



Aerial image of subject property and applicant's rendering of proposal

The subject property is located within a Neighbourhood Character Area, which is an area that is not to be the focus for intensification. However, MOP considers redevelopment where it is along corridors, utilizing existing commercial sites and is designed to be sensitive to the surrounding context. The Lakeview Local Area Plan (LAP), including the Lakeview Built Form Guidelines, build upon this mandate by setting specific policies requiring transition to existing low density development and stipulating the retention of the Lakeshore Corridor's main street character. The Lakeview LAP Built Form Guidelines provides for criteria in evaluating development proposals. The details of this analysis are found in Appendix 2.

This development proposal fails to meet the relevant policies and criteria in Mississauga Official Plan, Lakeview Local Area Plan and the Built Form Guidelines. The height of the building is larger than the width of the Lakeshore Road right-of-way and by definition in MOP, the proposal is considered to be a Tall Building. Tall Buildings are generally to be located in Intensification areas. Furthermore, evaluating this built form against applicable policy and guidelines, the building demonstrates an inappropriate transition to the adjacent low density homes by imposing unacceptable massing and shadowing impacts, while also creating an undesirable condition along the Lakeshore Road corridor that does not maintain the main street character intended through local policy.

Overall, the excessively tall apartment building undermines the planned function of the Lakeview Local Area Plan and is not appropriate for the subject property.

Financial Impact

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

Conclusion

In summary, the proposed development does not provide for an appropriate built form that respects and relates to the immediate vicinity. The proposed Official Plan Amendment and Rezoning applications are not acceptable from a planning standpoint and should not be approved.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: David Ferro, MCIP, RPP, Development Planner

City of Mississauga
Corporate Report



<p>Date: December 24, 2020</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: OZ 20/018 W1</p>
	<p>Meeting date: January 25, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit an 8 to 15 storey apartment building containing 242 units with 3 levels of underground parking and ground floor retail

1381 Lakeshore Road East, east side of Dixie Road, north side of Lakeshore Road East

Owner: City Park Homes

File: OZ 20/018 W1

Recommendation

That the report dated December 24, 2020, from the Commissioner of Planning and Building regarding the applications by City Park Homes to permit an 8 to 15 storey apartment building containing 242 units with 3 levels of underground parking and ground floor retail, under File OZ 20/018 W1, 1381 Lakeshore Road East, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit an 8 to 15 storey apartment building containing 242 units with 3 levels of underground parking and ground floor retail. The applicant is proposing to amend the Lakeview Local Area Plan to change the designation from Mixed Use to Residential High Density and to change the maximum height permitted for the site from 4 storeys to 15 storeys. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) to **RA5-Exception** (Apartments - Exception) to implement this development proposal.

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

Comments

The property is located on the northeast corner of Dixie Road, (a Regional Major Collector road) and Lakeshore Road East, (an Arterial road) within the Lakeview Neighbourhood Character Area. The site is also subject to the Lakeview Local Area Plan and is considered within the Lakeshore Corridor Precinct – Outer Core Area. The property currently contains a one storey commercial plaza called the "Dixielake Plaza". The stores are no longer in operation.

North of the subject property to the railway tracks are detached homes that are mostly bungalows. The lands at the northwest corner of Dixie Road and Lakeshore Road East were recently approved for a 12 storey apartment building through Official Plan Amendment and Rezoning applications. Further west of the site is the "Green Acres" motel and a 10 storey apartment building. South of the site is the Small Arms Inspection Building on the former "Arsenal Lands". East of the site is a Mixed Use designated parcel that is currently subject to a site plan application for two blocks of 4 storey stacked townhouses with ground floor retail.



Aerial image of 1381 Lakeshore Road East



Applicant's rendering of the proposed 8-15 storey 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 5.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

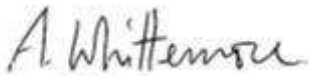
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

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 technical information, review of reduced parking standards, ensuring compatibility of new buildings, and determining an appropriate building height.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



-

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

Prepared by: David Ferro, Development Planner, MCIP, RPP

Detailed Information and Preliminary Planning Analysis

Owner: City Park Homes

1381 Lakeshore Road East

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1. Site History

- September 14, 1987 – Site Plan application is approved for the subject site to permit a convenience plaza under the file SP 86/007 W1.
- October 14, 2015 – The Lakeview Local Area Plan came into force and effect and is applicable to the subject property, which maintained the property's Mixed Use designation and 4 storey height limit.
- November 8, 2018 – City Park Homes makes a submission to the Development Application Review Committee (DARC) process for a 12 storey apartment building with ground floor retail.

2. Site and Neighbourhood Context

Site Information

The property is located on the northeast corner of Lakeshore Road East (Arterial) and Dixie Road (Regional Major Collector road) within the Lakeview Neighbourhood Character Area. The site currently contains a commercial plaza called "Dixielake Plaza" which has vehicular access to Lakeshore Road East, Dixie Road and Cherriebell Road.

The site is currently serviced by MiWay transit Routes 23 – Lakeshore and 5 – Dixie, with both routes terminating approximately one kilometre east of the site in the City of

Toronto boundary at the Long Branch GO Station. The routes also provides service to the Dixie GO Station.

Approximately 500 m (1,640.4 ft.) east of the site is a local neighbourhood park named Orchard Hill Park. In addition, approximately 2 km (6,561.7 ft.) south east of the site is the Lakefront Promenade Park, which is a large waterfront park with trails, baseball diamonds, volleyball courts, spray pads and a marina.

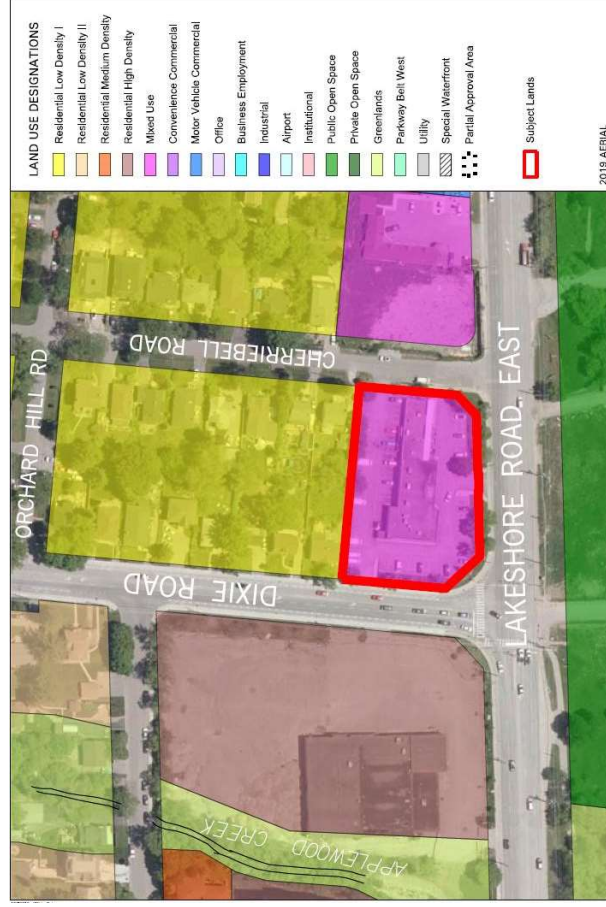


Image of existing conditions along Dixie Road looking east
(Source: Google Maps)

Property Size and Use	
Frontages:	24.0 m (78.7 ft.) 41.1 m (134.8 ft.) 43.5 m (142.3 ft.) 50.0 m (162.3 ft.)
Lakeshore Rd E. Cherriebell Rd Dixie Rd	
Depth:	
Gross Lot Area:	0.43 ha (1.07 ac.)
Existing Uses:	1 storey commercial plaza containing a tattoo parlour, restaurant, take out restaurant and a health centre, among other uses.

The surrounding land uses are:

- North: detached homes, railway tracks
- East: lands pending townhouse redevelopment
- South: Arsenal Lands, Small Arms Building
- West: apartment site, Applewood Creek, Green Acres Motel



Aerial Photo of 1345 Lakeshore Road East

The Neighbourhood Context

The surrounding residential neighbourhood was originally developed in the 1920s and 1930s with the majority of the residential built form being detached bungalows. The apartment building to the west was built in the 1990s.

Surrounding Land Uses

At the northwest corner of Dixie Road and Lakeshore Road East is a parcel that recently underwent Official Plan and Rezoning applications to permit a 12 storey apartment building with non-residential space facing Lakeshore Road East. On the western portion of this site is Applewood Creek, which flows through a recently constructed culvert under Lakeshore Road East. Lands west of the Applewood Creek along the north side of Lakeshore Road East are characterized by apartment buildings ranging from 7-10 storeys and the Green Acres Motel. To the east of the subject site are lands pending redevelopment for two blocks of 4 storey stacked townhouses with commercial uses on the ground floor. Opposite this property, on the south side of Lakeshore Road East, is the Small Arms Inspection Building on lands that are commonly known as the "Arsenal Lands".

The Lakeview Neighbourhood Character Area has been subject to development activity in various forms of infill intensification occurring in different parts of the neighbourhood, including the replacement of bungalows with two storey detached homes. The former Lakeview Power Generating Station lands are currently subject to a development application that looks to realize the Lakeview Village Master Plan vision which proposes approximately 8,000 new residential units and non-residential uses.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). The neighbourhood population is mostly of working age; 67% are 15 to 64 years of age, with 14% children (0-14 years) and 18% seniors (65 years and over).

The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the node is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this is character area is 3,010.

*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 CA is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

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

- H-OZ 20/006 W1 (formerly OZ 18/009 W1) – 1345 Lakeshore Road East – Lifting of the H holding provision application currently in process for a 4-12 storey apartment building with commercial space and 397 residential units. The associated Official Plan Amendment and Rezoning applications to permit the proposal were approved by Council.
- SP 11/174 W1 – 1407 Lakeshore Road East – Site Plan currently in process for 24 stacked townhomes and ground floor commercial.

The former Lakeview Power Generating Station lands are currently subject to a development application that look to permit a mixed-use, multi-phase development with townhouses, mid-rise and high-rise buildings, retail, employment, cultural and parkland uses on the 71.5 hectare (177 ac.) property formerly occupied by the Lakeview Power Generating Station.

Community and Transportation Services

The proposal is served by major City of Mississauga facilities such as Carmen Corbasson Community Centre (within 2 km [6262 ft.]), Lakeview Golf Course (within 400 m) and Lakeview Library (within 1 km[3281 ft.]). The site is also served by nearby Orchard Hill Park, Douglas Kennedy Park and

Lakefront Promenade Park. In addition, there is planning for future parks and community facilities as part of the future major development located on the former Lakeview Power Generating Station lands. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

The site is within 800 m (2,624.8 ft.) of the Long Branch GO station, which provides two-way, all day service, every 30 minutes.

The City completed a study called "Lakeshore Connecting Communities" which contemplates the future planning along the Lakeshore Road corridor from 2020 to 2041. The intent of the study was to ensure that all modes of transportation could be accommodated and considers the future of the corridor. The study indicates that a future Bus Rapid Transit (BRT) stop has been proposed at the Dixie Road and Lakeshore Road East intersection. City staff are in the process of implementing the recommendations of this study as part of the ongoing Official Plan review.

The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 5 – Dixie Road

3. Project Details

The applications are to permit an 8-15 storey apartment building with 242 units and ground floor commercial space.

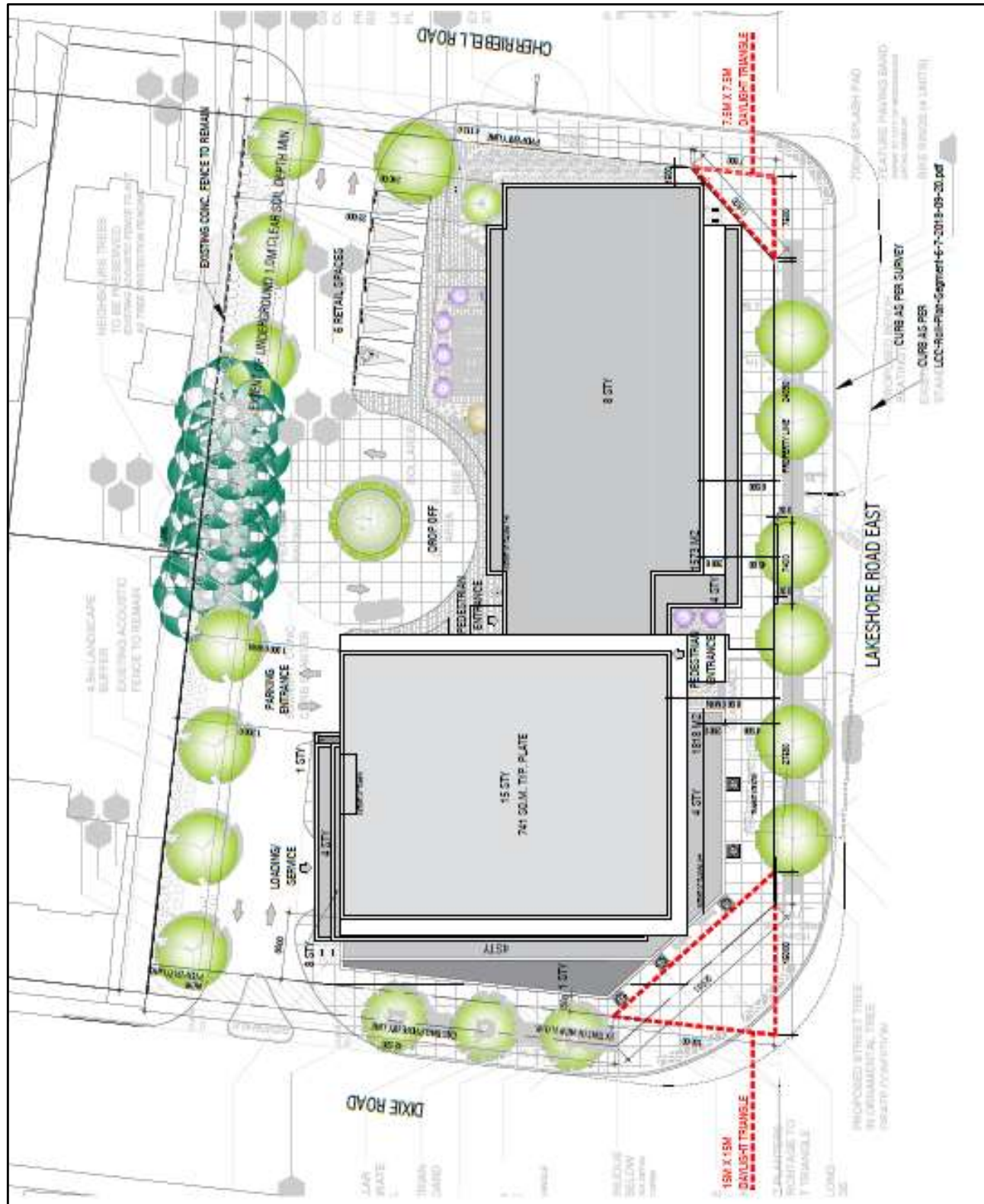
Development Proposal	
Applications submitted:	Received: October 9, 2020 Deemed complete: October 22, 2020
Developer/Owner:	City Park Homes
Applicant:	Jim Levac, Glen Scharr & Associates
Number of units:	242 units
Proposed Gross Floor Area:	17 589.2 m ² (189,328 ft ²)
Height:	8-15 storeys
Lot Coverage:	47 %
Floor Space Index:	4.31
Landscaped Area:	31 %
Anticipated Population:	530* *Average household sizes for all units (by type) based on the 2016 Census
Parking:	Required Provided
resident spaces	317 279
visitor spaces	48 36
non-res spaces	12 9
Total	377 324

Supporting Studies and Plans

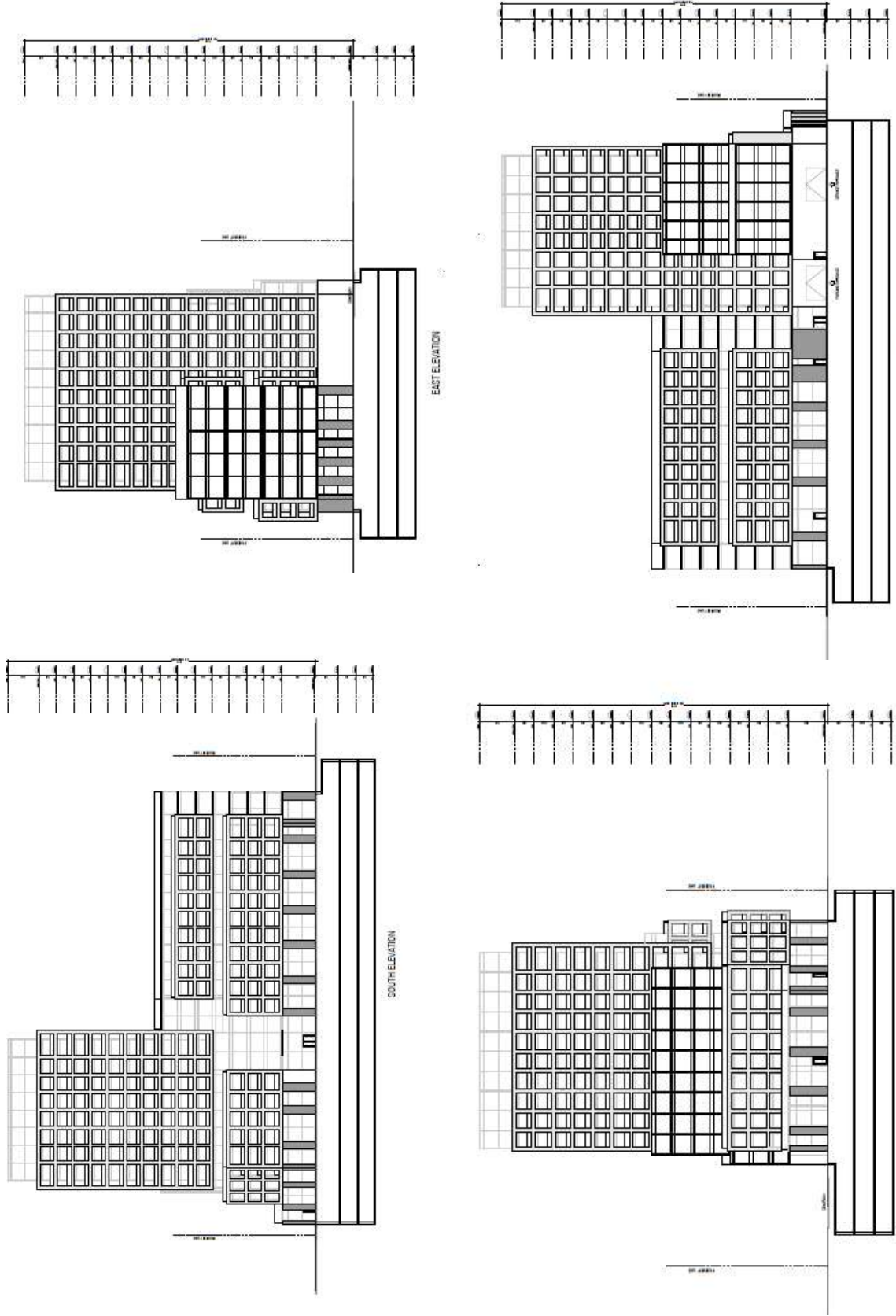
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

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

Concept Plan



Elevations



Applicant's Rendering



4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Excerpt of Lakeview Local Area Plan

Existing Designation
The site is designated **Mixed Use**. The **Mixed Use** designation permits a combination of non-residential and residential uses.

The Lakeview Local Area Plan also contains a height schedule that allows a maximum height of 4 storeys.

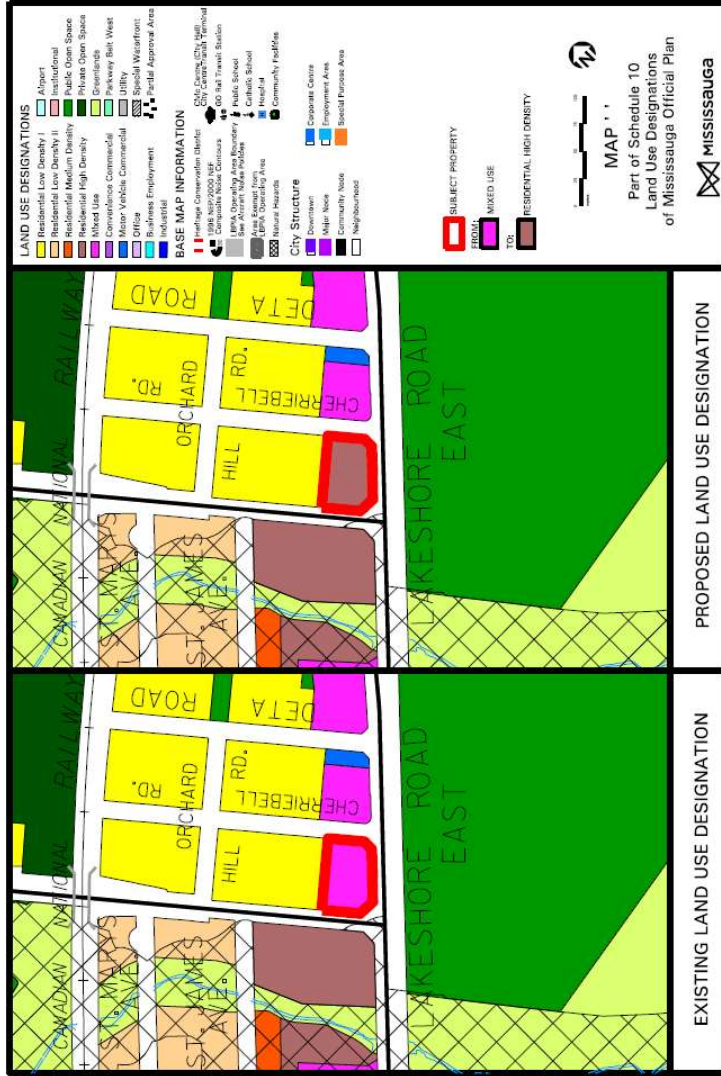
Proposed Designation

The applicant is proposing to change the designation of the site from **Mixed Use** to **Residential High Density** in order to permit an apartment building with ground floor commercial space.

The applicant is also proposing to amend the Lakeview Local Area Plan Height Schedule to permit a maximum height of 15 storeys.

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

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

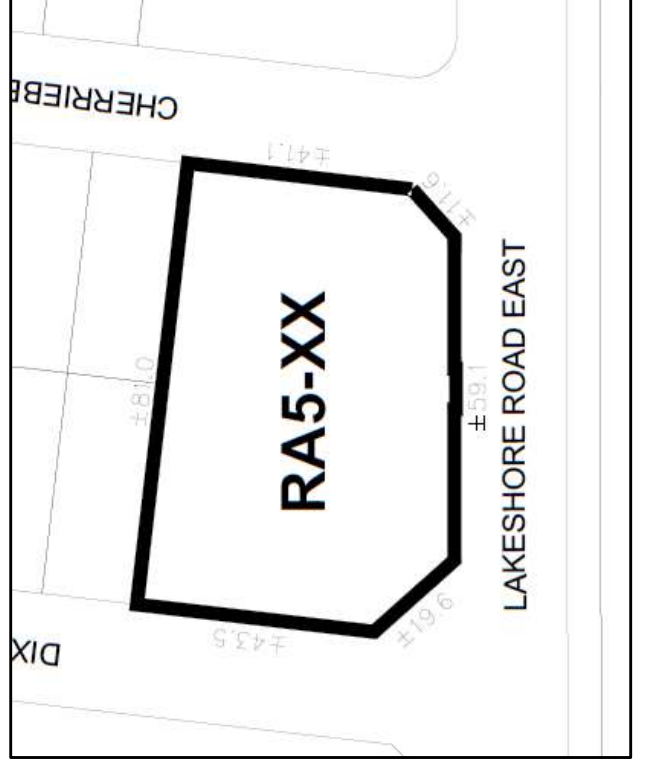
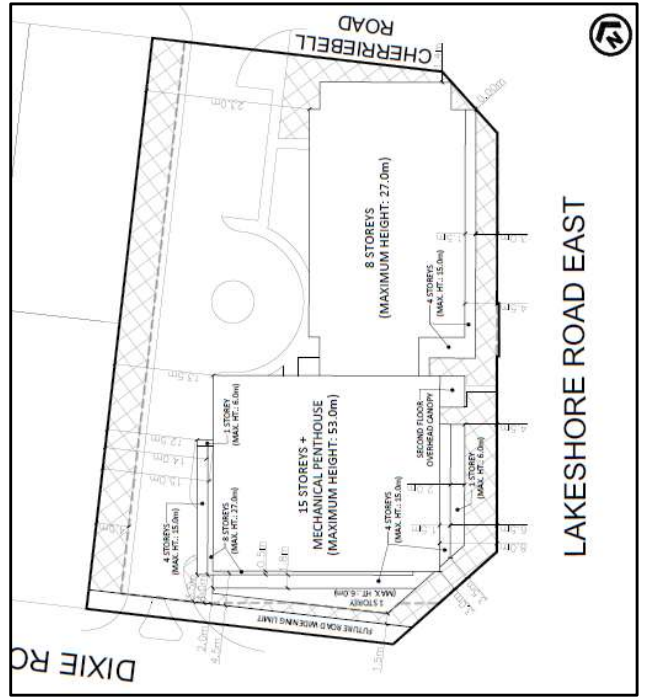


Proposed Zoning Regulations

Zone Regulations	C4 Zone Regulations	Base RA5 Zone Regulations	Proposed RA5 Amended Zone Regulations
Maximum Floor Space Index (FSI)	-	1.9 – 2.9	4.31
Maximum gross floor area	-	1 000 m ² (10,763.9 ft ²) for each storey above 12 storeys	17 317.2 m ² (186,400.8 ft ²) for total apartment building
Minimum gross floor area – non-residential	-	-	272 m ² (2,972.8 ft ²)
Maximum height above established grade where the distance from the rear lot line is:	Sloped Roof: 16.0 m (52.5 ft.) and 3 storeys Flat Roof: 12.5 m (41.0 ft.) and 3 storeys	77.0 m (252.6 ft.) and 25 storeys	53.0 m (173.9 ft.) and 15 storeys
Minimum Rear Yard	4.5 m (14.8 ft.)	For portion of building that is between 13 m (42.7 ft.) and 20 m (65.6 ft.) in height: 10.0 m (34.4 ft.) For portion of building that is between 20 m (65.6 ft.) and 26 m (85.3 ft.) in height: 12.5 m (41.0 ft.) For portion of building that is above 26 m (85.3 ft.) in height: 15.0 m (49.2 ft.)	For entire building up to the maximum height of 53 m (173.9 ft.): 12.5 m (41.0 ft.)
Minimum setback of a below grade parking structure	4.5 m (14.8 ft.) *required in landscape buffer setback	3.0 m (9.84 ft.)	0.00 m (0.00 ft.)

Zone Regulations	C4 Zone Regulations	Base RA5 Zone Regulations	Proposed RA5 Amended Zone Regulations
Non-residential uses on the ground floor	permitted	accessory uses permitted	permitted
Minimum Parking Spaces per unit	1.25 spaces per unit 4.0 spaces per 100 m ² GFA – non-residential for retail uses and repair and personal service establishments 9.0 spaces per 100 m ² GFA – non-residential for restaurant uses	1 resident space per studio unit 1.25 resident spaces per one bedroom unit 1.40 resident spaces per two bedroom unit 1.75 resident spaces per three bedroom unit 0.20 visitor spaces per unit	1.15 parking spaces per dwelling unit 0.15 visitor parking spaces per unit 4.3 parking spaces per 100 m ² GFA – non residential
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

The applicant has submitted the below site exception schedule:



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

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

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Provincial Policy Statement (PPS)</p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state,	<p>of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas and will encourage intensification generally throughout the delineated builtup area (Growth Plan 2.2.2.3);</p> <p>For each applicable delineated area, the minimum density targets in this Plan are to be implemented through: a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design; b) single-tier official plan policies that identify the minimum density targets and, through secondary planning or other initiatives, establish permitted uses within the delineated area and identify densities, heights, and other elements of site design; c) zoning all lands in a manner that would implement the official plan policies; and d) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design. (Growth Plan 5.2.5.5.)</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> <p>The lands are located within 800 m (2624.7 ft.) of the Long Branch GO Station which is considered to be located within the Growth Plan's Priority Transit Corridors.</p> <p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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 <i>Provincial Plans</i>, 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>complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is located within a future Major Transit Station Area (MTSA), attributed to the proposed BRT station at Dixie Road and Lakeshore Road East intersection as part of the Lakeshore Connecting Communities study.

The lands are located within the Lakeview Local Area Plan and are designated **Mixed Use**. The **Mixed Use** designation permits retail and commercial uses, and permits these uses in combination with residential. The **Mixed Use** policies state that residential uses with only ground floor non-residential uses is not considered to be within the **Mixed Use** designation and an

Official Plan Amendment will be required.

The Lakeview Local Area Plan also contains a height schedule which allows a maximum height of four storeys for the subject site.

The applicant is proposing to change the designation to **Residential High Density** and amend the height schedule to permit a 15 storey apartment building with only ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

Chapter 5 Direct Growth	Specific Policies	General Intent
	Section 5.1.6 Section 5.1.7 Section 5.2.1 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.8 Section 5.4.10	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Mississauga will establish strategies that protect, enhance and expand the Green System. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

	Specific Policies	General Intent
		<p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</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 height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.</p> <p>Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.</p>
<p>Chapter 7 Complete Communities</p>	<p>Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3</p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>

<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Specific Policies</p> <p>Section 9.1 Section 9.1.3 Section 9.1.5. Section 9.1.10 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.5.1.9 Section 9.2.2.6</p>	<p>General Intent</p> <p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy;</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Tall buildings will generally not be permitted.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; 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. <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands. <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p>
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	Specific Policies	General Intent
<p>Chapter 11 General Land Use Designations</p>	<p>11.2.6 11.2.5.6 11.2.6.2 11.2.6.3 11.2.6.4</p>	<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Where increases in density 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.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where non residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses</p> <p>a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential; k. restaurant; l. retail store; and m. secondary office; and</p> <p>The following uses are not permitted:</p> <p>a. self-storage facility; and b. detached and semi-detached dwellings.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Lands designated Residential High Density will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.</p>
<p>Chapter 16</p>	<p>Section 16.1.1.1</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless</p>

	Specific Policies	General Intent
Neighbourhoods	Section 16.1.1.2	<p>Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5 Vision	Section 5.2.2 Section 5.2.3	<p>The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.</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.</p> <p>The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as corridors. These corridors link together the neighbourhoods of Lakeview. Corridors that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the corridor. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.</p>
Chapter 6.0 Direct	Section 6.2.1	The principal document identifies Lakeshore Road East through Lakeview as a Higher Order Transit

	Specific Policies	General Intent
Growth	Section 6.2.2 Section 6.2.3	<p>Corridor. This corridor will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses. The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally includes the properties that front onto Lakeshore Road East. Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.</p> <p>Intensification will occur through infilling or redevelopment.</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront.</p>
Chapter 8.0 Complete Communities	Section 8.4.1 Section 8.4.2	<p>Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, streetscape, and cultural heritage resources and cultural infrastructure.</p> <p>The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.</p>
Chapter 9.0 Multi-Modal City	Section 9.1.3	<p>The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.</p>
Chapter 10 Desirable Urban Form	Section 10.2.3 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.8 Section 10.2.9 Section 10.3.5	<p>Development will be encouraged to locate parking to the rear of buildings or underground.</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.</p> <p>Appropriate transition to adjacent low density residential will be required.</p> <p>To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:</p> <ol style="list-style-type: none"> maintaining an appropriate average lot depth for mainstreet commercial; buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

	Specific Policies	General Intent
		<p>Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.</p> <p>Development will be encouraged to provide place making opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogdan Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.</p> <p>The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.</p> <p>Criteria for apartment development will include, among other things: a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms.</p>

Affordable Housing

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

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the

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

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

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougall P.S.</p> <p>Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S.</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S.</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>5 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Elementary School</p> <p>Enrolment: 360 Capacity: 579 Portables: 0</p> <p>St. Paul Catholic Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward One Councillor, Stephen Dasko, on December 10, 2020. Approximately 50 residents attended the meeting and 9 submissions were received.

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

- This proposal should adequately address the City's affordable housing issues
- 15 storeys is too high for the site
- There will be massing impacts on the adjacent existing low rise neighbourhood
- There is insufficient distinction between the podium and tower portion of the building
- This proposal will increase traffic within the surrounding vicinity
- The density proposed as part of this application is contributing to an overwhelming increase in density neighbourhood wide
- The proposed development should compliment the Lakeshore Road corridor
- The access point arrangements into the site should be reconsidered
- How will this proposal satisfy servicing and capacity requirements?
- This development should ensure that sidewalks and any other right-of-way infrastructure components are improved and fixed

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 24, 2020)	<p>The proposal requires a water connection into a watermain size of 300 mm (0.98 ft.).</p> <p>Additional information with respect to the Functional Servicing Report is required to determine the adequacy of the existing services.</p> <p>The Region of Peel will be providing front end collection of waste and recyclable materials.</p>
Economic Development Office (December 13, 2020)	<p>The 2019 Economic Development Strategy was approved by Council on December 11, 2019 (GC-0652-2019) and has three Core Economic Priorities. "Develop Distinctive Places" and "Deliver Durable Infrastructure" are two of three core priorities for the City of Mississauga. The focus of these pillars is to provide Human Centred Development and People Centred Spaces.</p> <p>With this in mind, the Economic Development Office encourages the applicant to increase the amount of replacement employment on the subject property from what is currently proposed. The current building situated on this site provides employment opportunities that will be lost through any redevelopment of this property. It is important to continue to provide access to employment opportunities within the local community to ensure inclusive growth for residents.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 29, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement</p>
City Community Services Department – Park Planning Section (October 23, 2020)	<p>The subject site is located within 35 m (115 ft.) of Not Yet Named Park (P-358). The park is zoned "OS2-12" and includes the Small Arms Inspection Building which permits a range of uses including banquet hall to retail types uses within the existing building. The site is also located 116 m (380 ft.) from Appledale Park (P-329) which contains a woodland and greenbelt as part of the park and is zoned "G1" (Greenland).</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department (November 30, 2020)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Report (FSR), prepared by Skira & Associates and dated August 18, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater runoff 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 connect the site storm sewer to the existing 450 mm (1.5 ft.) diameter storm sewer system located Lakeshore Road East.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the storm sewer outlet • develop an acceptable strategy to capture the external flow from the adjacent property to ensure that it does not enter into the site's private storm sewer system nor that it impacts the City's existing drainage system • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site• demonstrate that the soil condition meets MECP requirements <p>Environmental Compliance Phase One Environmental Site Assessment (ESA) (17*4483), dated January 8, 2020, and Phase Two (17*4483), dated January 31, 2020, both prepared Brown Associates Limited were submitted in support of the proposed development. The results of the ESA reports indicate that further investigation is required.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> • A reliance letter for both ESA reports • A Remedial Action Plan (RAP) • A complete Record of Site Condition (RSC), including all supporting documents • A Temporary Discharge to Storm Sewer Commitment Letter • A written document confirming well decommissioning <p>Traffic A traffic impact study (TIS), prepared by Cole Engineering Group Ltd. and dated August 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated TIS addressing all staff comments; • Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently; • Provide the future property lines due to the road allowance widening towards the ultimate 44.5 m (146 ft.) right-of-way of Lakeshore Road East as identified in the Official Plan and associated sight triangles; • Address any traffic concerns from the community related to the proposed development. <p>Noise</p> <p>A Noise Report prepared by Jade Acoustics, dated August 18, 2020, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has also submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans) which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' Holding Provision will be required to implement any outstanding technical matters, including the requirement for a satisfactory Development Agreement.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Enbridge - Alectra - Canada Post - Forestry - Culture Planning
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Rogers - GO Transit - CN Rail - City of Toronto - Lakeview Ratepayers Association - GTAA - Enbridge

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Does the proposal address concerns relating to traffic?

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing traffic and stormwater management that will require the applicant to enter into agreements with the City.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

Recommendation Report Detailed Planning Analysis

Owner: City Park (Lakeshore) Inc.

1381 Lakeshore Road East

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed towards the proposed density, built form and traffic impacts. Below is a summary and response to the specific comments heard.

Comment

15 storeys is too high for the subject site and will create impacts on the adjacent existing low rise neighbourhood.

Response

Staff agree with this comment and comments are detailed in Section 7 of this Appendix.

Comment

The proposal will create negative impacts on the traffic patterns surrounding the site, including increasing infiltration into the adjacent residential streets. The access points to the site should be reconsidered.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network. The Transportation and Works (T&W) Department advises that it is not satisfied with the study and have requested additional information. Further, the Region of Peel has advised that it does not support the proposed vehicular access point at Dixie Road at this time.

Comment

The proposed density on this site would contribute to an overwhelming increase in density neighbourhood wide.

Response

Having regard for the Growth Plan's direction to intensify land use in transit station areas, the Planning and Building Department acknowledges that redevelopment of the site at a greater density is warranted, however the scale of the proposed building is excessive and not supported.

Comment

How does the proposal address servicing and capacity requirements?

Response

The Region of Peel has asked for additional information with respect to the submitted Functional Servicing Report and at this time the servicing and capacity requirements cannot be confirmed.

Comment

This development should ensure that sidewalks and any other right-of-way infrastructure components are improved and fixed.

Response

The proposed development is not supported in its current form. Should redevelopment plans for this site proceed, staff will seek streetscape improvements which may also require the relocation of underground utilities.

Comment

The proposal should address the City's affordable housing issues.

Response

The Planning and Building Department has requested that the applicant provide a Housing Report in accordance with the City's terms of reference. This has not been provided. It is unknown how the proposed building would address the City's housing needs.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on November 22, 2020. The applicant has not submitted revised information so the summary of the comments in the Information Report (Appendix 1) are still applicable. However, particular departments and agencies have provided the following supplemental comments:

Transportation and Works

Comments dated November 30, 2020 incorporated into Appendix 1 of this Recommendation Report are still applicable. In addition to these comments, Traffic Planning has concerns with the location of the loading and service area, as it introduces conflict when a motorist is attempting to enter the site from the Dixie Road access point while a truck is present

in the loading area. As the motorist will be unaware of the presence of the truck and will be travelling at an undetermined speed whilst entering the site; it will pose a safety concern. The applicant shall provide for a sufficient clear throat length within the driveway access to ensure the roadway and internal driveway can operate efficiently.

Region of Peel

Comments dated November 24, 2020 incorporated into Appendix 1 of this Recommendation Report are still applicable. In addition, the Region of Peel is currently not in support of the access off of Dixie Road. Further information has been requested with respect to the submitted Traffic Impact Study to address this concern.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

4. Consistency with PPS

The Public Meeting Report dated December 24th, 2020, (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

MOP has addressed this general PPS directives in the following chapters:

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) indicates that where higher density is proposed, it should be located on sites along Corridors or in conjunction with existing commercial centres, and in close proximity to Major Transit Station Areas,

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

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

The Lakeview Local Area Plan further refines the direction from MOP noted above by indicating that the Lakeshore Road Corridor will concentrate additional residential, commercial and community uses, with policies and guidelines that suggests built form is intended to be of a mid-rise scale.

While the redevelopment of the subject property to a density and height that is more than current planning permissions is consistent with the PPS directive of an efficient and more compact development, the proposal calls for a tall building

within an area that is intended to maintain its main street character through the applicable local policy framework. The PPS recognizes that municipal official plans are the most important vehicle to achieving comprehensive and integrated long-term plans; this application undermines and potentially destabilizes the Local Area Plan's intent by introducing a tall building for the site, and has insufficient regard for the development approach to the corridor as a whole. Additional comments from the MOP perspective are contained in Section 7 of this Appendix.

5. Conformity with Growth Plan

The Public Meeting Report dated December 24th, 2020 (Appendix 1) provides an overview of relevant policies found in the Growth Plan.

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging

intensification generally to achieve the desired urban form.

- Section 2.2.2.3 also directs municipalities to achieve intensification throughout the delineated built-up areas and identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

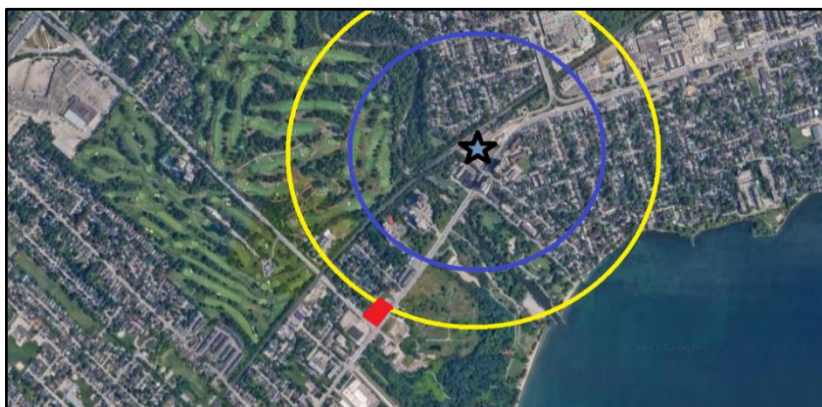
With respect to transit-oriented development, Section 2.2.1 states that within settlement areas, growth will be focused in locations within existing or planned transit, with a priority on higher order transit where it exists or is planned. Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Long Branch GO Station

The subject property is located at the edge of an 800 m (2 624.7 ft.) radius of the Long Branch GO Station in the City of Toronto. The Growth Plan establishes a minimum density target of 150 residents and jobs per hectare for those MTSAs that are served by the GO Transit rail network. However, the Growth Plan generally describes MTSAs as being within a 500 to 800 m radius of a transit station, and Section 2.2.4 of the Plan makes the Region of Peel responsible for delineating

precise MTSA boundaries in consultation with the City of Mississauga.

The City of Toronto has not yet delineated the Long Branch GO Station MTSA or developed specific policies within its Official Plan. City of Toronto staff are working on a Municipal Comprehensive Review with a phased approach and the Long Branch GO MTSA work is tentatively scheduled for 2022. It is expected that the City of Toronto will consult with the Region of Peel when it undertakes its delineation exercise for the Long Branch GO Station, should lands within the City of Mississauga be considered to be included within this MTSA area.



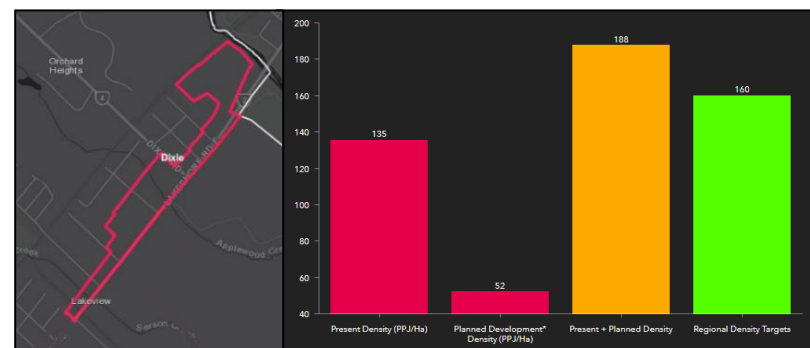
Aerial image showing the Long Branch GO Station with a 500 m walkshed identified in blue and an 800 m walkshed identified in yellow. Subject property is outlined in red.

Future Dixie-Lakeshore BRT Stop

Bus Rapid Transit is expected for this segment of Lakeshore Road East, with a stop expected to be located at the Dixie Road and Lakeshore Road East intersection. Section 2.2.4 of the Growth Plan provides that all MTSAs (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and to achieve multimodal access and that “development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels”.

Lakeshore Road East is not identified as a priority transit corridor by the Growth Plan, and accordingly, the Plan does not specify minimum density requirements (residents and jobs combined) for these associated MTSAs.

As a component of the Regional Official Plan Review 2041, the Region of Peel, in collaboration with the City of Mississauga, have been working to identify potential MTSAs in the City, their boundaries, and their potential density targets. While the Lakeshore Road BRT is included in the draft of potential MTSAs, neither the Region nor the City have adopted these elements within their respective official plans.



Map of Dixie-Lakeshore MTSA boundary and PPJ stats from City's online MTSA dashboard

Notwithstanding, the draft Dixie-Lakeshore BRT stop MTSA is currently achieving 187 PPJ, which includes existing and planned development (including approved applications and applications already in the pipeline that conform to the OP). This exceeds the 160 PPJ minimum requirement that would be applied to a BRT system if it were to be within the Growth Plan's Priority Transit Corridor.

6. Region of Peel Official Plan

Conformity with Region of Peel Official Plan

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

MOP generally contains policies that fulfill this directive in Chapter 4 – Direct Growth, Chapter 7 – Complete Communities and Chapter 9 – Build a Desirable Urban Form.

In particular, the Region of Peel Official Plan states that development is “to achieve intensified and compact form and a mix of land uses in appropriate areas....taking into account the characteristic of existing communities and services.”

In view of the above, while the proposed redevelopment at a density higher than current planning permissions represents infill development that achieves a high level planning direction of more efficient redevelopment that takes advantage of services and is next to transit, issues of transition and character are to be addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood Character Area, to permit an 8 to 15 storey apartment building with ground floor commercial space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

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

Site Context within Mississauga's Urban Structure

Schedule 1 of MOP identifies the site as being located in a Neighbourhood and within a Corridor. The site is not located within an Intensification Area. The Lakeview Major Node, is located to the west of the site (west of Fergus Avenue, on the south side of Lakeshore Road East).

Section 5 of MOP recognizes that Neighbourhoods will not be the focus for intensification, however, it may occur through the redevelopment of existing commercial sites as mixed use areas, particularly along Corridors. However, MOP is explicit that this type of intensification may be considered “where the proposed development is compatible in built form and scale to the surrounding development...” (Section 5.3.5.5), and that “Development will be sensitive to the existing and planned

context and will include appropriate transitions in use, built form, density and scale” (Section 5.3.5.6).

Where Corridors transect Neighbourhoods, as is the case here, Section 5.4.5 directs that “development will require to have regard for the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands”. Further, land use and design policies and the delineation of Corridor boundaries will be determined through the local area review (Section 5.4.6).

Site Context within the Lakeshore Road Corridor

In the Lakeview Area Plan of MOP, the site is located within the Lakeshore Corridor Precinct and is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. Section 10.2 of the Lakeview Local Area Plan provides a range of policies that seek to achieve this environment, with a focus on built form, urban design and transition policy.

With respect to building height, the Local Area Plan states:

10.2.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.

Map 3 is the Height Limit schedule of the Lakeview Local Area Plan, and limits the height of the site to four storeys. Across the street at the north-west corner of Dixie Road and Lakeshore Road East is a site that allows for up to twelve

storeys. This proximate site previously permitted up to ten storeys in height, however, through the approval of development application OZ 18/009 W1, twelve stories was allowed for a portion of the property, with a maximum of eight storeys on the balance of the site, including the Dixie Road and Lakeshore Road East frontages. It is also noted that this property is more than twice the size of the subject site.

Further, Section 10.2.10 of the Lakeview Area Plan of MOP applies the Intensification Areas policies of the Plan to the Core Area of the Lakeshore Corridor Precinct. This site is not located within the Core Area, further illustrating the plan's intent for limited intensification in this area.

Tall Buildings, Urban Design and Transition

MOP defines a tall building to “mean a building having a height greater than the width of the street on which they front. Tall buildings are defining structures in the city structure; becoming icons and landmarks in skyline and streetscape...”. The proposed building is 53.4 m (175.2 ft.) in height, and the width of Lakeshore Road East in this area is 44.5 m (146.0 ft.). In MOP's view, this is a tall building being proposed in an intended main street area. As it is located in a Neighbourhood, the site is not intended to permit an icon or a landmark; these are better suited to Intensification Areas.

General Local Area Plan policies direct redevelopment along the corridor to preserve and enhance the main street character of Lakeshore Road and be sensitive to the existing adjacent low density neighbourhoods by providing appropriate

transition. The Local Area Plan offers the following pertinent policies:

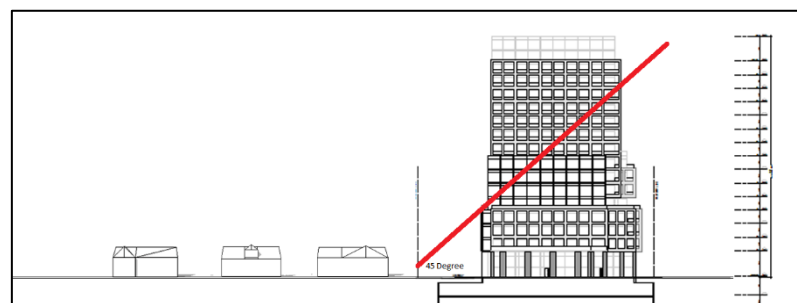
6.2.2 Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.

10.2.5 Appropriate transition to adjacent low density residential will be required.

10.3.5 Criteria for apartment development will include, among other things: c. transition to adjacent lower built forms.

To the north and directly abutting the subject property is an existing, mature residential neighbourhood that contains bungalow and two storey dwellings. While the Growth Plan and MOP each identify that the subject property can be considered for intensification, each document also acknowledges that the municipality will apply development standards through policy to determine appropriate transition. These standards are particularly important due to the existing context north of the site.

The Lakeview Local Area Plan Built Form Guidelines provide further insight into determining appropriate transition by utilizing the 45 degree angular plane test from the adjacent property line to dictate an appropriate setback and height. The guidelines also specify the use of building step backs and floor plate size maximums to ensure that redevelopment minimizes massing, overlook and shadowing impacts.



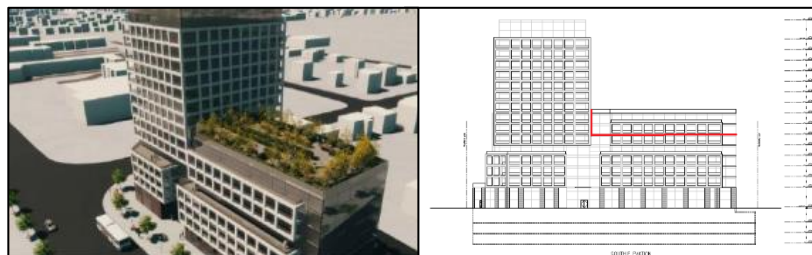
In conducting the 45 degree angular plane test as per the built form guidelines, a large portion of the 15 storey building falls outside of the plane.

Based on the submitted shadow study, the proposal fails required criteria in the City's terms of reference and does not provide any mitigating measures. In particular, the proposed building mass significantly impacts the rear yard amenity spaces of 1021, 1029 and 1031 Dixie Road and 1022 Cherriell Road, which is defined as the space between the rear dwelling wall and a 7.5 m setback from that wall. Shadows cast from the building impact the adjacent amenity spaces for more than 2 hours, failing criteria 3.1 set out in the City's terms of reference. Furthermore, the same shadows cast on the adjacent dwellings fail criteria 3.5 which is intended to ensure adequate sunlight on building faces to ensure the possibility of solar power usage. With a reduction in overall height and massing, shadowing impacts on the adjacent properties can be mitigated and it is demonstrated that the proposed tall building does not respond appropriately to the surrounding context.

Even if the site were deemed appropriate for a tall building, the proposal fails to meet the tall building criteria of the built form guidelines, as floors 7 and 8 of the podium exceed the maximum size of 1 000 m² (10,763 ft²), further exacerbating

the overall massing, overlook, and shadow condition to the north, and with its framing of Lakeshore Road.

The increase in overall height and podium mass negatively impacts the Lakeshore Road frontage as it is not conducive to a main street character that the Lakeview Local Area Plan seeks to achieve for built form along the corridor.



Applicant's rendering and elevation showing the approximate excessive area of floors 7 and 8

Taking into consideration the built form guidelines and the Local Area Policies, the proposed height and overall built form is not designed to provide appropriate transition and compatibility to the adjacent low density neighbourhood directly abutting the subject property and does not maintain the main street character of the Lakeshore Road Corridor.

Retail Space

The Lakeshore Corridor is identified in Lakeview Local Area Plan as a Higher Order Transit Corridor that will accommodate a mix of commercial, office, residential and cultural uses.

The applicant is proposing ground floor commercial space that is oriented to the Dixie Road and Lakeshore Road East intersection. This presents an opportunity for convenience

retail type commercial space to support area residents and encourage walkability.

However, there are overall site organization issues with the ground floor plan including functionality and layouts that need to be further refined.

Affordable Housing

In October 2017, the City adopted Making Room for the Middle: A Housing Strategy for Mississauga which aims to foster a supportive environment for housing that is affordable for all.

Section 8.1 of the Lakeview Local Area Plan encourages a range of housing choices in terms of type, tenure and price, and expressly encourages the provision of affordable housing within the Lakeshore Corridor.

Staff have identified the submission of a Housing Needs Report to address the City's Housing Strategy. To date, the applicant has not submitted this report and it is unknown how the proposal addresses Council's Housing Strategy.

Services and Infrastructure

Additional information is required in order to determine if the existing infrastructure is adequate to support the proposed development.

The Transportation and Works Department identifies discrepancies in the Functional Servicing Report with respect

to stormwater management. In addition, Traffic Planning staff require amendments to the Traffic Impact Study and have identified a concern with the design of the site access and the configuration with the loading area of the proposed building.

The Region of Peel advises that additional information is required from the Functional Servicing Report to determine if water and sanitary sewer capacity to service this site is needed. In addition, the Region of Peel has identified a concern with the Dixie Road vehicular access and has requested additional information.

8. Bonus Zoning

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

Should this application be approved by LPAT or a settlement opportunity arise, it is recommended that Legal Services pursue a community benefits contribution from the developer.

9. "H" Holding Symbol

In the event the applicant were to be successful in its appeal to LPAT, then staff propose that an "H" Holding Provision be

requested through the LPAT process to capture outstanding items, including but not limited to the following::

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Execution of Development Agreement satisfactory to both the City of Mississauga and the Region of Peel
- Satisfactory arrangements be made with the Region of Peel with respect to garbage collection, site access, site servicing and any other outstanding items
- Submission and satisfactory receipt of updated information to the Noise Report, Functional Servicing Report, Stormwater Management Report, Traffic Impact Study
- Satisfactory arrangements be made with the Transportation and Works Department with respect to the submission of Letters of Reliance, Record of Site Condition and the Remedial Action Plan

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

The City has identified further revisions that will need to be addressed such as residential unit setbacks and ground floor use deployment, landscaping, amenity spaces, grading, servicing and loading/service area design, among others.

11. Conclusions

In conclusion, City staff have evaluated the applications to permit an 8 to 15 storey condominium apartment building with ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The subject property is located on the very edge of the 800 m (2 624.7 ft.) Long Branch GO Station walkshed, which is an MTSA that is situated on a Priority Transit Corridor in the Growth Plan and is located within the City of Toronto. This MTSA has yet to be delineated in their respective Official Plan. The subject property is also located directly adjacent to a proposed BRT stop, that is not considered to be on a Priority Transit Corridor by definition of the Growth Plan and while the Region of Peel currently has the Dixie-Lakeshore MTSA as draft within its delineation work, it is currently not acknowledged in the Region of Peel Official Plan and Mississauga Official Plan.

Notwithstanding the above, the Province directs municipalities to achieve more efficient and compact development in close proximity to transit, while also maintaining built forms that provide adequate transition to existing contexts. While it is reasonable to assume that a redevelopment above the current planning permissions could achieve both Provincial and local planning directives, a tall building proposal in this manner undermines the mid rise intent of the Lakeview Local Area Plan.

The Lakeview Local Area Plan views the Lakeshore Road corridor as an area that is to develop in accordance with anticipated transit improvements within the ROW in a fashion that maintains the main street character of the corridor and respects and relates to the immediate low rise context.

The proposal does not conform to the Lakeview Local Area Plan for the following reasons, among others noted above:

- The proposal represents a redevelopment that does not fit the subject property's location in the MOP urban structure as a Neighbourhood Character Area
- The proposed tall building does not provide adequate transition and creates shadowing and massing impacts on the properties to the north
- The height and massing of the building does not maintain the main street character of the Lakeshore Road corridor
- The proposal does not align with applicable local area plan and built form guidelines that require built form design that is sensitive, respects and relates to the surrounding area

As such, the proposed Official Plan Amendment and Rezoning applications do not represent good planning and should be refused.