
Planning and Development Committee

Date: June 28, 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)

Contact

Megan Piercey, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4915
megan.piercey@mississauga.ca

Participate Virtually

Advance registration is required to participate in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, June 25, 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 Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, June 25, 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.

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 - June 14, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit a seven storey, mixed-use building consisting of self-storage, retail, and office uses.

Address: 6333 Hurontario Street

Applicant: 6333 Hurontario Storage GP Corporation

File: OZ 21/001 W5

4.2. RECOMMENDATION REPORT (WARD 11)

Proposed amendments to the Zoning By-law to permit permeable driveways on five properties within the Meadowvale Village Heritage Conservation District.

File: CD.03-MEA W11

4.3. RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven-storey rental apartment building with 151 units.

Address: 958-960 East Avenue

Applicant: Peel Housing Corporation

File: OZ 20/005 W1

4.4. PUBLIC MEETING RECOMMENDATION REPORT (WARD 3)

Official Plan Amendment and Rezoning applications to permit a 15 storey apartment building with amenity uses at the mechanical level, a one storey amenity building and retain the two existing 11 storey apartment buildings.

Address: 1750 Bloor Street and 3315 Fieldgate Drive

Applicant: TC Core GP Inc. & Mustang Equities Inc. (Hazelview Investments)

File: OZ 17/014 W3

4.5. 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 four apartment buildings
(60, 31, 42, and 72 storeys) atop a mixed-use podium and new public street.

Address: 135, 151 and 181 City Centre Drive

Applicant: Camcentre Holdings Inc.

File: H-OZ 19/003 W4

5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: June 4, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 21/001 W5
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: June 28, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit a seven storey, mixed-use building consisting of self-storage, retail, and office uses

6333 Hurontario Street, south of World Drive, east side of Hurontario Street

Owner: 6333 Hurontario Storage GP Corporation

File: OZ 21/001 W5

Recommendation

That the report dated June 4, 2021, from the Commissioner of Planning and Building regarding the applications by 6333 Hurontario Storage GP Corporation to permit a seven storey, mixed-use building consisting of a self storage facility, retail and office uses, under File OZ 21/001 W5, 6333 Hurontario Street, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a seven storey, mixed-use building consisting of self storage, retail, and office uses. The applicant is proposing to amend the Official Plan to change the designation to **Office** with a special site to permit a self storage use. The zoning by-law will also need to be amended from **O3-1** (General Office - Exception) to **O3-Exception** (General Office - 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 north of Highway 401, south of World Drive, on the east side of Hurontario Street, in the Gateway Corporate Centre Character Area. The subject lands are developed with a two storey detached residential structure, currently operating as a storage area for commercial motor vehicles.

The Applicant is proposing a seven storey, mixed-use building with a total gross floor area of 27,068 sq. m. (291,360 sq. ft.); the breakdown of such uses are as follows:

- 19,126 sq. m (205,871 sq. ft.) of self-storage (70.7%)
- 865 sq. m. (9,321 sq. ft.) Dymon-specific retail (3.2%)
- 6,798 sq. m (73,175 sq. ft.) of office (25.1%)

The policy framework associated with the **Office** designation, as well as the corresponding **O3-1** (General Office - Exception) zoning category, only considers office, or office-related accessory land uses. This policy framework does not contemplate self-storage facilities.



Aerial image of 6333 Hurontario Street



Applicant's rendering of the proposed multi-use, self storage facility

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 can be found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 6.

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; determining the appropriate allocation between the proposed uses (self-storage) and the City's planned vision for the area (exclusively office land uses); review of reduced parking standards; ensuring the compatibility of the proposed use relative to recent policy amendments specific to this area; and, community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Roberto Vertolli, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 6333 Hurontario Storage GP Corporation

6333 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with a 7 storey, mixed-use building, consisting of self-storage, retail, and office uses. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: February 22, 2021 Deemed complete: March 25, 2021	
Developer/ Owner:	6333 Hurontario Storage GP Corporation	
Applicant:	MacNaughton Hermesen Britton Clarkson Planning Ltd.	
Proposed Gross Floor Area:		
Self-storage	19,126 m ² (205,871 ft. ²) (70.7%)	
Dymon Retail	865 m ² (9,321 ft. ²) (3.2%)	
Office	6,798 m ² (73,173 ft. ²) (25.1%)	
Total	27,068 m ² (291,357.5 ft. ²)	
Height:	7 storeys	
Lot Coverage:	42.5 %	
Landscaped Area:	22 %	
Parking:	Required	Provided
Self-Storage Warehouse, Reception, and Retail Spaces	132	25
Office Spaces	232	191
Accessible Spaces	9	9
Total	373	225
Green Initiatives:	<ul style="list-style-type: none"> • Permeable Pavement • Infiltration Systems • Green Roofs • Rainwater Reuse Systems 	

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>

- Site Plan
- Shadow Impact Study
- Arborist Report & Tree Preservation Plan
- Urban Design Brief
- Phase Two Environmental Site Assessment
- Stationary Noise Opinion Letter
- Building Elevations
- Planning Justification Report
- Landscape Plans & Details
- Survey
- Parking Study & Transportation Brief
- Functional Servicing & Stormwater Management Report
- Servicing & Grading Plans
- Pedestrian Level Wind Study
- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

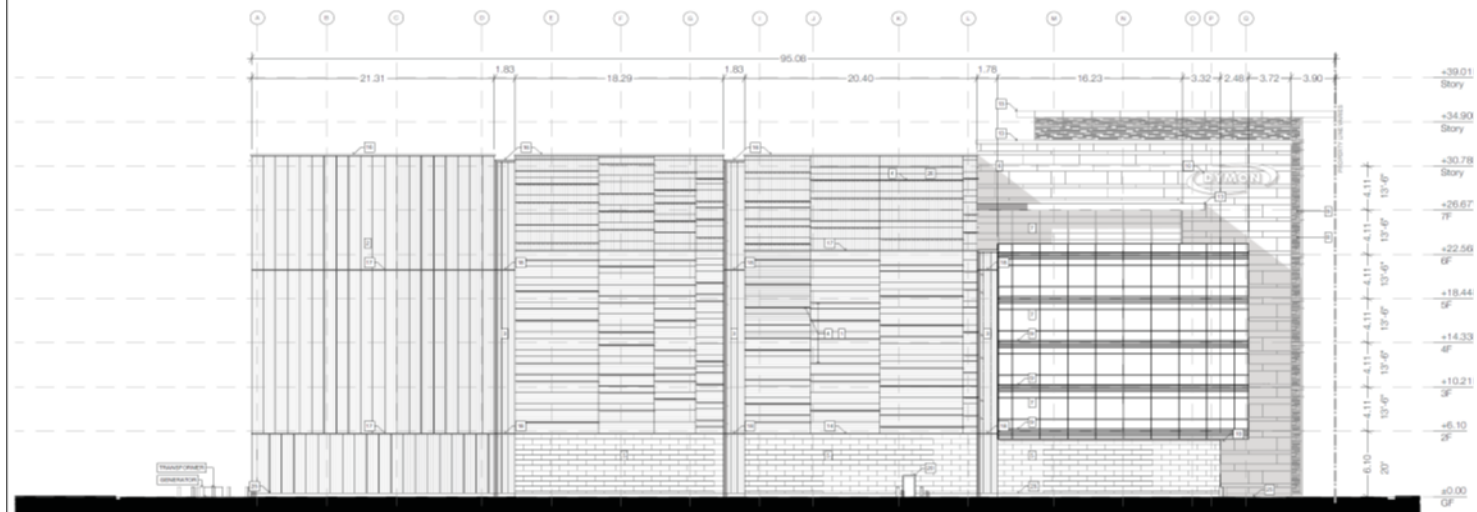
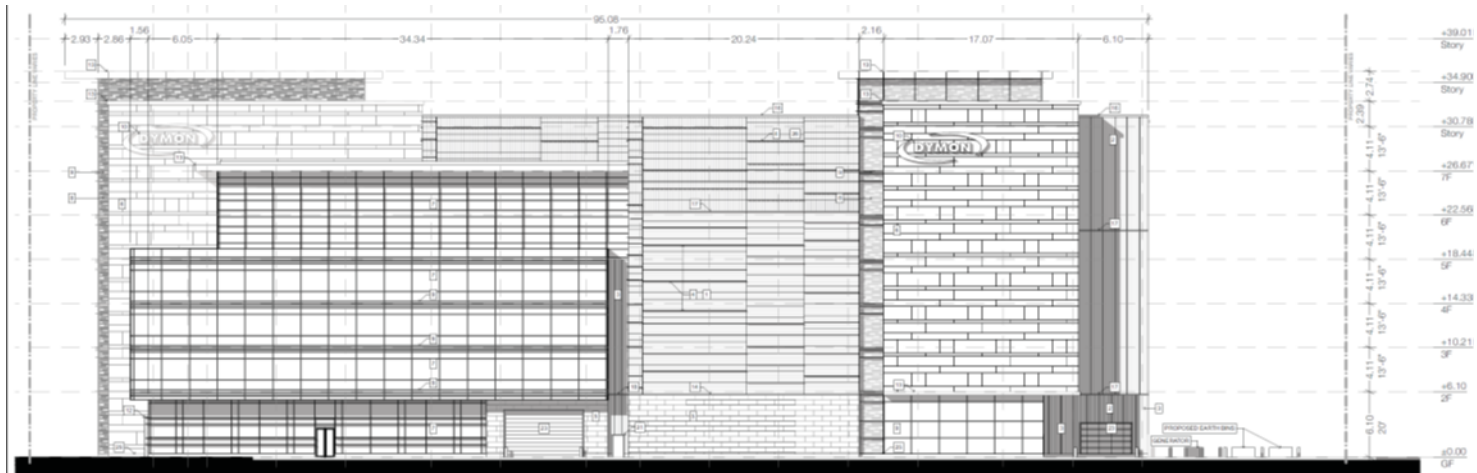
No community meeting was held in regards to either development application.

Application Status

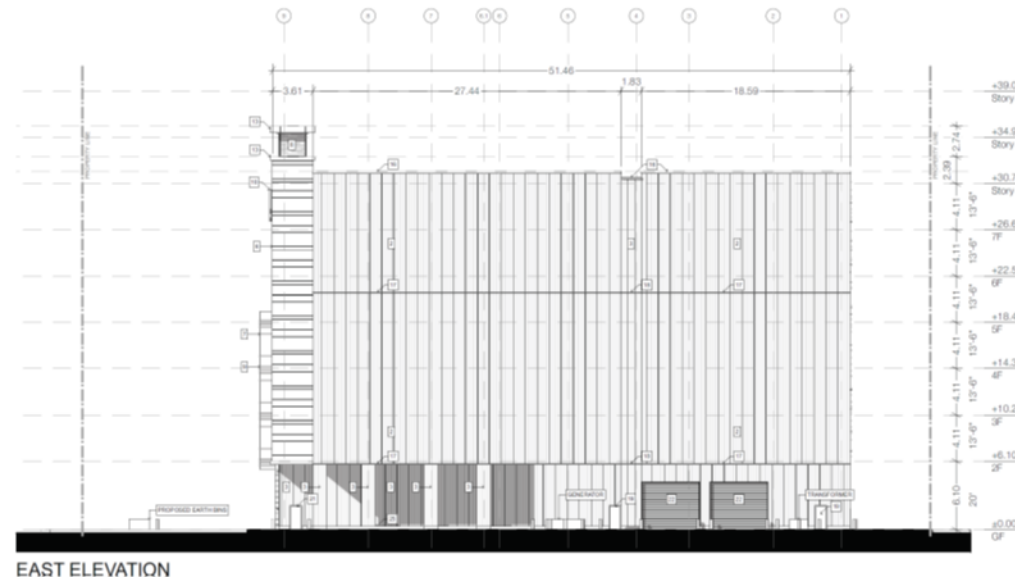
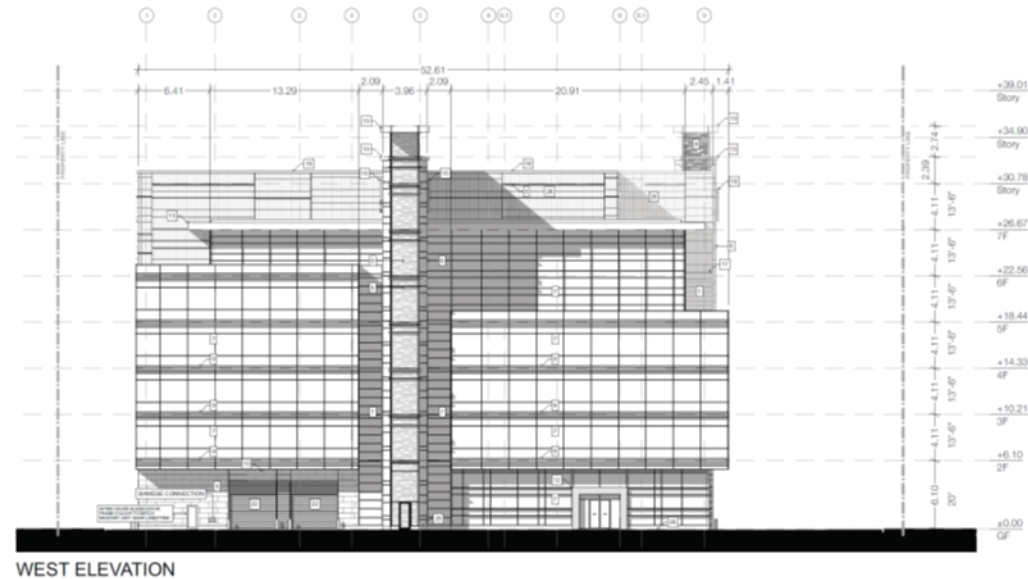
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 6 of this appendix and are to be addressed in future resubmissions of these applications.

[illegible]

Site Plan



Elevations



Elevations

Revision
1.000
2020-11-13
2020-11-13

Revision
1.000
2020-11-13
2020-11-13



Note: Building permit issuance shall be subject to the building permit drawings not being in contravention with those approved plans and drawings including, but not limited to, the exterior design of the building and exterior building materials.

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Applicant's Rendering

2. Site Description

Site Information

The property is located north of Highway 401, south of World Drive, on the east side of Hurontario Street, in the Gateway Corporate Centre Character Area. The subject lands are developed with a two storey detached residential structure, currently operating as a truck terminal.

The subject property fronts upon a portion of Ministry of Transportation (MTO) owned lands, which currently provides maintenance accessibility to Highway 401. The owner remains in negotiations with the MTO to acquire lands to ensure appropriate access to the subject property.



Aerial Photo of 6333 Hurontario Street

Property Size and Use	
Frontage:	74.87 m (245.6 ft.)
Depth:	120.3 m (394.7ft.)
Gross Lot Area:	1 ha (2.47 ac.) (includes MTO lands to be purchased)
Existing Uses:	2 storey detached residential structure with a truck terminal use.



Photo from Hurontario Street, facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development), which permits any building or structure that legally existed on the date of the passing of this By-law, as well

as the existing legal use of any such building or structure.

- November 14, 2012 – Mississauga Official Plan came into force, except for those sites/policies which have been appealed. The subject lands are designated **Business Employment** in the Gateway Corporate Centre Character Area.
- June 2016 – Mississauga Official Plan Amendment 25 came into force. The subject lands are designated **Office** in the Gateway Corporate Centre Character Area.
- May 27, 2020 – By-law 0121-2020 came into force, except for those sites/policies which remain under appeal. The subject lands are zoned **O3-1** (Office), which permits: medical office, office, broadcasting/communication facilities, science and technology facilities, banquet hall/ conference centre/convention centre, overnight accommodation, and university/colleges; as well as the existing legal use associated with the property.

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by a mix of industrial and office uses. Industrial warehouses are located south and east of the property. Directly north is a multi-pad, multi tenant plaza, which includes four restaurants (Starbucks, Firehouse Subs, Pita Land, Guac Mexi Grill); a financial institution (PAY2DAY); two medical offices (World Vision and dentist); and one retail

store (Popeye's Supplements). A two storey industrial warehouse is under construction to the west.

The surrounding land uses are:

North: Commercial Plaza
East: Industrial Warehouse
South: Industrial Warehouse
West: Industrial Warehouse

Neighbourhood Context

The subject property is located within the Gateway Corporate Centre. The area is comprised primarily of industrial warehousing units; however, a transition to office uses and buildings becomes evident further along this portion of Hurontario Street.

Development within this area has primarily occurred upon vacant lots, and, as a result, the aforementioned warehouses remain in conjunction with the more contemporary office structures, providing a diverse mix of building types and land-uses.

North of the subject lands, a minor transition to restaurants, commercial, and entertainment land uses begins to emerge; further diversifying the mix of both building types and land uses within the surrounding area.



Aerial Photo of 6333 Hurontario Street

Demographics

The number of jobs within this area is 18,025*. Total employment, combined with the population, results in a PPJ for the Gateway Corporate Centre area of 53 persons plus jobs per hectare (131 persons plus jobs per acre).

*Please note, as of the 2016 census, this area does not have a reported population.

Other Development Applications

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

- File SP 18/055 W5 – application approved for 25 Capston Drive, for a new three-storey office building.
- File SP 19/115 W5 – application approved for 50 Capston Drive, for two, 1 storey industrial/warehouse buildings.

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 Dunton Athletic Fields are located to the east of the site, along Kennedy Road, approximately 1,000 m (3,280 ft.) away. This distance represents a 5 minute car ride / 24 minute trip by bus. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone, and the Mississauga Iceland Rinks, are located 2.7 km (1.7 miles), or a 7 minute car ride / 25 minute trip by bus, to the south east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Courtneypark Drive East. The LRT will offer transit connections along this portion of Hurontario Street; providing transit connections to both Mississauga and Brampton, as well as serve to connect the Milton and the Lakeshore GO lines. To this end, the intersection at Courtneypark Drive East and Hurontario Street is identified as a Major Transit Station Area (MTSA).

The following major MiWay bus routes currently service the site:

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street

4. Summary of Applicable Policies, Regulations and Proposed Amendment

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

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

Policy Document	Legislative Authority/Applicability	Key Policies
	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.	

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

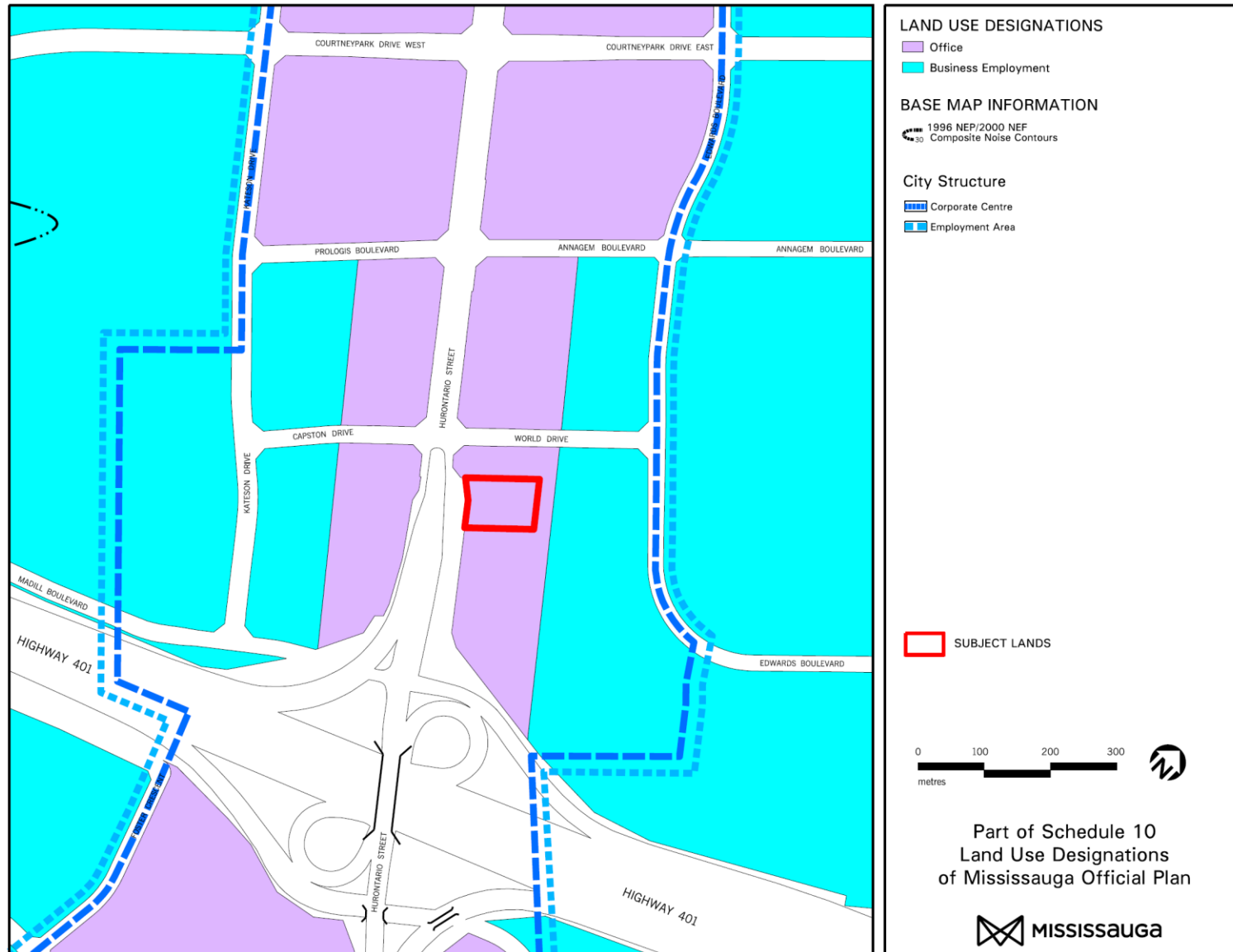
The lands are located within the Gateway Corporate Centre Character Area and are designated **Office**. The **Office** designation permits major office, secondary office, and accessory uses.

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

Proposed Designation

The applicant is proposing to change the designation to **Office** with a special site to permit self-storage and accessory retail uses. The applicant will need to demonstrate consistency with the intent of MOP.

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



Excerpt of Gateway Corporate Centre Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (5.1.6)</p> <p>Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations. (5.3.4.8)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (5.4.3)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (5.4.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (5.5.8)</p>
Chapter 7 Complete Communities	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ol style="list-style-type: none"> Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; Design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; Encourage environments that foster incidental and recreational activity; and Encourage land use planning practices conducive to good public health. (7.1.3)
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. (9.1.1)</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>Building frontages will frame streets and provide a contiguous built form. (Figure 9-2)</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. (9.2.1.28)</p>

	<p>General Intent</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 for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses. (9.2.1.37)</p> <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> Assemble small land parcels to create efficient development parcels; Face the street, except where predominate development patterns dictate otherwise; Not locate parking between the building and the street; Site buildings to frame the street; Support transit and active transportation modes; Provide concept plans that show how the site can be developed with surrounding lands. (9.2.2.6) <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. (9.5.1.1)</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. (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. (9.5.1.12)</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. (9.5.2.1)</p>
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:</p> <ol style="list-style-type: none"> major office; secondary office; and accessory uses. (Section 11.2.7.1) <p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. (11.2.7.2)</p>
Chapter 15 Corporate Centres	<p>Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities. (15.1.1.1)</p> <p>The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main northsouth Corridor through the city. (15.3.1.1)</p> <p>The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <ol style="list-style-type: none"> Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor; Encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, particularly at Major Transit Station Areas, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle

	<p>General Intent</p> <p>parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;</p> <ul style="list-style-type: none"> c. Buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system; e. Orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape; f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged; s. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape, public view, pedestrian walkways, and abutting uses. (15.3.1.2) <p>Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <ul style="list-style-type: none"> c. Buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system; d. Accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street; and e. In order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. (15.3.2.4)
<p>Chapter 19 Implementation</p>	<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. (19.5.1)

Mississauga Zoning By-law

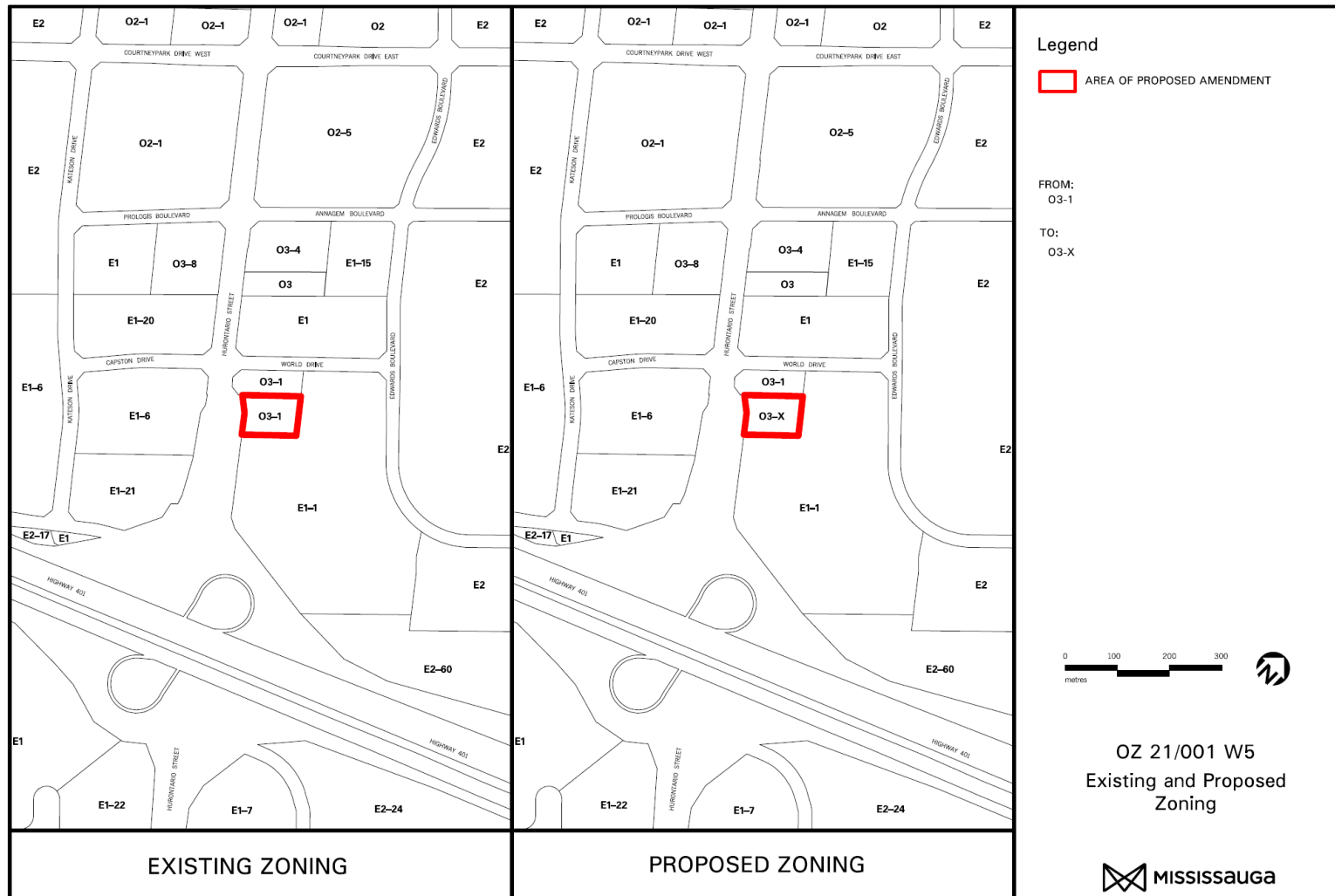
Existing Zoning

The subject property is currently zoned **O3-1** (Office), which permits: medical office, office, broadcasting/communication facilities, science and technology facilities, banquet hall/conference centre/convention centre, overnight accommodation, and university/colleges; as well as any uses which legally existed on the date of the passing of the By-law.

Proposed Zoning

The applicant is proposing to zone the property **O3-Exception** (Office – Exception) to permit the additional use of a self-storage facility and reduce the amount of required parking.

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 O3-1 Zone Regulations	Proposed Amended Zone Regulations
Additional Permitted Uses		Self Storage Facility
The maximum setback of a first storey streetwall to a street identified on Schedules 5.2.1(1) (Hurontario Street) and 5.2.1(2) of this By-law	5.0 m (16.4 ft.)	16.6m (54.5 ft.)
Minimum depth of a landscaped buffer measured from a lot line that is a street line for all streets not identified on Schedules 5.2.1(1) (Hurontario Street) and 5.2.1(2) of this By-law	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum distance from an above grade parking structure to a street identified on Schedule 5.2.1(1) (Hurontario Street) this By-law	30 m (98.4 ft.)	22.8m (74.8 ft.)
Minimum number of parking spaces for self storage facility and accessory retail	0.6 spaces per 100 m ² (1,076.4 ft. ²) GFA - non-residential (exclusive of storage parking) Requires 132 parking spaces	25 parking spaces
Minimum number of parking spaces for office	3.2 spaces per 100 m ² (1,076.4 ft. ²) GFA - non-residential Requires 232 parking spaces	191 parking spaces
Minimum number of loading spaces	4 loading spaces	2 loading spaces

5. Community Questions and Comments

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

6. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 30, 2021)	A Functional Service Report (FSR) was submitted; however, additional information has been requested to determine the adequacy of the existing services for the proposed development.
City Community Services Department – Park Planning Section (March 31, 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 31, 2021, Community Services indicated that proposed development is located approximately 1062m (3484 ft.) from Dunton Athletic Fields (P-224), zoned OS2 (Open Space - City Park) which includes 4 lit softball diamonds, a comfort station, picnic area and picnic shelters, parks bunker, washroom and parking lot. The site is also located approximately 1068m (3503 ft.) from Danville Park (P-302), zoned G1 - (Greenlands - Natural Hazards) and includes 2 lit softball diamonds, lit soccer field, unlit senior soccer field, 2 cricket pitches, dirt jump park, toboggan hill, 4 shade structures, a washroom and a final approach monument.</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>
Economic Development Office (May 26, 2021)	The proposal seeks to build an employment facility that provides for office along the Hurontario Street frontage anchored by a self storage operation. Self storage in this location as a stand alone facility would not be supportable, however, the concept that this company operates in other jurisdictions bringing together these two uses supports entrepreneurs and start-up businesses, as well as provides a product that is currently not in the Mississauga market place. Should this application be approved, the Economic Development Office requests that the self-storage be directly linked to the provision of office uses.
City Transportation and Works Department (June 6, 2021)	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.

Agency / Comment Date	Comments
	<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></p> <p>A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by C.F. Crozier & Associates Inc., 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.</p> <p>The applicant is proposing to construct their municipal outlet through an existing municipal easement on the adjacent property to the north, as well as on-site stormwater management controls for the post development discharge. The proposed plan requires additional approvals such as the Ministry of Transportation. The applicant will be required to enter into a development agreement with a holding condition to construct the new storm sewer in the municipal easement on the property to the north.</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; • Develop an acceptable strategy to accommodate external drainage from the adjacent property and if required manage groundwater on-site; and • Demonstrate that there will be no impact on the City's existing drainage system. <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by CGH Transportation dated December 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 requires 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 arrangements for site access; • Provide confirmation of approval from the Ministry of Transportation Ontario (MTO) • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase II ESA (project # FE-P 19-9580), dated August 13, 2019, prepared by Fisher Environmental Ltd. has been received.</p>

Agency / Comment Date	Comments
	<p>Based on the results of Phase Two ESA, the near-surface soils have been impacted.</p> <p>The following documents must be submitted with the subsequent circulation:</p> <ul style="list-style-type: none"> • Reliance for the Phase Two ESA • Remedial Action Plan • Dewatering Commitment Letter • Monitoring Wells Decommissioning Letter <p>Additionally, a clean-up report must be provided prior to By-law enactment.</p> <p><u>Noise</u></p> <p>A stationary Noise Opinion Letter dated February 8, 2021 prepared by Gradient Wind Engineers & Scientists was submitted for review. This letter indicates that the building is defined as industrial/commercial and as such is not considered a noise sensitive land use under the definitions outlined in the provincial Environmental Noise Guideline-NPC-300. Potential noise sources that may be generated by the development, including mechanical equipment, will be further reviewed and mitigated through the detailed design of the building at the site plan stage.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards and with the HuLRT project.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post Corporation - City of Mississauga, Culture Planning - City of Mississauga, Fire - City of Mississauga, Heritage Planning and Indigenous Relations - City of Mississauga, Realty Services - City of Mississauga, Transit - Ministry of Transportation - Greater Toronto Airport Authority (GTAA) - Enbridge Gas Distribution Inc. - Light Rail Transit Office - Rogers Cable - Trillium Health Partners

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"> - Alectra Utilities - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Dufferin-Peel Catholic District School Board - Metrolinx - Peel District School Board

Development Requirements

There are engineering matters including: potential land purchase from MTO to ensure site access, 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.

7. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

8. Next Steps

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

- Purchase of adjacent MTO lands to ensure satisfactory site access
- Is the proposed development compatible with the existing and planned character of the area, given both the proposed use, as well as recent policy amendments specific to this area?
- Is the allocation between the proposed use (self-storage) and the City's planned vision for the area (office) appropriate?
- 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



<p>Date: June 4, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.03-MEA W11</p>
	<p>Meeting date: June 28, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 11)

Meadowvale Village Heritage Conservation District

Zoning By-law Amendments to Permit Permeable Driveways

File: CD.03-MEA W11

Recommendation

That the report dated June 4, 2021, from the Commissioner of Planning and Building recommending proposed amendments to the Zoning By-law to permit permeable driveways on five properties within the Meadowvale Village Heritage Conservation District, be adopted in accordance with the following:

1. The proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 2, be approved, and that an implementing zoning by-law be brought forward to a future City Council meeting.

Background

A public meeting was held by the Planning and Development Committee on March 29, 2021, at which time an Information Report was received by the Committee. Recommendation PDC-0022-2021 was then adopted by Council on April 7, 2021:

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

The Information Report can be accessed at the following link:

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=10648>

Comments

No community meetings were held for the subject application. No comments were made at the public meeting. A few questions from the public were received by the Planning and Building Department regarding the proposed amendments. Responses to the correspondence received can be found in Appendix 3.

PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in the Information Report (Appendix 1). The proposed zoning amendments for permeable driveways in the Meadowvale Village HCD 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.

The proposed zoning amendments, as outlined in the Information Report, would remove restrictions on driveway materials for five properties within the Meadowvale Village HCD:

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

This is consistent with the direction in the Meadowvale Village HCD Plan and also consistent with the permissions for permeable driveways applied to the majority of the properties within the Meadowvale Village HCD.

Appendix 2 details the proposed zoning changes that were considered in the Information Report, as well as the further considerations outlined above.

Financial Impact

Not applicable

Conclusion

In summary, the proposed zoning amendments for permeable driveways are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments to Zoning By-law 0225-2007 conform to the policies of the Mississauga Official Plan.
2. The proposed amendments will ensure that permissions for permeable driveways are consistently applied to all properties within the Meadowvale Village HCD.

3. The proposed amendments will implement permeable paving methods per the direction within the Meadowvale Village HCD Plan.

Should the amendments be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Proposed Zoning By-law Amendments for Permeable Driveways

Appendix 3: Detailed Planning Analysis



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

Prepared by: Stephanie Bacani, Development and Design Initiatives Planner

City of Mississauga

Corporate Report



Date: March 5, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.03-MEA W11

Meeting date:
March 29, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Meadowvale Village Heritage Conservation District

Zoning By-law Amendments to Permit Permeable Driveways

File: CD.03-MEA W11

Recommendation

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

Background

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

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

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

Comments

MEADOWVALE VILLAGE HERITAGE CONSERVATION DISTRICT PLAN

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

ZONING BY-LAW 0225-2007

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

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

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

ZONING BY-LAW AMENDMENTS

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

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

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

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

LAND USE POLICIES AND REGULATIONS

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

Financial Impact

Not applicable.

Conclusion

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

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

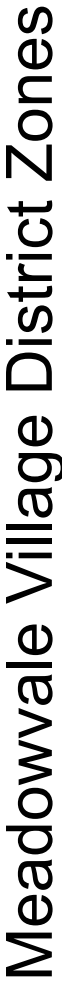
Attachments

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



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

Prepared by: Stephanie Bacani, Special Projects Planner





Appendix 2

CD.03-MEA LOCATION MAP

 SUBJECT LANDS



Detailed Information and Preliminary Planning Analysis
Meadowvale Village Heritage Conservation District
Table of Contents

1. Summary of Applicable Policies 2

1. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect the proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the amendments

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	The lands affected by the proposed zoning amendments are located within a settlement area, as identified by the PPS. The proposed amendments would be consistent with the PPS, which states that the Official Plan is the most important vehicle for implementation of the PPS in building strong communities.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	The lands identified by the proposed zoning amendments are located in the delineated built-up area, as identified by the Growth Plan. The proposed amendments would conform to the Growth Plan, which addresses planning for intensification. The proposed amendments do not address matters of intensification.
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	The proposed amendments would not affect any natural heritage system.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The proposed amendments would not affect any lands within the Green System.

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

Mississauga Official Plan

Relevant Mississauga Official Plan Policies

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

changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

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

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

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

K:\PLAN\DEV\CONTL\GROUP\WPDATA\Corporate Reports to PDC\6. City Wide or Area Specific
Reports\File # CD.03-MEA PROJ W11 - SJB

File: CD.03-MEA W11

Site Location	Current Use	Ownership	Current MOP Designation	Current Zoning	Proposed Amendments
1) 7080 Second Line West	Residential	Private ownership	Low Density I	R1-49 (Detached Dwellings – Typical Lots – Exception) Zone	Amend R1-49 Zone to add exemption to Sentence 3.1.1.7.1.
2) 985 Old Derry Road	Institutional	Private ownership	Low Density I	R8-2 (Detached Dwelling – Garage Control Lots Exception) Zone	Amend R8-2 Zone to add exemption to Sentence 3.1.1.7.1.
3) 1056 Old Derry Road	Residential	Private ownership	Convenience Commercial	C1-13 (Convenience Commercial Exception) Zone	Amend C1-13 Zone to add exemption to Sentence 3.1.1.7.1.
4) 1060 Old Derry Road	Residential	Private ownership	Convenience Commercial	C1-13 (Convenience Commercial Exception) Zone	Amend C1-13 Zone to add exemption to Sentence 3.1.1.7.1.
5) 7005 Old Mill Lane	Utility Building	Credit Valley Conservation Authority	Utility	U (Utility) Zone	Rezone U to U-8 Zone and add exemption to Sentence 3.1.1.7.1.

Proposed Zoning By-law Amendments for Permeable Driveways

Recommendation Report Detailed Planning Analysis

Meadowvale Village Heritage Conservation District

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1. Community Comments

Comments from the public were received and were generally directed towards confirmation of how proposed amendments would impact their properties. Below is a summary and response to the specific comments heard.

Comment

Doesn't the by-law require permeable driveways in the heritage area?

Response

The Meadowvale Village Heritage Conservation District (HCD) Plan and the zoning of most properties in the Meadowvale Village Heritage Conservation District permits permeable driveways. The subject five properties were not given the same zoning permissions.

Comment

Will this initiative impact 7079 or 7089 Second Line West?

Response

The proposed zoning amendments will not impact 7079 or 7089 Second Line West. The zoning on these properties permit permeable and non-permeable paved driveway and will not change through this zoning amendment.

Comment

I have an interlocked brick driveway. How will this be impacted with the proposed zoning by-law amendment?

Response

The proposed zoning by-law amendment will not impact your existing interlock driveway.

2. ***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.

3. Consistency with PPS

Section 4.6 of the PPS states that the Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.

Section 16.17 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate Meadowvale Village as a Neighbourhood Character Area.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages infill and redevelopment within neighbourhoods to respect the existing and planned character.

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

4. Conformity with Growth Plan

Section 5.3.3.11 of MOP states that development in Community Nodes will be in a form and density that complements the existing character of the historical Nodes or achieves a high quality urban environment within more recently developed Nodes.

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

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

5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 recognizes the integrity and physical characteristics of existing communities in Peel.

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.

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

6. Mississauga Official Plan (MOP)

The proposed zoning changes do not require an amendment to the Mississauga Official Plan.

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

Directing Growth

The subject lands are located in the Meadowvale Village Neighbourhood Character Area, specifically within the Meadowvale Village Heritage Conservation District (HCD). Section 5.1.7 of MOP states that Mississauga will protect and conserve the character of stable residential neighbourhoods. The proposed amendments will ensure that permissions for permeable driveways are applied consistently across the HCD, as this is a characteristic feature of the HCD.

Complete Communities

Section 7.4.1.15 of MOP states that Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws. The Meadowvale Village HCD Plan supports the use and installation of permeable paving methods, including gravel driveways, which are common within the village. The proposed zoning amendments will implement policies within the HCD Plan through the zoning by-law.

Build a Desirable Urban Form

The subject lands are located in the Meadowvale Village Neighbourhood Character Area, specifically within the Meadowvale Village HCD. Section 9.1.3 of MOP states that infill and redevelopment within neighbourhoods will respect the existing and planned character. Section 9.2.4 of MOP states that heritage properties, districts and landscapes create a unique sense of place and local identity. The proposed amendments respect the existing and planned character of the Meadowvale Village HCD and will allow for permeable driveways on five properties, which is a characteristic feature of the HCD.

Compatibility with the Neighbourhood

Under the Meadowvale Village Urban Design Policies, it states that development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes contained in the Heritage Conservation District Plan.

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

7. Zoning

The proposed zoning by-law amendments can be found in Appendix 2 of the recommendation report.

8. Conclusions

In conclusion, City staff have evaluated the proposed amendments to permit permeable driveways on five properties within the Meadowvale Village Heritage Conservation District against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed amendments to Zoning By-law 0225-2007 conform with the policies of the Mississauga Official Plan. The proposed amendments will ensure that permissions for permeable driveways are consistently applied to all properties within the Meadowvale Village HCD. The proposed amendments will allow permeable materials to be used for driveways per the direction within the Meadowvale Village HCD Plan and consistent with the existing and planned character of the Meadowvale Village HCD.

City of Mississauga

Corporate Report



<p>Date: June 4, 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 20/005 W1</p>
	<p>Meeting date: June 28, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units

958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue

Owner: Peel Housing Corporation

File: OZ 20/005 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 OZ 20/005 W1, Peel Housing Corporation, 958-960 East Avenue to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA2-Exception** (Apartments – Exception) to permit a seven storey rental apartment building, be approved subject to the conditions referenced in the staff report dated June 4, 2021 from the Commissioner of Planning and Building.
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-RA2-Exception** (Apartments - 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 June 4, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

6. That 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 maximum permitted height shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan, and change the zoning by-law to allow a seven storey, 151 unit, apartment building that will be owned and operated by Peel Housing Corporation
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including an increased building stepback above the fourth floor, reconfigured access and loading area, extended pedestrian walkway and updated building design (e.g. additional articulation, and façade materials)
- 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 with an "H" holding symbol to address remaining technical issues

Background

A public meeting was held by the Planning and Development Committee on January 11, 2021, 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=8329>

Recommendation PDC-0008-2021 was then adopted by Council on January 20, 2021.
PDC-0008-2021

1. That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Peel Housing Corporation to permit a seven storey rental apartment building containing 151 units, under File OZ 20/005 W1, 958-960 East Avenue, be received for information.
2. That five oral submissions be received.

The purpose of this report is to make a recommendation to Planning and Development Committee on the application.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Increasing the building setback above the 4th floor from 1.5 m (4.9 ft.) to 3.0 m (9.8 ft.) to improve the pedestrian condition along Lakeshore Road East
- Reconfiguring the vehicle access and loading area in order to improve functionality and vehicular circulation while reducing the proposed parking by seven spaces
- Updating the architectural components of the building including additional articulation, façade materials, colouring, and fenestration

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 June 24, 2020. A community meeting was held by Ward 1 Councillor Dasko on December 2, 2020. Approximately 50 people attended the meeting and 45 written submissions and emails were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

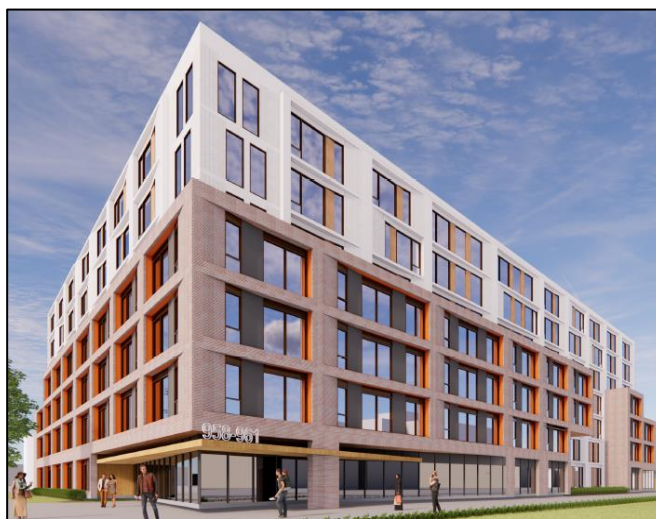
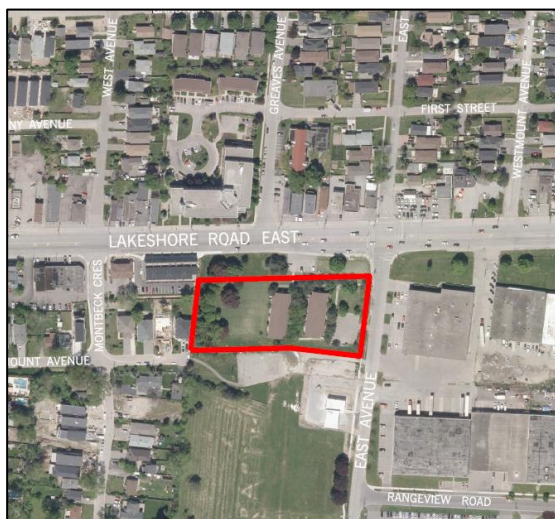
The public meeting was held on January 11, 2021. Five members of the public made deputations regarding the applications. A second community meeting was held by Ward 1 Councillor Dasko on June 3, 2021. Responses to the issues raised at the public meeting and from correspondence received can be found in 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** and **Residential Low Density II** to **Residential High Density**. A zoning by-law amendment is also required to change the zoning for the site from **RM8-14** (Back to Back and/or Stacked Townhouses – Exception) and **R3-75** (Detached Dwellings – Exception) to **RA2-Exception** (Apartments – 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 a seven storey apartment building have been found acceptable. The applicant has addressed the criteria for 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. Lakeshore Road East) where residents can access existing and planned transit;
- The proposed seven storey height limit is reasonable given permitted heights in the vicinity. A stepback above the fourth storey helps deemphasize height and contributes to the pedestrian scale. The proposed building does not create an overwhelming street presence and is not considered a "tall building" given the width of Lakeshore Road East (building

height represents just over half of the right-of-way width whereas to be considered as "tall", the building must be equivalent to or exceed the full right-of-way width);

- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts (the proposed building is more than 60 m (197 ft.) from the closest adjacent detached home);
- The proposed development will increase the variety of available housing in the neighbourhood, providing 151 new rental housing units that will range in size from one-bedroom to three-bedroom units and cater to a range of income levels.

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 is compatible with the surrounding land uses and is located on a corridor where intensification and higher density uses are to be directed. The housing policies of Mississauga Official Plan are supported by the proposal as it contributes to an increase in the supply of low and moderate income rental housing. The proposed official plan amendment and rezoning applications 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 will be brought forward to Council.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

City of Mississauga
Corporate Report



Date: December 18, 2020 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ 20/005 W1
	Meeting date: January 11, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units

958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue

Owner: Peel Housing Corporation

File: OZ 20/005 W1

Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Peel Housing Corporation to permit a seven storey rental apartment building containing 151 units, under File OZ 20/005 W1, 958-960 East Avenue, 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 seven storey rental apartment building containing 151 units. The applicant is proposing to amend the official plan designation from **Mixed Use** and **Residential Low Density II** to **Residential High Density**. The zoning by-law will also need to be amended from **RM8-14** (Back to Back and/or Stacked Townhouses- Exception) and **R3-75** (Detached Dwellings – Exception) to **RA2-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 at the southwest corner of East Avenue and Lakeshore Road East within the Lakeshore Corridor area of the Lakeview Neighbourhood Character Area. The site is currently occupied by two vacant residential rental buildings that are two storeys in height and contain 30 units.



Aerial image of 958 – 960 East Avenue



Applicant's rendering of the proposed apartment building elevation fronting Lakeshore Road East

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.

Originator's file: OZ 20/005 W1

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

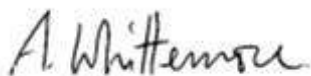
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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, use of an "H" holding provision in the proposed zoning by-law and ensuring the proposal is compatible with the character of the area, and respects the policies and principles of Mississauga Official Plan.

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: Peel Housing Corporation

958-960 East Avenue

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1. Site History

- November 2, 1966 - building permit application submitted to permit a two-storey residential development on the subject property
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The majority of the subject lands were zoned **RM9** (Horizontal Multiple Dwellings) which permitted horizontal multiple dwellings. A small triangular parcel of land at the southeast corner of the site, part of the former Byngmount Beach school site, was zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings as well as schools and essential emergency services
- November 14, 2012 – Mississauga Official Plan came into force which designated the majority of the lands **Mixed Use II**, in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved, as part of a larger south Mississauga review concerning detached dwellings, city initiated zoning amendments which rezoned the southeast corner of the site from **R3** (Detached Dwellings) to **R3-75** (Detached Dwellings – Exception) 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.

- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to transportation and urban form. The LAP also included Built Form Standards as an appendix.
- February 15, 2019 – The Local Planning Appeal Tribunal approved a City initiated amendment that changed the zoning from **RM9** (Horizontal Multiple Dwellings) to **RM8-14** (Back to Back and/or Stacked Townhouses – Exception). The zoning reflected a reorganization of zoning categories and did not affect any land use regulations on the property.
- July 30, 2020 – Joint federal-provincial funding announced an affordable housing project consisting of 151 units on the property.

2. Site and Neighbourhood Context

Site Information

The subject property is located at the southwest corner of Lakeshore Road East and East Avenue, within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by two vacant residential rental buildings that are two storeys in height and contain a total of 30 bachelor and one bedroom units, along with surface parking and outdoor amenity space. These buildings were operated by the Peel Housing Corporation.



Existing Conditions – facing south from Lakeshore Road East

Property Size and Use	
Frontage:	136 m (447 ft.)
Depth:	64 m (210 ft.)
Gross Lot Area:	.78 ha (1.9 ac.)
Existing Use:	Vacant townhouse complex

The site is encumbered by a number of municipal and regional easements that require building setbacks and restrict development. The largest easement is located on the western side of the property, and is necessary to provide servicing infrastructure to the water treatment plant.

In order to accommodate the proposed development, Peel Housing Corporation will acquire a small triangular parcel of land from the Region of Peel at the southeast corner of the site. In addition, a small parcel of land at the southwest corner of the site, will be transferred to the City to accommodate any future multi-modal connection between Byngmount Avenue

and East Avenue. Both of these land parcels have been incorporated into the development application.

The Region of Peel will also grant an easement along the southern border of the site, over lands associated with the paramedic station, in order to allow permanent access to the proposed development.



Easements restrict the developable area on the site. Land transfers with Region & City are required along southern property limits.

Surrounding Land Uses

The surrounding area contains a range of land uses, including: low density residential dwellings, commercial and mixed-uses along Lakeshore Road East, industrial buildings that were part

of the former Lakeview Industrial Area, municipal infrastructure including the Lakeview Water Treatment Plant and Region of Peel Paramedic Centre as well as parkland such as the Lakeview Promenade park.

The surrounding land uses are:

North: A 5 storey rental apartment building at the northwest corner of Lakeshore Road East and Greaves Avenue. There are also a number of 2 storey mixed-use buildings, typically with ground floor commercial uses and residential uses on the second floor, and 1 storey automotive commercial buildings.

East: One storey buildings currently accommodating employment uses. These properties were redesignated in 2018 to permit residential medium density uses with a maximum height of 8 storeys fronting Lakeshore Road and taller buildings behind of 9-15 storeys.

South: Region of Peel Paramedic Centre, and the Lakeview Water Treatment Plant.

West: Detached homes fronting Byngmount Avenue and a 3 storey mixed residential and commercial building fronting Lakeshore Road East.



Aerial Photo of 958-960 East Avenue with current Official Plan designation overlay

The Neighbourhood Context

The subject property is located on the eastern edge of an established residential neighbourhood characterized by detached homes that were initially built in the 1940s but has been experiencing considerable renovations and rebuilding in recent years.

The subject property is located on the western edge of the Lakeview Waterfront Major Node which is planned as a mixed use community with residential uses, open spaces, cultural and recreational amenities and employment opportunities. Existing businesses along Lakeshore Road East and Rangeview Road currently remain as they are subject to employment conversion through the Region of Peel's

Municipal Comprehensive Review. Planning for the remaining lands within the Major Node is primarily being addressed through development applications submitted by Lakeview Community Partners.

The subject property is within the Lakeshore Corridor as identified in the local area plan. Development along Lakeshore Road East has evolved over time and reflects different building heights, setbacks, landscaping, land uses and parking requirements. Lakeshore Road is identified as a Corridor in the Mississauga Official Plan (MOP) Urban System and as Higher Order Transit Corridor in the MOP Long Term Transit Network.

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 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 area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% (source CMHC).

Other Development Applications

In the general vicinity of the subject property the following development application is being processed:

- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a 4 storey building with ground floor commercial uses and 12 residential units.

Within the broader area the following larger development applications are in process or were recently approved:

- OZ 20/018 – northeast corner of Lakeshore Road East and Dixie Road. Official plan amendment and rezoning applications were recently submitted to permit a residential condominium building with a height of 8 to 15 storeys, containing 242 units with 3 levels of underground parking and ground floor commercial space
- OZ 18/009 – northwest corner of Lakeshore Road and Dixie Road. Official plan amendment and rezoning applications were approved by the Planning and Development Committee in December 2019 for a residential development containing 397 units in buildings ranging from 4 to 12 storeys with ground floor commercial uses.
- OZ 19/003 – redevelopment of the Ontario Power Generating site. Official plan amendment and rezoning applications are under review to create a mixed use community including 8,050 residential units and commercial, employment, institutional and park uses.
- OZ 20/009 – southwest corner of Lakeshore Road East

Lakeshore Road Transportation Master Plan

The Lakeshore Connecting Communities Transportation Master Plan, which was endorsed by Council in June 2019, recommended as part of a Phase 2 implementation strategy that express buses in exclusive lanes be developed between East Avenue and the Etobicoke Creek.

The express bus service is to transition into mixed transit in front of the subject property. Land within the City owned right-of-way in front of the subject property could also accommodate a protected bike lane, sidewalk, paved/planted furniture zone including a potential double row of trees.



and Enola Avenue. Official Plan amendment and rezoning applications are under review to permit a residential condominium building with a height of 12 storeys, containing 195 units with ground floor commercial uses.

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue. A site plan application is under review for a 4 storey rental apartment building consisting of 68 residential units with 586 m² (6,300 ft²) of ground floor commercial uses.

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 such as AE Crooks Park and Douglas Kennedy Park, all of which are within approximately a half kilometer (1,640 ft.) radius of the subject property. The following MiWay bus routes currently service the subject property:

- Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the subject property, this route provides access to the Mississauga BRT.
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and Hurontario LRT.

Existing bus stops are located on the south side of Lakeshore Road East adjacent to the subject property at East Avenue and on the north side of Lakeshore Road East at Greaves Avenue.

The conceptual location for the express service transit stop, where transit has an exclusive lane, is at Lakefront Promenade. The proposed stop is approximately 400 m (1,312 ft.) to the east of the subject property and is within the typical benchmark distance that is often used to determine a Major Transit Station Area.

The City is currently initiating the next step in the process of implementing the Master Plan and is undertaking a Transit Project Assessment Process / Environmental Assessment and Preliminary Design.



The subject property is in close proximity to proposed higher order transit (bus in a proposed dedicated right-of-way)

Major Transit Station Area Assessment

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing transit-

supportive densities to Major Transit Station Areas (MTSA), particularly those on transit priority corridors.

MTSAs include land around any existing or planned higher order transit station or stop within a settlement area. They are defined in the Growth Plan as the area within an approximate 500 to 800 m (1,640 to 2,625 ft.) radius of a transit station, representing about a 10 minute walk.



The subject property is within a radius of 800 m (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

Although Lakeshore Road East is not identified as a priority transit corridor in the Growth Plan, it is planned to accommodate higher order transit (bus service in a dedicated right-of-way) from East Avenue to the City of Toronto border. The proposed transit stop at Lakefront Promenade and surrounding area (including the subject site) are expected to be within an MTSA as per the draft Region of Peel MTSA boundaries.

The Region is in the process of developing MTSA policies that will be implemented subject to Provincial approval. Once approved, the City will conform to these policies by preparing its own detailed policies through amendments to the MOP.

Design Charrette and Associated Studies

The Region of Peel originally acquired the Bynghmount Beach Public School property for future water plant expansion; however, due to the size of the property, opportunities for additional uses were identified (e.g. paramedic station, affordable housing).

On July 3, 2014, Regional Council received a report entitled "Bynghmount Beach Property Redevelopment", which referenced a study prepared by MHBC Planning that reviewed redevelopment options for the site. As part of the work program the consultant facilitated a community charrette on April 5, 2014. The main ideas / comments included:

- Preservation of green spaces
- Access to the waterfront
- Low to mid-rise development to protect views to the lake
- Provision of affordable housing

The MHBC report assessed two concepts which both included a stand alone paramedic station. Concept 1 was a lower density option that included 104 units in a 3 storey building and 136 units in a mixed-use 4 storey building. Concept 2 had a higher density consisting of 163 units in a 4 storey building and 286 units in a mixed-use 6 storey building. The consultants identified Concept 2 as the optimal development

option for the site.

In September 2017, the Board of Directors for the Peel Housing Corporation received a report entitled "Redevelopment of 958/960 East Avenue" which referenced a study prepared by MHBC that undertook additional analysis and evaluated three options including a preliminary financial analysis.



The analysis identified Option 1: One mid-rise building of 5 to 7 storeys, with 156 apartment units and 157 surface parking spaces as the preferred option.

The current development application's proposed height and massing is similar to Option 1, however, some of the surface parking has been removed (i.e. spaces originally proposed behind the Region of Peel Paramedic Centre), and are replaced with underground parking beneath the apartment building. In addition, the study noted that the short-term retail demand for the site was considered to be minimal in 2014.

3. Project Details

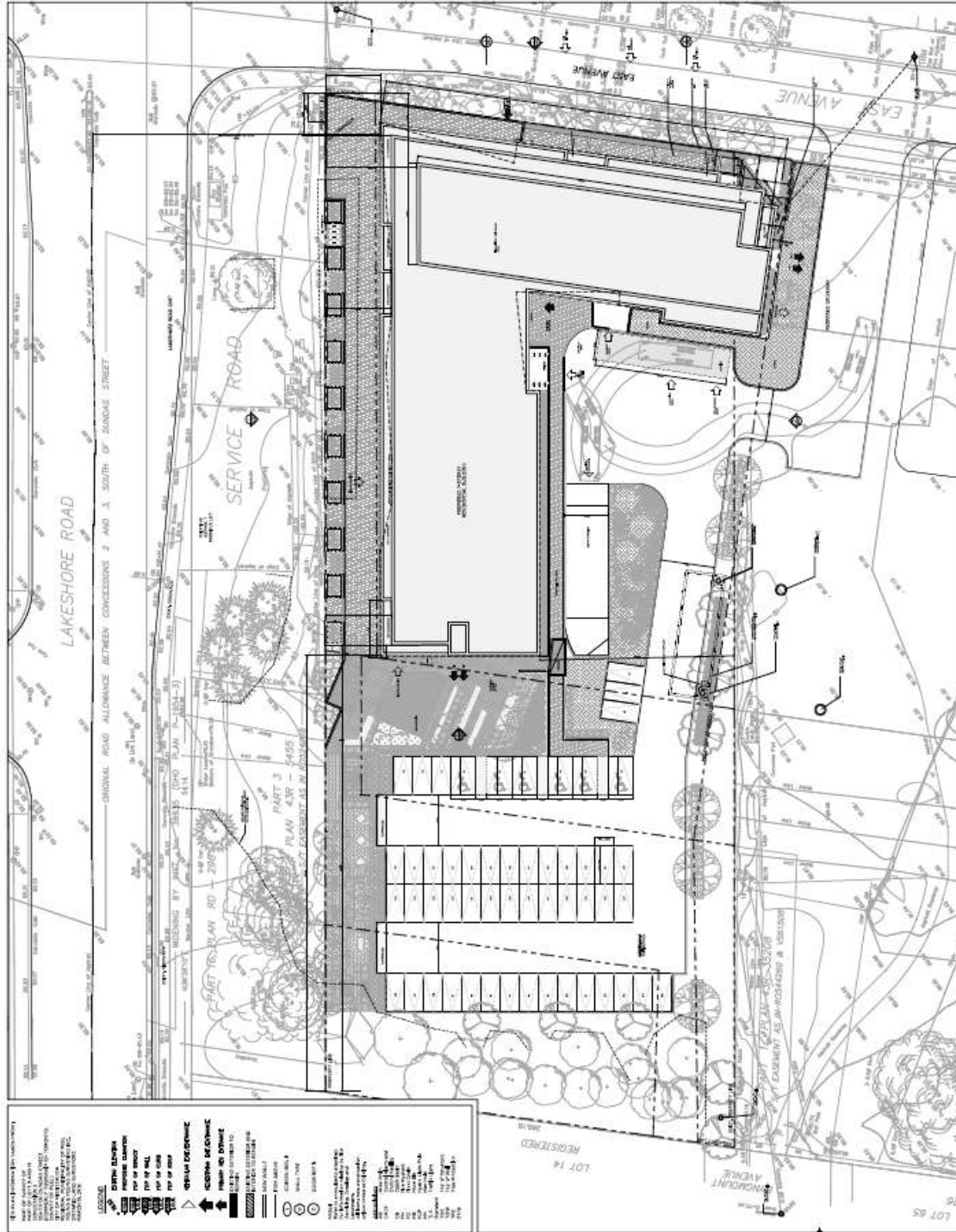
The applications are to amend the official plan and zoning by-law to permit a 7 storey rental apartment building containing 151 units, with a stepback at the 5th floor. The building will be owned and operated by Peel Housing Corporation.

Development Proposal		
Applications submitted:	Received: May 12, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	Peel Housing Corporation	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	151 units	
Proposed Gross Floor Area:	13 310 m ² (143,272 ft ²)	
Height:	7 storeys / 22.5 m (73.8 ft.) Step back at 5 th storey of 1.5 m (4.9 ft.)	
.Floor Space Index:	1.8	
Landscaped Area:	30 %	
Anticipated Population:	331* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required 195 30 225	Provided 119 38 157
Green Initiatives:	• Green roof • Permeable pavers	

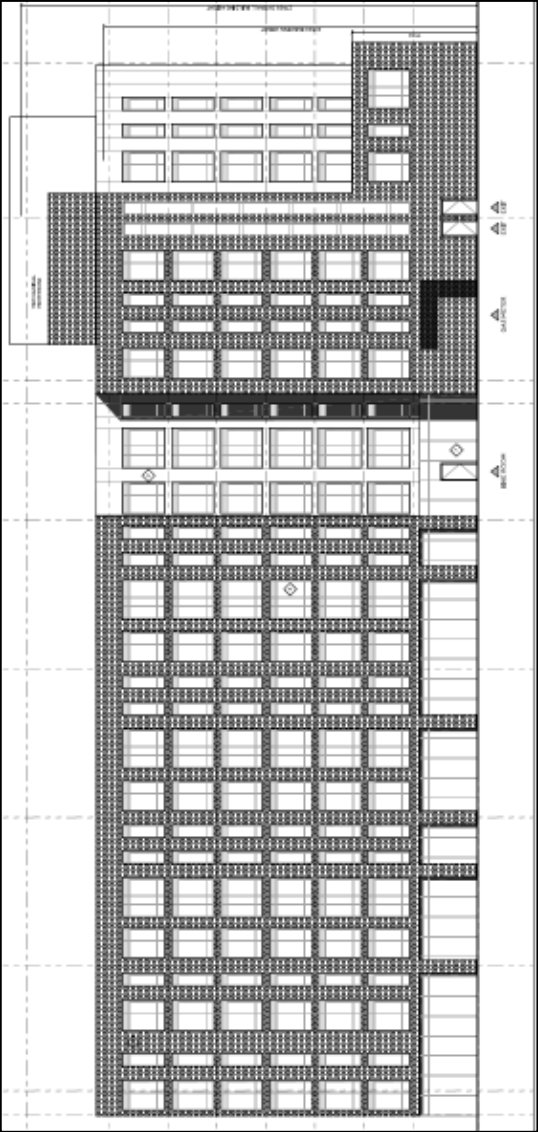
Supporting Studies and Plans

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>:

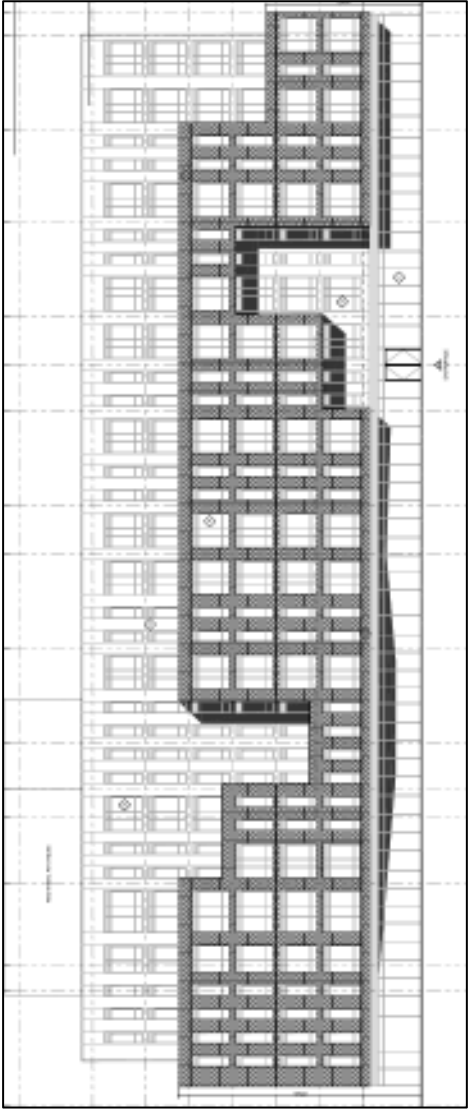
- Survey
- Context Plan
- Concept Site Plan
- Floor & Roof Plans
- Building Elevations
- Cross Sections
- Site Servicing and Grading
- Site Servicing Sections
- Noise Impact Study
- Pedestrian Wind Assessment
- Shadow Impact Analysis
- Arborist Report
- Tree Protection Plan & Notes
- Environmental Impact Study
- Planning Justification Report
- Transportation Study
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment (Phase I & II)
- Parcel Registry Document
- Existing and Draft Reference Plans
- Draft Official Plan & Zoning Amendments



Conceptual Site Plan



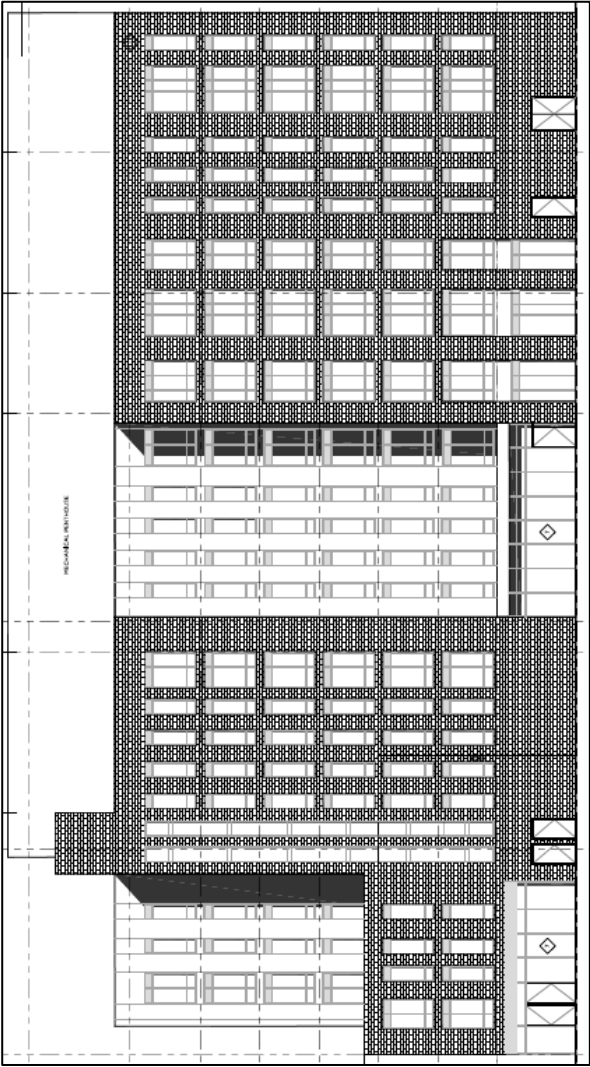
South Building Elevation



North Building Elevation



East Building Elevation



West Building Elevation

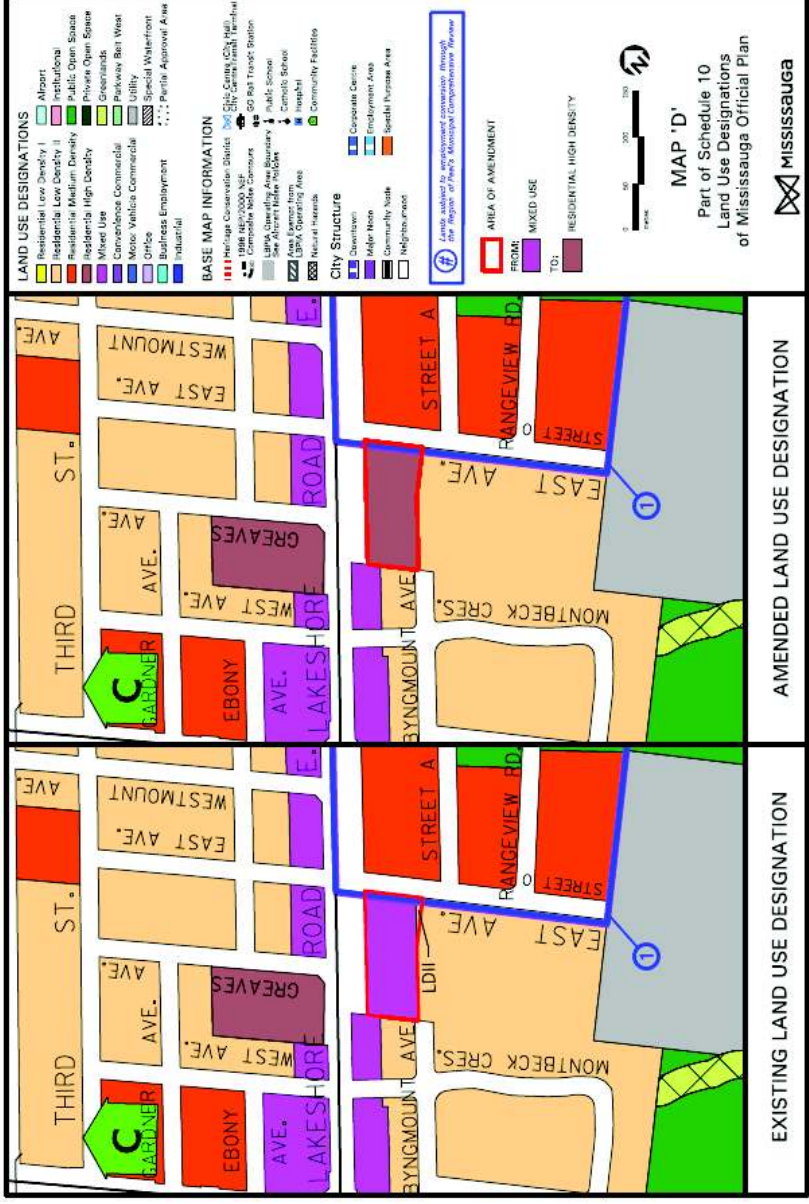


Applicant's Rendering
(Looking Southwest from intersection of Lakeshore Road East and East Avenue)

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Excerpt of Lakeview Neighbourhood Character Area Land Use

<p>Existing Designation</p> <p>The majority of the site is designated Mixed Use and a small triangular parcel of land located at the southeast corner of the site is designated Residential Low Density II.</p> <p>Proposed Designation</p> <p>The Residential High Density designation is proposed to allow an apartment building. A maximum height of 7 storeys is proposed for the site on Map 3 Lakeview Local Area Plan Height Limits.</p> <p>Identification of the site as being part of the Green System is to be removed on Schedule 1 Urban System, and Schedule 1A Green System. Identification of the site as being an Educational Facility is to be removed on Schedule 4 Parks and Open Space. These amendments are required to provide clarity and reflect existing and proposed development on the property.</p> <p>Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report. Detailed information regarding relevant Official Plan policies are found in Section 5.</p>	
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Mississauga Zoning By-law

Existing Zoning

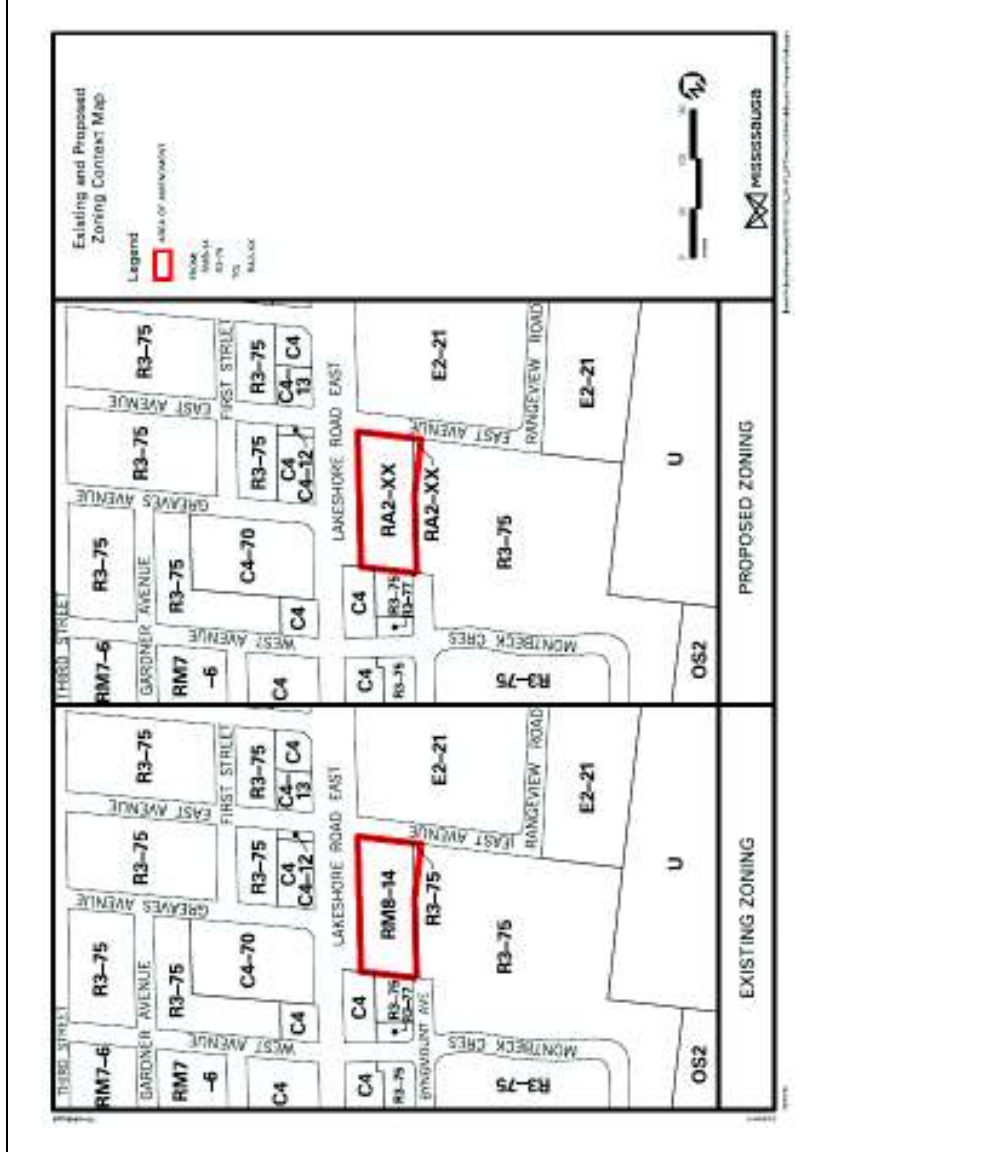
The majority of the site is currently zoned **RM8-14** (Back to Back and/or Stacked Townhouses – Exception), which permits back to back and/or stacked townhouses with additional regulations pertaining to form and location of the building on the lot.

A small parcel of land at the southeast corner of the site is currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings subject to additional regulations pertaining to infill development. Essential Emergency Services (e.g. existing paramedic station) are also permitted in this zone.

Proposed Zoning

The applicant is proposing to rezone the entire site to **RA2 – Exception** (Apartments - Exception) to permit the proposed apartment building.

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



Proposed Zoning Regulations

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed Amended RA2-Exception Zone Regulations
Minimum front yard , abutting East Avenue	9.5 m (31.2 ft.)	3.0 m (9.8 ft.)
Minimum exterior side yard , abutting Lakeshore Road East	9.5 m (31.2 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard , abutting a zone permitting detached dwellings ⁽²⁾	25.5 m (83.7 ft.)	1.0 m (3.3 ft.)
Resident parking space ratio (note: visitor parking spaces are calculated separately)	1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.78 spaces per unit
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.)	1.0 m (3.3 ft.)
Minimum landscaped area	40%	30%
Minimum depth of a landscaped buffer abutting a lot that is a street line (i.e. East Avenue)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is abutting lands with an a Residential Zone ⁽²⁾	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Minimum aisle width within a parking structure	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum setback from surface parking spaces or aisles to a street line ⁽³⁾	4.5 m (14.8 ft.)	Not apply

⁽¹⁾The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA2 zoning regulations that the applicant has proposed amending have been identified.

⁽²⁾ Although abutting use is a paramedic station, it is zoned R3-75 which permits detached dwellings and this regulation therefore applies

⁽³⁾This regulation is proposed in the event that Byngmount Drive is extended adjacent to the site and associated surface parking.

5. Summary of Applicable Policies

The *Planning Act* requires that the 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 and in some cases have been paraphrased. The table should be considered a general summary of the

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS), 2020	<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>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b);</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, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate housing options required to meet the social,</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>health, economic well-being including special needs requirements (PPS 1.4.3 b.)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></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>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</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 a and c)</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 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 built up area (Growth Plan 2.2.2.3);</p> <p>Although the subject lands are not located on a priority transit corridor (i.e. not identified on Schedule 5) they are within a major transit station area. The</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Growth Plan indicates that for all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. (Growth Plan 2.2.4.9).</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</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.</p> <p>The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional Approval and a Regional Official Plan Amendment is not required. 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> <p>The majority of relevant policies are found in Sections 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, 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 Provincial Policy Statement 2019 and Amendment No. 1 (2020)

The subject property is located within approximately 500 m (0.31 miles) radius of a potential Major Transit Station Area (MTSA) proposed at Lakeshore Road East and Lakefront Promenade. 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 MOP policies in effect continue to apply and will be used to review development proposals.

The lands are located within the Lakeview Neighbourhood and

are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial and service uses. Residential uses are permitted if they are combined with other permitted uses. Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

The applicant is proposing to change the designation to **Residential High Density** to permit an apartment building. 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.

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 5.1.9 Section 5.3 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.2	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. 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

	Specific Policies	General Intent
	<p>Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.7</p>	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate 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>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
Chapter 6 Value The Environment	Section 6.10.3	As intensification occurs, 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. A detailed noise impact study will be required.
Chapter 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3</p>	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;

	Specific Policies	General Intent
	<p>Section 7.2.6</p> <p>Section 7.2.7 a and b</p> <p>Section 7.2.8</p> <p>Section 7.2.10</p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. 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. Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>Mississauga will directly assist all levels of government in the provision of rental housing by:</p> <ul style="list-style-type: none"> a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.</p>
<p>Chapter 8</p> <p>Create a Multi-Modal City</p>	<p>8.2.2.3</p> <p>8.2.2.5</p> <p>8.4.3</p> <p>8.5</p>	<p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies.</p>
<p>Chapter 9</p> <p>Build A Desirable Urban Form - Introduction</p>	<p>Section 9.1</p> <p>Section 9.1.1</p> <p>Section 9.1.3</p> <p>Section 9.1.5</p> <p>Section 9.1.9</p> <p>Section 9.1.10</p> <p>Section 9.1.11</p> <p>Section 9.1.15</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>

	Specific Policies	General Intent
		<p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</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>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities</p>
<p>Chapter 9 Build A Desirable Urban Form – Intensification Areas <i>Note: The Lakeview Local Area Plan - Desirable Urban Form Section includes policy 10.2.10, which states the Intensification Areas policies of the Plan will apply to development within the Core Area of the Lakeshore Corridor (which includes the subject lands)</i></p>	<p>Section 9.2.1.1 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.9 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17 Section 9.2.1.19 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.34 Section 9.2.1.35</p>	<p>Development will create distinctive places and locales.</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.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. The public realm and the development interface with the public realm will be held to the highest design standards.</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections. Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p>Development will face the street. Buildings should 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. For non-residential uses, at grade windows will be</p>

	Specific Policies	General Intent
	Section 9.2.1.36 Section 9.2.1.37	<p>required facing major streets and must be transparent.</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. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. 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.</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 for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.</p>
<p>Chapter 9 Build A Desirable Urban Form – Non-Intensification Areas</p> <p><i>Note: Although the Lakeview Local Area Plan, includes policy 10.2.10 which states that the Intensification Areas policies of the Plan will apply to the subject site, given the property is located within a Neighbourhood element of the City Structure (where intensification is not to be the focus) these policies have been</i></p>	<p>Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6</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>Tall buildings will generally not be permitted.</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> <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</p>

<i>noted in order to provide general policy context</i>	Specific Policies	General Intent
Chapter 9 Build A Desirable Urban Form – Additional Policies	Section 9.2.3.2 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.9 Section 9.4.1.3 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 9.5.1.11 Section 9.5.1.12 Section 9.5.2.2 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.11 Section 9.5.2.12 Section 9.5.3.2 Section 9.5.3.3 Section 9.5.3.4 Section 9.5.3.6 Section 9.5.3.7 Section 9.5.3.8 Section 9.5.3.17 Section 9.5.4.4 Section 9.5.4.5 Section 9.5.5.1 Section 9.5.6.1	<p>All development will utilize sustainable design practices</p> <p>Development will be designed to achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible</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. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.</p> <p>Development will support transit and active transportation by: a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building facades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.</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 by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes</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</p>

	Specific Policies	General Intent
		<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</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>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.</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 may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting; c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture.</p> <p>Site development will be required to: a. incorporate stormwater best management practices; b. provide enhanced streetscape; c. provide landscaping that complements the public realm; d. include the use of native non-invasive plant material; e. protect and enhance habitat; f. preserve significant trees on public and private lands; g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form.</p> <p>Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.</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 buildings to the street; and c. ensure public safety.</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Principal building entrances should be covered with a canopy, awning, recess or similar</p>

	Specific Policies	General Intent
		<p>device to provide visual prominence and pedestrian weather protection.</p> <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear. Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.</p> <p>Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment. Mechanical equipment vents and metering devices will be integrated into the building design.</p> <p>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way. Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
Chapter 10	Section 10.4.3	<p>Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.</p>
Chapter 11 General Land Use Designations	<p>Section 11.2.5.6</p> <p>Section 11.2.6.1</p> <p>Section 11.2.6.2</p> <p>Section 11.2.6.3</p> <p>Section 11.2.6.4</p> <p>Section 11.2.6.5</p> <p>Section 11.2.6.6</p>	<p>The development application proposes to redesignate the subject site to Residential High Density which 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>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: 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, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p>

	Specific Policies	General Intent
		<p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor.</p> <p>Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.</p>
Chapter 16 Neighbourhoods	<p>Section 16.1.1.1 Section 16.1.1.2</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: 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	<p>Section 19.5.1</p>	<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 1.0 How To Read The Plan	Section 1.0	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan.
Chapter 5 Vision	Section 5.1.2 Section 5.1.3 Section 5.2.2 Section 5.2.3	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> • Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. • Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. 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. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.</p>
Chapter 6 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. Intensification will be sensitive to the existing character of the residential areas and planned context. Intensification will occur through infilling or redevelopment. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. 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.
Chapter 7	Section 7.2.2 Section 7.2.3	The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways. Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.
Chapter 8 Complete Communities	Section 8.1.2 Section 8.1.3	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.
Chapter 9 Multi- Modal City	Section 9.0 Section 9.2.2 Section 9.2.3 Section 9.2.5 Section 9.4.1	Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following: a. Byngmount Avenue, east to Rangeview Road. When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

	Specific Policies	General Intent
	Section 9.4.5 Section 9.4.7	<p>Development applications will be accompanied by transportation and traffic studies that will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan.</p> <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.</p>
Chapter 10 Desirable Urban Form	Section 10.0 Section 10.2 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.10 Section 10.3.5	<p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. 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. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. 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: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</p> <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>The Intensification Areas policies of the Plan will apply to development within the Core area.</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>
Chapter 12 Land Use Designations	Section 12.3.1	Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.
Maps	Map 1 (Precincts) Map 2 (Road Network) Map 3 (Height Limits)	Subject property is within the Lakeshore Corridor - Core area Byngmount Road potential extension identified as a Future Multi-modal Connection Subject property is identified as having a height limit of 2-4 storeys
Built Form Standards	Introduction	The Built Form Standards are to be used during the design and review of development applications. This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of

	Specific Policies	General Intent
		<p>the Area Plan; The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establish and illustrate general requirements to achieve a high quality urban form, site development and public realm.</p>
Built Form Standards – Lakeview Character Areas: Built Form Types	<p>Section 2.2.5.1 Section 2.2.5.2 Section 2.2.5.3 Section 2.2.5.4 Section 2.2.5.5</p>	<p>Building Heights: The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m.</p> <p>Building Separation Distances: There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments. A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m</p> <p>Floor Plates: A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</p> <p>Transition to Lower Forms: Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.</p> <p>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</p> <ol style="list-style-type: none"> The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development; To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site. <p>Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width.</p> <p>Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's Urban Design Terms of Reference for Standards for Shadow Studies, June 2014. Shadow studies and wind studies will be required.</p>
Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct	<p>Section 3.1 Section 3.2 Section 3.3 Section 3.4 Section 3.5 Section 3.6 Section 3.7 Section 3.8</p>	<p>The principles of built form along Lakeshore Road East will include: i. A pedestrian oriented environment; ii. Closely spaced buildings fronting onto Lakeshore Road East; iii. Minimize access points; iv. No parking between the building and the street; v. Design that enhances a mainstreet retail environment; and vi. On-street parking along Lakeshore Road East where appropriate.</p> <p>The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m</p> <p>Building Heights: The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses,</p>

	Specific Policies	General Intent
	Section 3.10	<p>cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East.</p> <p>The following criteria will apply to development in the Lakeshore Corridor Precinct: a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan; b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths; c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0 m from the front property line; d. Building entrances will be located along Lakeshore Road East; e. Canopies, overhangs and signage will be designed so that they are located within the private property limits; f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p> <p>Transition to Lower Built Form and Open Space: To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required</p> <p>Rear Yard Landscape Buffer: A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p> <p>Pedestrian Realm/Streetscape: Building setbacks along Lakeshore Road East are to provide a consistent street edge.</p> <p>At Grade Commercial Requirements: To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East</p> <p>Access Points Consolidation: of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.</p> <p>Parking, Loading and Service Areas: The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.</p> <p>Place Making: Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. 3. East Avenue and Lakeshore Road East</p>

Affordable Housing

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

The federal and provincial funding programs supporting the development of this project require rents to be set on average, at 80% of the Canada Mortgage and Housing Corporation (CMHC) average market rent for the area. Rents for any one unit cannot exceed 100% of the CMHC average market rent.

Peel Housing Corporation is proposing to redevelop their site (which currently contains 30 townhouse units that are at the end of their lifespan) with an apartment building that will contain 151 rental units. The development will have rents for 60% of the units set at 100% of the CMHC average market rent, while the remaining 40% of the units will have rents set at 60% of the CMHC average market rent. The federal and provincial funding is secured by twenty year agreements registered on title. The Region and Peel Housing Corporation are responsible for program compliance through ongoing monitoring and annual reporting to the Province for the life of these agreements.

The most recent CMHC average market rents available (i.e. October 2019) provide an indication of the rents that the proposed units would pay, and are summarized in the table below.

CMHC Average Market Rent For Mississauga South (Zone 19) For October 2019			
	One Bedroom	Two Bedroom	Three Bedroom
Average Market Rent (Zone 19)	\$1,243	\$1,418	\$1,499
60% of the Average Market Rent	\$746	\$851	\$899

The target tenant population is a mix of singles, seniors and families but specific tenants for the units have not yet been confirmed. The unit mix will include units for middle-income households as well as subsidized units for households on or eligible to be on the centralized waitlist.

Unit Breakdown			
Type	Number Of Units	Average Size	Comments
1 Bedroom	65	57 m ² (614 ft ²)	All are modifiable ¹ units and some will be fully modified (e.g. roll-in shower)
2 Bedroom	74	80 m ² (861 ft ²)	All or majority being modifiable
3 Bedroom	12	122 m ² (1,313 ft ²)	All or majority being modifiable
Total	151		
¹ Modifiable means that there is a wheelchair turning radius in the kitchen, bathroom and bedroom			

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>16 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S. Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S. Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S. Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>3 Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Enrolment: 360 Capacity: 579 Portables: 0</p> <p>Saint Paul S.S. Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A virtual community meeting was held by Ward 1 Councillor, Stephen Dasko on December 2, 2020 with approximately 50 people in attendance. As of the date of this report, over 45 emails and letters from residents have been received.

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

- Support for rental housing, particularly one that accommodates a variety of income levels was expressed.
- Concern that the proposed building will set an unacceptable height precedent. The developer should abide by the Lakeview Local Area Plan and not contribute to a canyon of tall buildings along Lakeshore Road East.
- The building at 7 storeys is too high. The building should be kept low and terraced at the back in order to not cut off natural light. Anything above 4 storeys on Lakeshore Road East should have a significant stepback so as to protect skyviews.
- The height of the building has a negative impact on the Lakeshore Road East pedestrian experience.
- Surface parking should be reduced and replaced with open space. Reduced parking standards are supported by transit.

- The proposed development should include ground floor commercial or community uses which could improve the relationship between the building and surrounding neighbourhood. Without commercial and community uses, the building will be an insular block that stands apart from the area and will break-up the commercial strip.
- Development at ground floor along Lakeshore Road East requires a better relationship with the public realm. Changes to the soft interface between the building and street is required.
- The building should include balconies which can provide private outdoor space for residents.
- Concern that Byngmount Avenue could extend to East Avenue.
- Lakeshore Road is a transit corridor and should be allowed to develop and provide residents with easy access to transit.
- More community input is required and a fulsome public engagement process should be undertaken.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 19, 2020)	<p>In its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required. There is sufficient servicing capacity to accommodate the proposed development.</p> <p>Region will provide front-end collection of garbage and recyclable materials subject to conditions being met prior to approval of the applications. At the site plan stage all requirements listed in Section 2.0 and 4.0 of the Waste Collection Design Standards must be included. Public Health has no objections to the application.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 26, 2020 and May 25, 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>The Peel District School Board has advised that Council Resolution 152-98 applies and that prior to final approval of a servicing and or development agreement the City 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 certain conditions be added to applicable Development Agreement and sales agreement</p>
City Community Services Department – Park Planning Section (May 26, 2020)	<p>Community Services notes that the subject site is located 243 m (797 ft.) southwest of A.E. Crooks Park (P-023) which contains a parking lot, ice rink, picnic area, spray pad, washrooms, softball diamond lit, wading pool and a play site. The park is zoned "OS2" (Open Space - City Park). The site is also located 380m (1246 ft.) southeast of Douglas Kennedy Park (P-021) which contains a baseball diamond lit, concession stand, parking lot and washroom. The Park is zoned "OS2 - City Park".</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions: Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (July 10, 2020)	<p>Fire has requested the concept plan include all dimensions, fire department connections, fire hydrants and confirmation that the building only faces one street in order to confirm compliance with OBC and by-law 1036-81. At the site plan stage a variance will be required to permit the hydrant feed to run under a building to service the fire hydrant in the rear of the building.</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist	Tree removal permission is required to injure or remove trees on private property. The approval of the Tree Permission application is required prior to the earliest of the demolition permit/erosions and sediment control permit/site plan approval. An upgrade streetscape is not required.
Economic Development Office (July 15, 2020)	The Economic Development Office encourages the applicant to consider incorporating employment on the ground floor, thereby providing ground floor related mixed uses (office, retail, etc.) within 25 metres (82 feet) of Lakeshore Road East as part of the Lakeshore Corridor Precinct – Core Area.
City Transportation and Works Department (September 23, 2020)	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>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></p> <p>A Functional Servicing Report (FSR), prepared by Fabian Papa & Partners., dated March 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, 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 extend the storm sewer on Bynymount Ave. through the adjacent Region of Peel lands 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 storm sewer outlet; • develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and • demonstrate that the soil conditions meet the MECP requirements <p><u>Traffic</u></p> <p>A Traffic Impact Study (TIS), prepared by Trans-Plan Transportation Engineering and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study at this time. The TIS requires to be revised and resubmitted addressing grammatical errors found within the report and the site circulation review that is currently being proposed. At this time the report recommends a flag person anytime someone uses the vehicle loading area, which is not a feasible solution to address vehicle circulation.</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"> • Revised Traffic Impact Study addressing all staff comments; • Revisions to the Site Plan addressing Traffic comments; • Draft R-Plan for the conveyance of lands; • Establish an easement with the property located to the south for a shared access <p><u>Environmental Compliance</u></p> <p>The following reports have been received:</p> <p>Phase One ESA (project # 181-11306-00), dated October 2018; Phase Two ESA (project # 181-11306-00), dated December 2018, both prepared by WSP;</p> <p>The applicant is required to provide further technical information prior to recommendation report to:</p> <ul style="list-style-type: none"> • Reliance letter for both reports; • Clarification regarding further assessment of the extent of EC/SAR impact; • Clarification regarding land transfer to PHC from Region of Peel. These lands were not covered by environmental site assessment. If these lands form a part of this development application, an addendum to the existing Phase One ESA must be prepared to include assessment of these lands; • Temporary Discharge to Storm Sewer Commitment Letter; <p><u>Noise</u></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MOECC Standards.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans), which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' Holding provision and related Development Agreement will be required to capture any municipal infrastructure works such as municipal storm sewer extension and municipal easement through the adjacent Region of Peel lands to service this site. In addition, the applicant is to make the appropriate arrangements to acquire a portion of lands at the south east corner of the property from The Region of Peel in order to complete the proposal. A Draft reference plan is also to be provided</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 - Greater Toronto Airport Authority - Alectra Utilities - Conseil scolaire Viamonde - Canada Post - Rogers Communications
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud - Bell Canada - Trillium Health Partners

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- Can modifications be made to the proposal so that the use of an "H" holding provision is not required?
- What are the expected traffic and parking impacts?

Development Requirements

There are engineering matters including: noise, 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. In addition, the need for an "H" holding provision and related Development Agreement may be required.

9. Section 37 Community Benefits (Bonus Zoning)

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to address housing affordability for low and moderate income households.

Recommendation Report Detailed Planning Analysis

Owner: Peel Housing Corporation

958-960 East Avenue

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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 the built form of the development, how to animate the ground floor of the building and the potential extension of Byngmount Avenue.

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

Rental housing, particularly one that accommodates a variety of income levels, should be supported in the City.

Response

Mississauga Official Plan (MOP) identifies the provision of additional affordable and rental housing as important objectives for the City. This proposal will add 151 new units, thereby increasing the affordable rental housing stock. Additional information on the mix and targeted tenant population can be found in the Affordable Housing Section of Appendix 1.

Most residents supported additional rental housing; however, there were concerns regarding the proposed built form. As outlined in this report, the proposed built form is considered appropriate for this specific site.

Comment

Peel Housing should abide by the height limits for the Lakeview Local Area Plan as well as the design charrette from 2014.

Response

When the Lakeview Local Area Plan was prepared and a height limit of four storeys for the site was identified, the City did not assess in detail each individual property to determine the maximum appropriate height limits.

A design charrette was undertaken in 2014 by the Region of Peel as part of a planning study to redevelop the subject property which recommended a four storey building and a six storey building. An additional study was undertaken in 2017 which recommended a five to seven storey building with 156 apartment units. Additional information on the charrette is available in Appendix 1.

As outlined in subsequent sections of this report, the proposed three storey increase in permitted height (from four storeys to seven storeys) has been found to be appropriate for the subject property.

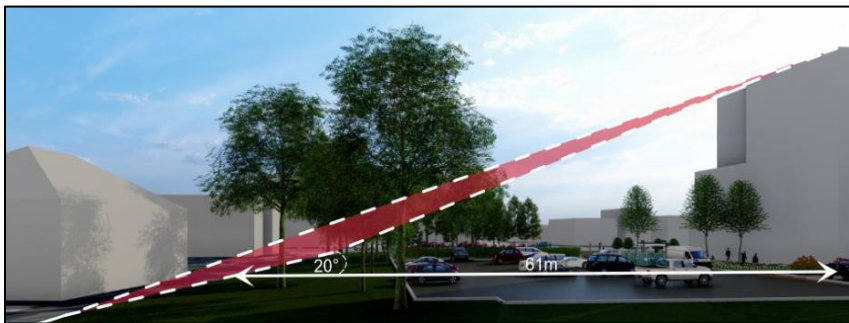
Comment

Concern was raised that the proposed seven storey building is too high. The building should be kept low and terraced at the back in order to not cut off natural light. All buildings along Lakeshore Road East should have a significant setback so as to protect skyviews and create a pedestrian supportive environment.

Response

The proposed seven storey height limit is considered acceptable for reasons discussed in subsequent sections of this report, including:

- Site attributes: there is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling;
- Existing and planned context: the existing Peel Paramedic Station reduces concerns with overlook to the south. On the other side of East Avenue, building heights of eight storeys are permitted;
- Right-of-way (ROW) width: The subject property is located along one of the widest portions of Lakeshore Road East which helps reduce the perception of building height; and
- Lakeshore Road East Stepback: A 3.0 m (9.8 ft.) stepback above the fourth storey contributes to the pedestrian scale of the building.



As a result of a water infrastructure easement, the building is more than 60 m (197 ft.) away from adjacent detached homes which reduces any impact from a seven story building

Comment

A recommendation on the proposed development should wait until the Lakeshore Road East Corridor Study is completed, which is reviewing built form, height and density, in the area.

Response

The City is bound by a legal principle, well established in case law, that development applications must be considered in light of the policy context existing at the time of the application, and not emerging policy. The attributes of the site that support seven storeys are not necessarily found at other sites (e.g. depth of property, distance between the building and detached homes, and the width of Lakeshore Road East).

The Lakeshore Road East Corridor Study that is currently being undertaken by the City is anticipated to confirm the appropriate built form for other parcels of land along Lakeshore Road East within the Lakeview Neighbourhood.

Given the unique attributes of the subject site (e.g. size, distance from detached dwellings, proposal is not a "tall building" given width of Lakeshore ROW, adjacency to Major Node), approval of the Peel Housing Corporation proposal should not compromise the findings of this study.

Comment

Ground floor commercial or community uses should be included in the building and improvements between the street and building are required.

Response

The site is not an optimal location for commercial uses given constrained visibility (e.g. the proposed bus rapid transit lanes, sidewalk and bike lanes are not planned to run parallel to the building and there will likely be considerable landscaping in the boulevard).

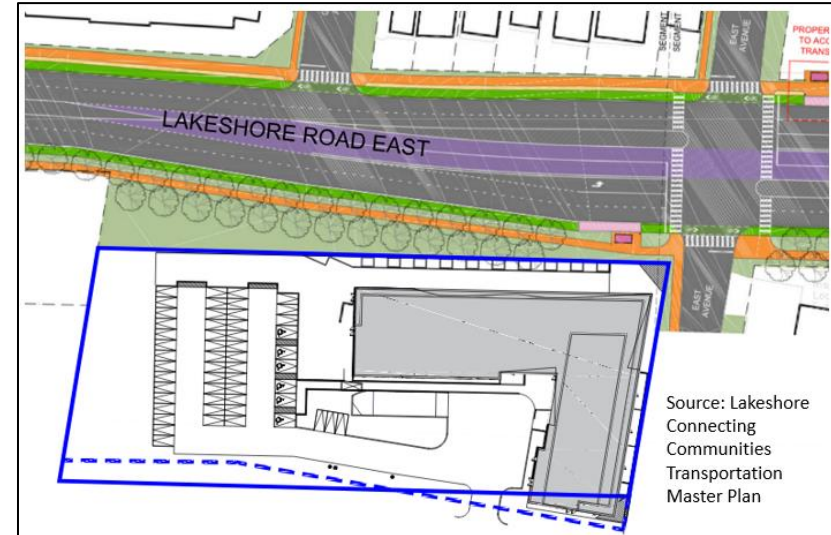
That being the case, the proposed ground floor amenity and community space will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the community for use by booking the space through the property management office. Outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bike parking, and potential public art. The combination of proposed indoor and outdoor uses will help create an appropriate and desirable streetscape.

Comment

The building should include balconies for residents.

Response

Peel Housing has advised that they considered balconies but determined that they were not be desirable given energy efficiency standards and maintenance costs. In accordance with CMHC funding, the proposed building will be designed to achieve a 41 percent reduction in energy consumption and



Future conditions, such as a double row of trees, do not support an ideal level of visibility for commercial uses but will help create an attractive pedestrian realm and streetscape

greenhouse gas emissions as per the National Energy Code of Canada for Buildings.

Comment

Concern was raised that surface parking should be reduced given proximity to public transit.

Response

The proposed apartment building will have a reduced residential parking rate of 0.75 spaces per unit, whereas the zoning by-law requires between 1 and 1.5 spaces (depending on number of bedrooms). The proposed standards have been reviewed by

staff and considered appropriate given proximity to transit and parking demand at similar apartment buildings.

The proposed development also incorporates one level of underground parking which reduces the number of proposed surface parking spaces.

Comment

The appearance of the building is unattractive.

Response

The applicant has identified the following building design elements that will contribute to the visual appeal of the building, including:

- A 3.0 m (9.8 ft.) stepback above the fourth storey along Lakeshore Road East to improve the pedestrian scale of the building;
- A mix of façade materials and colours and enhanced articulation have been provided to break up the massing and provide visual interest;
- The ground floor is designed to have tall 3.9 m (12.8 ft.) ceilings that are similar to non-residential uses, with large windows and a prominent recessed building entrance with canopy at the corner to create visual interest. A greater variety of windows and differing façade materials and colours have been provided to break up the massing of the building and improve visual appeal; and

- Warmer materials were chosen for the podium to add a layer of texture and human scale to the public realm.



The applicant has proposed a number of design elements to improve pedestrian scale (stepback above the fourth storey), break up the massing (differing façade materials) and create visual interest (use of colour).

Comment

Concern was raised that Byngmount Avenue could be extended to East Avenue.

Response

An extension of Byngmount Avenue is not part of the development application. Access to the site is provided from

East Avenue through an easement on land owned by the Region of Peel.

A small triangle portion of land at the southwest corner of the property, totaling 324 m² (3,488 ft²) will be transferred to the City to help accommodate a future potential multi-modal connection as identified in the Lakeview Local Area Plan (LAP). There are no plans to construct an extension of Byngmount Avenue at this time or in the foreseeable future. Should the City wish to construct a vehicular roadway it would require Council approval and a public process.

In addition, the opportunity also exists to create a pedestrian and cycling trail between East Avenue and Byngmount Avenue.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on May 22, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

City Community Services Department – Fire and Emergency Services Division

Comments updated April 28, 2021, state that Emergency response time to the site is acceptable. Compliance with the Fire By-law will be assessed through the site plan approval process including appropriate fire hydrant coverage (i.e. currently it appears portions of the building perimeter are not within the required 90 m (295 ft.) travel distance of a hydrant).

City Community Services Department – Arborist Streetscape

Comments updated April 30, 2021 state that there should be no street tree plantings along the East Avenue frontage as there are existing overhead Hydro wires.

Transportation and Works Department

Technical reports and drawings have been submitted and have been reviewed 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.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to lifting the "H" Holding provision.

Stormwater

A Functional Servicing Report (FSR), prepared by Fabian Papa & Partners., dated April 19, 2021, 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, 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.

In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant will need to finalize a satisfactory stormwater servicing concept.

Prior to the lifting of the "H" Holding provision, the applicant will be required to provide further technical information to:

- Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any;
- Accommodate a storm sewer easement along the proposed storm connection all the way to the existing storm sewer at Byngmount Ave.; and,
- Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.

Traffic

A total of two (2) traffic impact study (TIS) submissions were provided by Trans-Plan Transportation Inc. in support of the proposed development. The later study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 51 (13 in, 38 out) and 66 (40 in, 26 out) two-way site trips for the weekday AM and PM peak hours in 2027 respectively.

Even with the additional traffic generated by the proposed development, the study area intersections and proposed

vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

The following technical documents should be provided prior to lifting of the "H" Holding provision:

- Clarification regarding a Record of Site Condition (RSC): The author of the Phase One ESA (2020) must clearly identify whether there is a need for an RCS for lands that will be transferred from the Region of Peel to PHC;
- A dewatering commitment letter

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, rail traffic and stationary sources from adjacent buildings and facilities. 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 processes.

Other Engineering Matters

It should be noted that an "H" Holding provision and related development agreement will be required to capture land dedication, access easements and storm easements through the adjacent Region of Peel lands in order to service this site. In addition, the applicant is required to make the appropriate arrangements to acquire a portion of lands at the southeast corner of the property from The Region of Peel in order to complete the proposal.

Region of Peel

Comments updated May 11, 2021, state that the Region of Peel has no objection to the proposed official plan amendment and rezoning applications. However, there are a number of issues that will have to be addressed through the site plan approval process, including: waste collection design standards being met; revised drawings to identify easements and proposed encroachments, gratuitous dedication of a 5.0 m (16.4 ft.) wide easement for existing sanitary sewer infrastructure across the north property line, and suggestions to improve the design to further promote a healthy environment (e.g. additional short-term bicycle parking outside).

Trillium Health Partners (THP)

Comments updated May 14, 2021, confirmed that THP have no comment on the 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

The Public Meeting Report dated December 20, 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 December 20, 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.

Growth Plan and MOP Conformity

MOP policies generally conform with the *Growth Plan*. 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.

Major Transit Station Area Assessment

The Provincial Growth Plan also seeks to align transit with growth by directing appropriate growth to major transit station areas. Section 2.2.1 states that within settlement areas, growth will be focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

Lakeshore Road East is not identified as a priority transit corridor by the *Growth Plan* and there are no minimum density targets that apply. However, section 2.2.4 of the *Growth Plan*, states that all MTSA's (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and include additional residential units and affordable housing.

Bus Rapid Transit along Lakeshore Road East is currently planned to transition from a dedicated lane to shared traffic roughly in front of the subject property. The subject property is within a radius of 800 metres (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

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 MTSA's in the City, their boundaries, and their potential density targets. While the Lakeshore Road BRT is included in the draft of potential MTSA's, neither the Region nor the City have adopted these elements within their respective official plans.

Additional information on the Lakeshore Road Transportation Master Plan and the Major Transit Station Area Assessment can be found in the Public Meeting Report (Appendix 1).

Growth Plan & Proposed Development

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 West Plan* are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 20, 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 Region of Peel Urban System. 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 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 Policies for the Lakeview Neighbourhood

Character Area, to permit a seven storey apartment building. 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 the majority of the site is designated **Mixed Use** which permits a range of use including residential, retail store and secondary office. In addition a small triangular parcel of land at the southeast corner of the site is designated **Residential Low Density II** which permits detached homes, semi-detached homes and duplex homes in MOP.

The LAP identifies a height limit of four storeys for the site. The applicant is proposing to change the designation and height limits to permit a seven storey apartment building. In general, MOP and LAP policies support sensitive intensification on the site, as outlined in the following discussion.

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 Lakeshore Road Corridor and is an appropriate location to consider density that is higher than the surrounding area.

The vision for this portion of Lakeshore Road East is intended to be for street related commercial development with a mixture of uses and pedestrian built form (LAP 10.2). The lack of proposed ground related commercial uses is considered acceptable as:

- The site has historically been used solely for residential rental units and, as such, there is no loss in commercial uses on the site;
- The locational attributes of the site do not provide a strong main street commercial location, including:
 - Visibility from street may be obscured by landscaping, including a potential double row of trees;
 - The site does not run parallel to the future street alignment; and,
 - There will be a break in the commercial strip to the west of 60 m (197 ft.).
- The ground floor will contain amenity and community space that will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the broader community for use by booking the space through the property management office; and,
- Proposed outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bicycle parking, and potential public art (i.e. the Lakeview LAP identifies the southwest corner of East

Avenue and Lakeshore road East as a priority location for future public art).

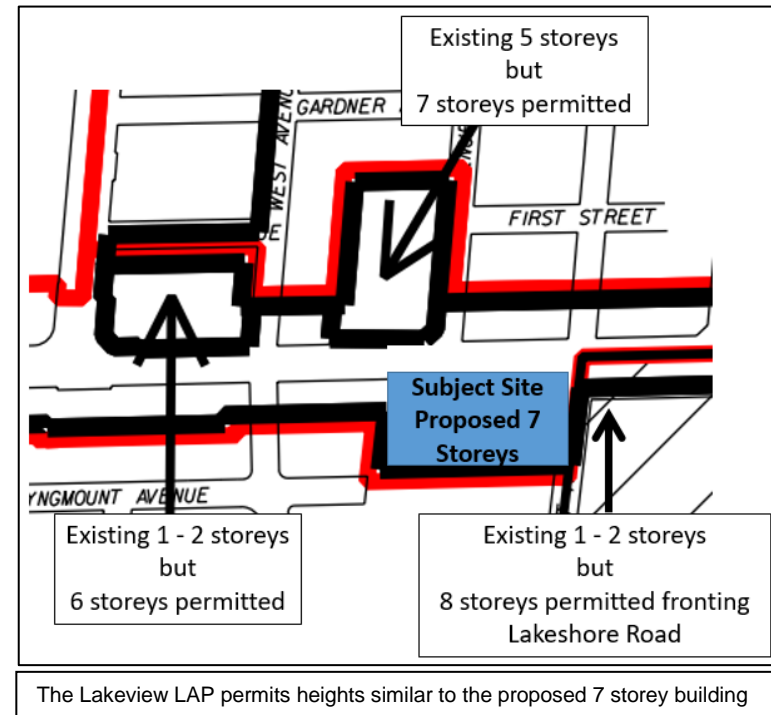
Sensitive Infill

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).

Although the proposed development is taller than current planning permissions, it is considered appropriate given the existing and planned context. Within the immediate vicinity of the subject site, MOP permits buildings that exceed the four storey height limit, including:

- Lands to the east, on the other side of East Avenue, are currently developed with one storey employment uses; however, the Lakeview LAP permits eight storeys for buildings fronting Lakeshore Road East;
- Lands across the street at 765 Lakeshore Road East have been developed with a five storey apartment building; however, the Lakeview LAP permits seven storeys; and,
- Lands on the north side of Lakeshore Road East, between West Avenue and Cawthra Avenue are occupied by one to two storey buildings but the Lakeview LAP permits six storeys.

While there are other buildings in the area that are in the one to three storey height range, the proposed seven storey building is similar to heights permitted on deeper properties.



The proposed building is also sensitive to the existing and planned environment as it is not considered to be a tall building. MOP defines a tall building as a building having a height greater than the width of the street on which they front. (Chapter 20 - Glossary).

Lakeshore Road East is a relatively wide arterial road and can accommodate the proposed seven storey building without

creating an overwhelming street presence. MOP identifies this section of Lakeshore Road East as having a right-of-way width of 44.5 m (146 ft.) and the proposed building is only 23 m (75 ft.), it is not considered a tall building as its height represents just over 50 percent of the right-of-way width. In addition the proposed 3.0 m (9.8 ft.) stepback above the fourth floor is respectful of lower buildings in the area and helps contribute to the pedestrian scale environment.

Provide Variety of Housing

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 development will increase the variety of available housing in the neighbourhood, providing 151 new rental housing units that will range in size from one-bedroom to three-bedroom units and cater to a range of income.

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.

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".

The proposed development is considered compatible with the surrounding area for the following reasons:

- Overlook: There is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling. There are no significant overlook issues caused by the proposed building.
- Wind: The wind study concluded that the introduction of the proposed building is not expected to significantly influence pedestrian wind comfort;
- Shadow: The shadow study concluded that full sunlight is present on the opposite boulevard including the full width of the sidewalk during hours required by City; there are no residential private outdoor amenity spaces or communal outdoor amenity areas from adjacent developments affected by the proposed development;
- Traffic and Parking: A traffic impact study concluded that the proposed development is expected to have negligible impacts on surrounding roadways. A reduced residential parking rate was supported by research which examined utilization achieved at comparable developments. In addition, the proposed development is supplying five more visitor parking spaces than is required by the zoning by-law. The proposed parking supply will be sufficient for the site.
- Trees: 37 of the 80 existing trees inventoried must be removed as they are within close proximity to the construction area. Forty-three trees are being retained and

protected. The site plan approval process will assess the opportunities for tree replacement and/or contributions to planting new trees.

- **Stormwater Management:** To limit the impact of the development to the natural environment several low impact development (LID) measures are proposed for this development. Water quality targets have been achieved through a combination of green roof, landscaping, and permeable pavers. Further, water balance targets for this development have been achieved through the implementation of an infiltration gallery to promote groundwater infiltration, and by storing stormwater in the sump of the stormwater management tank which will be used for landscape irrigation.

Built Form Standards

Built Form Standards 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 proposed development is generally respectful of the built form standards recognizing the constraints of the site (e.g. easement along west side of the property does not allow for a continuous streetwall). As discussed in this report, the proposed built form is respectful of a pedestrian oriented environment, is compatible with surrounding uses, provides an urban street edge, and is of a height that is similar to surrounding height permissions.

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 area is well served with parks, and green space and the site is currently serviced by the following MiWay Transit routes:

Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the site provides access to the Mississauga BRT line that runs along Eglinton/ Highway 403).

Route 23 – running east/west along Lakeshore Road East in front of the subject property, provides access to the Long Branch GO station and the Port credit GO station and Hurontario LRT.

Lakeshore Road BRT – On January 21, 2021, the Province announced funding to support the development of the BRT line located to the east which transitions into mixed traffic in front of the site. The City is currently undertaking detailed studies regarding infrastructure improvements to support the BRT.

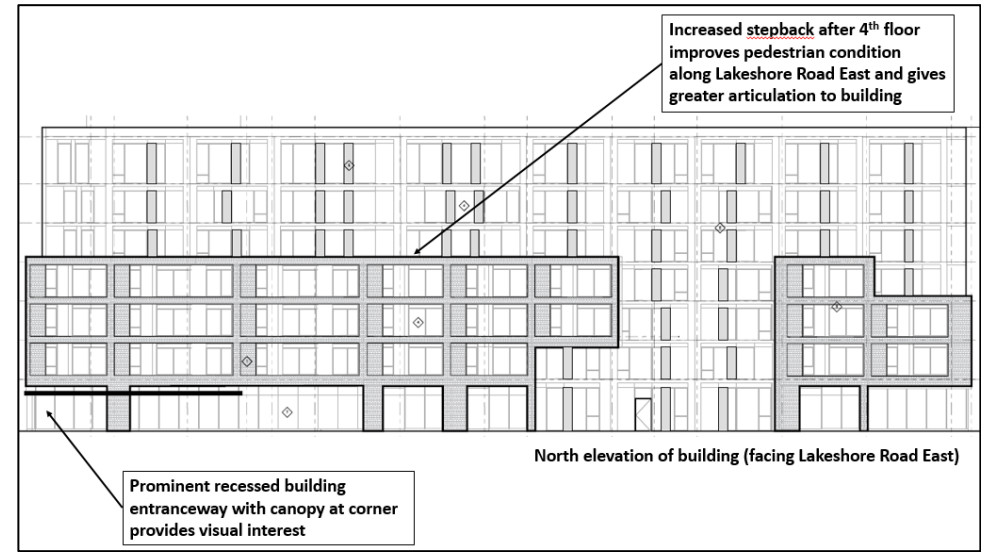
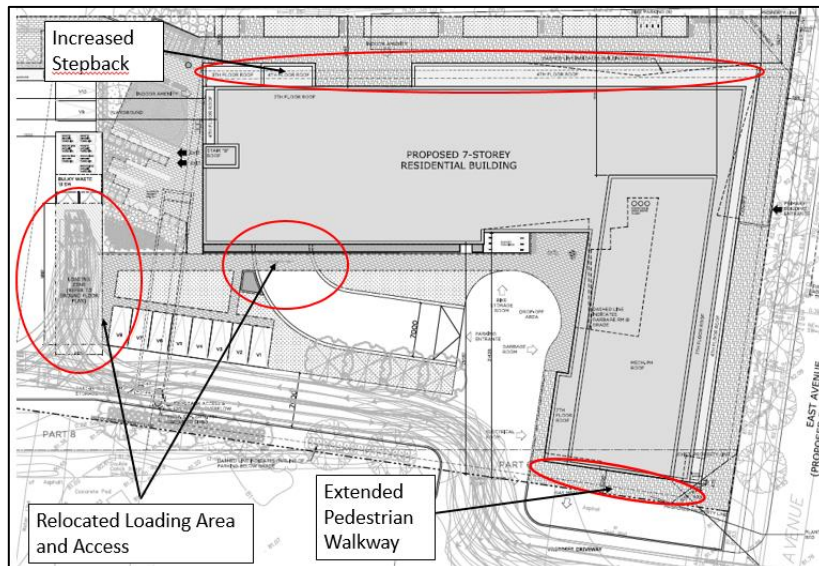
Is there a planning rationale for the application?

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:

- Increased building setback along Lakeshore Road East above the fourth storey from 1.5m (4.9 ft.) to 3.0 m (9.8 ft.);
- A reconfigured vehicular access and loading area, which results in the loss of seven parking spaces;
- Extended pedestrian walkway to wrap around the south limits of the building; and,
- Updating the architectural components of the building including additional articulation, façade materials, colouring and fenestration



Use of colour, a warmer tone of building materials, highlights around the window frames, and different sized windows help create visual interest in the building

9. Zoning

The proposed **RA2-Exception** (Apartments - Exception) is appropriate to accommodate the proposed seven storey apartment building with an FSI of 1.8.

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

Proposed Zoning Regulations

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	1.8
Maximum Height	26.0 m (85.3 ft.) 8 storeys	23.0 m (75.5 ft.) 7 storeys
Minimum Front Yard (abutting East Avenue) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard (abutting East Avenue) with a height greater than 13.0 m and less than or equal to 23.0 m	8.5 m (27.9 ft.)	5.5 m (18.0 ft.)
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	5.9 m (19.4 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height greater than 13.0 m and less than or equal to 23.0 m	9.5 m (31.2 ft.)	8.9 m (29.2 ft.)
Minimum Interior side yard abutting a zone permitting detached and/or semi detached ⁽²⁾	7.5 m (24.6 ft.) minimum up to 25.5 m (83.7 ft.) maximum	3.0 m (9.8 ft.)
Minimum number of residential parking spaces per rental apartment dwelling unit	1.18 spaces per one-bedroom unit 1.36 spaces per two-bedroom unit 1.5 spaces per three-bedroom unit	0.76 spaces per apartment unit
Minimum setback from surface parking spaces or aisles to a street line ⁽³⁾	4.5 m (14.8 ft.)	Not applicable
Minimum setback from surface parking spaces or aisle to any other lot line	3.0 m (9.8 ft.)	0.9 m (3.0 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.)	1.0 m (3.3 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2–Exception Zone Regulations
Minimum landscaped area	40% of lot area	35% of lot area
Minimum depth of a landscape buffer abutting a lot line that is a street line ⁽⁴⁾	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of a landscape buffer along any other lot line ⁽⁴⁾	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
<p>⁽¹⁾In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law should the application be approved</p> <p>⁽²⁾Although the abutting use is a paramedic station, it is zone R3-75 which permits detached dwellings and this regulation therefore applies</p> <p>⁽³⁾The proposed parking area will not conform to this zoning regulation should a multi-modal connection (including vehicles) be extended from East Avenue to Byngmount Avenue in the future, and therefore has been removed</p> <p>⁽⁴⁾Landscape buffers are not permitted to include hard surfaces such as sidewalks. The concept site plan currently identifies areas along East Avenue and the southern lot line as containing sidewalks. The appropriate amount of space dedicated to landscaping versus sidewalk will be determined through the site plan approval process.</p>		

10. Bonus Zoning

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to

address housing affordability for low and moderate income households.

11. "H" Holding Symbol

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

- Delivery of an updated Function Servicing Report and Servicing Plan and any necessary infrastructure and easements to the satisfaction of the City Transportation and Works Department
- Delivery of a Temporary Discharge to Storm Sewer Commitment letter and associated City approval;
- Delivery of additional supporting documentation for the Environmental Site Assessment report to the satisfaction of the City and if required a Record of Site Condition for lands being transferred from the Region to Peel Housing Corporation;
- Arrangements between the Region of Peel and Peel Housing Corporation for the transfer of land at the southeast corner of the property;
- Arrangements for gratuitous land dedication associated with the daylight triangles at (1) the corner of Lakeshore Road East and East Avenue, and (2) the corner of East Avenue and the driveway entrance, to the satisfaction of the City;
- Arrangements for gratuitous land dedication of land owned by Peel Housing Corporation at the southwest corner of the property that have been identified for a future multi-modal

connection between Byngmount Drive and East Avenue, to the satisfaction of the City;

- Arrangements for access, public easements, and interconnections with the lands to the south, municipally known as 930 East Avenue, to the satisfaction of the City, and Region; and
- Delivery of an executed Development Agreement including any necessary provisions for municipal infrastructure in a form satisfactory to the City.

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 and refinements will be needed to address matters such as landscaping, noise mitigation, tree replacement and design of the amenity space.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a seven storey apartment building 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 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. Lakeshore Road East) where residents can access existing and planned transit;
- The proposed seven storey height limit is reasonable given permitted heights in the vicinity (seven to 15 storeys on other side of East Avenue), a setback above the fourth storey helps deemphasize height, contributes to the pedestrian scale;
- The proposed building does not create an overwhelming street presence and is not considered a “tall building” given the width of Lakeshore Road East;
- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts; and,
- The proposed development will increase the variety of housing to meet a range of households as the development provides 151 new affordable rental housing units ranging in size from one-bedroom to three-bedroom units and will cater to a range of income levels.

City of Mississauga

Corporate Report



<p>Date: June 4, 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 17/014 W3</p>
	<p>Meeting date: June 28, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 3)

Official Plan Amendment and Rezoning applications to permit a 15 storey apartment building with amenity uses at the mechanical level, a one storey amenity building and retain the two existing 11 storey apartment buildings

1750 Bloor Street and 3315 Fieldgate Drive

Owner: TC Core GP Inc. & Mustang Equities Inc. (Hazelview Investments)

File: OZ 17/014 W3

Recommendation

1. That the applications under File OZ 17/014 W3, Hazelview Investments, 1750 Bloor Street and 3315 Fieldgate Drive to amend Mississauga Official Plan to **Residential High Density** and to change the zoning to **RA3-38** (Apartments – Exception) to permit a 15 storey apartment building with amenity uses at the mechanical level and a one storey amenity building, be approved subject to the conditions referenced in the staff report dated June 4, 2021 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the 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.
4. 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 a 15 storey rental apartment building with amenity uses at the mechanical level and a one storey amenity building, while maintaining the two existing 11 storey apartment buildings
- The proposal has been revised from two apartment buildings with heights of 6 and 15 storeys to one apartment building with a height of 15 storeys with amenity uses at the mechanical level and a freestanding, one storey amenity building
- It has been concluded that the revised development proposal is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them 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 June 11, 2018, at which time an Information Report

https://www7.mississauga.ca/documents/committees/pdc/2018/2018_06_11_PDC_Agenda_6.3_Opm_Session.pdf was received for information. Recommendation PDC-0045-2018 was then adopted by Council on June 20, 2018.

That the report dated May 18, 2018, from the Commissioner of Planning and Building regarding the applications by TC Core GP Inc. to permit a 15 storey apartment building and a 6 storey apartment building under File OZ 17/014 W3, 1750 Bloor Street and 3315 Fieldgate Drive, 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 a number of modifications to the proposed concept plan as a result of consultation with staff and area residents through application circulation, community meetings, focus group meetings and the formal public meeting, as outlined below:

- The original proposal consisted of two apartment buildings with heights of 6 and 15 storeys, while maintaining the existing two 11 storey apartment buildings. There were a number of concerns from area residents regarding the placement of the 6 storey building, dog run and potential basketball court;

- The second and third submissions increased the height and relocated the taller apartment building, removed the second apartment building and basketball court, and included a one storey amenity/garage building;
- Following a community meeting held by the Councillor on May 13, 2021, the proposal was further revised to remove two storeys from the 17 storey building, resulting in a 15 storey apartment building with amenity uses located on the mechanical penthouse floor.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on May 17, 2018. A community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 23, 2017. Approximately 50 people attended the meeting. Eight written submissions were received.

The public meeting was held on June 11, 2018. Four members of the public made deputations regarding the applications.

Focus group meetings were held by Ward 3 Councillor Chris Fonseca on September 18, 2018 and July 16, 2019. A petition was submitted to Council on May 23, 2018 with 121 signatures. A further petition was submitted to Council on September 11, 2019 with 63 signatures.

Another community meeting was held on May 13, 2021, and approximately 18 residents were in attendance. Residents expressed concern with the proposed building height along with concerns about traffic, on-street parking and parkland capacity. Following the meeting, the proposal was further revised by reducing the height of the apartment to 15 storeys, with amenity uses on the mechanical penthouse level.

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

Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

PLANNING ANALYSIS SUMMARY

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

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build

communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to add a special site to the **Residential High Density** designation. The evaluation of the proposed official plan amendment and rezoning was analyzed using the following criteria:

- Directing Growth: Is the apartment consistent with the Residential High Density designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed 15 storey apartment building with amenity uses on the mechanical level and a one storey amenity building has been found acceptable, based upon the following:

- The proposal for an additional apartment building is an appropriate form of intensification along Bloor Street within the Applewood Neighbourhood Character Area
- There are a number of existing apartment buildings located along Bloor Street
- The revised proposal provides an appropriate transition to surrounding lower density land uses and provides a range of residential built form and tenure while respecting the character of the area
- The existing municipal infrastructure is adequate to support the proposed development.

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood while providing an appropriate form of intensification and more housing choices to residents. The proposal has been amended multiple times to mitigate and address any adverse impacts to the community. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga

Corporate Report



Date: May 23, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, Commissioner of Planning and Building

Originator's file:
OZ 17/014 W3

Meeting date:
2018/06/11

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 3)

Applications to permit a 15 storey apartment building and a 6 storey apartment building 1750 Bloor Street and 3315 Fieldgate Drive, Southeast corner of Bloor Street and Fieldgate Drive

Owner: TC Core GP Inc.

File: OZ 17/014 W3

Bill 139

Recommendation

That the report dated May 18, 2018, from the Commissioner of Planning and Building regarding the applications by TC Core GP Inc. to permit a 15 storey apartment building and a 6 storey apartment building under File OZ 17/014 W3, 1750 Bloor Street and 3315 Fieldgate Drive, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to the number of additional apartment units being proposed, vehicular access to the site, garbage on-site, property values, privacy, crime rate in area, potential for low income rental, location of play area and dog park, and parking of commercial motor vehicles
- Prior to the next report, matters to be addressed include: height and density, traffic, noise, and the satisfactory resolution of other technical requirements and studies related to the project

Background

The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	Bloor Street – 211 m (692.3 ft.) Fieldgate Drive – 130 m (426.5 ft.) Kirkwall Crescent – 96 m (314.9 ft.)
Depth:	107 m (351.0 ft.)
Gross Lot Area:	2.5 ha (6.2 ac.)
Existing Uses:	There are 2 existing 11 storey rental apartment buildings on the site.

The property is located at the southeast corner of Bloor Street and Fieldgate Drive within the Applewood Neighbourhood Character Area. Kirkwall Crescent borders the site along a portion of the southern property line. There are two existing 11 storey rental apartment buildings located on the property with surface parking and amenity areas located between the buildings.

The immediate neighbourhood contains a mixture of low, medium and high density residential buildings, with a gas station and commercial plaza to the northeast of the subject property.

Bloor Street is identified as a major collector road and Fieldgate is identified as a minor collector road, although it dead ends south of the site before reaching Dixie Road. An existing bus stop is located in front of the apartment building at 1750 Bloor Street. This location also includes a signalized pedestrian crossing. A City park is located to the south of the property on the southeast corner of Kirkwall Crescent and Fieldgate Drive.



Aerial photo of subject lands

The surrounding land uses are:

- North: A gas station, commercial plaza and a two 9 storey apartment buildings are located directly across Bloor Street
- East: A 6 storey apartment building
- South: Two storey townhouses abut a portion of the rear property, and a City park (Bethesda Common) is located on the south side of Kirkwall Crescent
- West: An 8 storey apartment building is located directly across Fieldgate Drive

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

DETAILS OF THE PROJECT

The applications are to permit a 15 storey rental apartment building and a 6 storey rental apartment building. The existing two 11 storey rental apartment buildings will remain. The 15 storey building will be located along Bloor Street, west of the existing building fronting onto Bloor Street (1750 Bloor Street). The 6 storey building is proposed to the rear of the property along Kirkwall Crescent, with its orientation parallel to Fieldgate Drive. The site currently has an outdoor swimming pool, which will be removed and outdoor grassed areas. The proposal would include an indoor swimming pool with adjacent outdoor patio, gym and amenity rooms, as well as an outdoor grassed playing field and a sport court area.

Development Proposal	
Application submitted:	Received: November 9, 2017 Deemed complete: December 11, 2017

Development Proposal		
Developer Owner:	TC Core GP Inc.	
Applicant:	Bousefields Inc. (Peter Smith)	
Apartment Units Proposed:	Tower C (Bloor) – 200 units Tower D (Kirkwall) – 92 units	
Apartment Units Existing:	Tower A (1750 Bloor) – 153 units Tower B (3315 Fieldgate) – 149 units	
Gross Floor Area Existing:	23 690.2 m ² (254,999.2 ft ²)	
Proposed:	20 337.2 m ² (218,907.8 ft. ²)	
Total:	44 027.4 m ² (473,906.9 ft. ²)	
Height:	15 storeys and 6 storeys	
Lot Coverage:	23.1%	
Floor Space Index Proposed:	1.75	
Landscaped Area:	48.3%	
Anticipated Population:	639* *Average household sizes for all units (by type) based on 2016 Census	
Parking:	Required	Proposed
resident spaces	785	400
visitor spaces	124	80
Total	909	480

Proposed concept plan and elevations are found in Appendices 3 and 4.



Image of existing conditions



Applicant's rendering of the proposed apartment buildings from the east

LAND USE CONTROLS

The subject lands are located within the Applewood Neighbourhood Character Area and are designated **High Density** which permits apartment buildings with a floor space index (FSI) range of 0.5 to 1.2 (Appendix 5). A Mississauga Official Plan amendment will be required to increase the FSI on the subject property to 1.75 and to allow a building exceeding 11 storeys in height.

The lands are currently zoned **RA3-1** (Apartment Dwellings – Exception) (see Appendix 6) which permits apartment dwellings, long-term care dwellings and retirement dwellings with an FSI range between 0.5 and 1.2. A rezoning is proposed to **RA3-Exception** (Apartment Dwellings - Exception) to permit an increase in the FSI to 1.75.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 7 and 8.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. 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 these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY

A community meeting was held by Ward 3 Councillor, Chris Fonseca on April 23, 2018.

Comments made by the community are listed below and are grouped by issue. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- Concern regarding the density and number of additional units/people in the area
- This development does not provide a benefit to the community
- Concerns with existing garbage on the site and overcrowding of the adjacent park
- Are proposed units low income housing; potential decrease in property values
- Concerns regarding location of entrance to underground parking, location of dog run, location of amenity area, and overall privacy issues
- Concern with existing crime in the area

In addition, a petition was received at the May 23, 2018 Council meeting that was signed by a number of area residents indicating concerns with the density, overcrowding of the schools, conditions of the existing buildings and potential for the increase in crime in the area.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. 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
- Are the proposed building heights, density and massing appropriate and compatible with the existing and planned Applewood Neighbourhood Character Area
- Are the proposed zoning regulations appropriate
- Is the proposed site access and internal driveway and parking lot configuration appropriate
- Have all other technical requirements and studies, including servicing, traffic impacts, noise and wind assessments, sun/shadow impacts, location of amenity areas and landscape areas been addressed and found to be acceptable

OTHER INFORMATION

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

- | | |
|------------------------------------------|------------------------------------------------------|
| • Survey | • Functional Servicing, Stormwater Management Report |
| • Context Plan | • Hydrogeological Assessment |
| • Project Statistics and 3D Rendering | • Geotechnical Investigation |
| • Existing Conditions/Removals Site Plan | • Phase One Environmental Site Assessment |
| • Proposed Site Plan | • Public Consultation Strategy |
| • Grading Plan | • Arborist Report and Tree Protection |
| • Site Servicing Plan | |
| • Landscape Concept Plan | |

- | | |
|-----------------------------------------|---------------------------------|
| • Tree Protection Plan | Plan |
| • Planning & Urban Design Rationale | • Draft Official Plan Amendment |
| • Pedestrian Wind Study | • Draft Zoning by-law |
| • Shadow Study | • Parcel Register |
| • Environmental Noise Feasibility Study | • Land Register Documents |
| • Transportation Impact Study | |

Development Requirements

There are engineering matters including: grading, servicing, and stormwater management matters which 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.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

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.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Applewood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation



Andrew Whittemore, Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

TC Core GP Inc.

File: OZ 17/014 W3

Site History

- By-law 5500, zoned the property **RM7D4 (Multiple Family Zones)** which permitted apartment buildings
- Building permit applications were issued in 1968 for the construction of 2 apartment buildings
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA3-1** (Apartment Dwellings) which permits apartment buildings, long-term care buildings and retirement buildings with a FSI range of 0.5 to 1.2
- 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 Mississauga Official Plan apply. The subject lands are designated **Residential High Density** in the Applewood Neighbourhood Character Area which permits a FSI range of 0.5 to 1.2



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

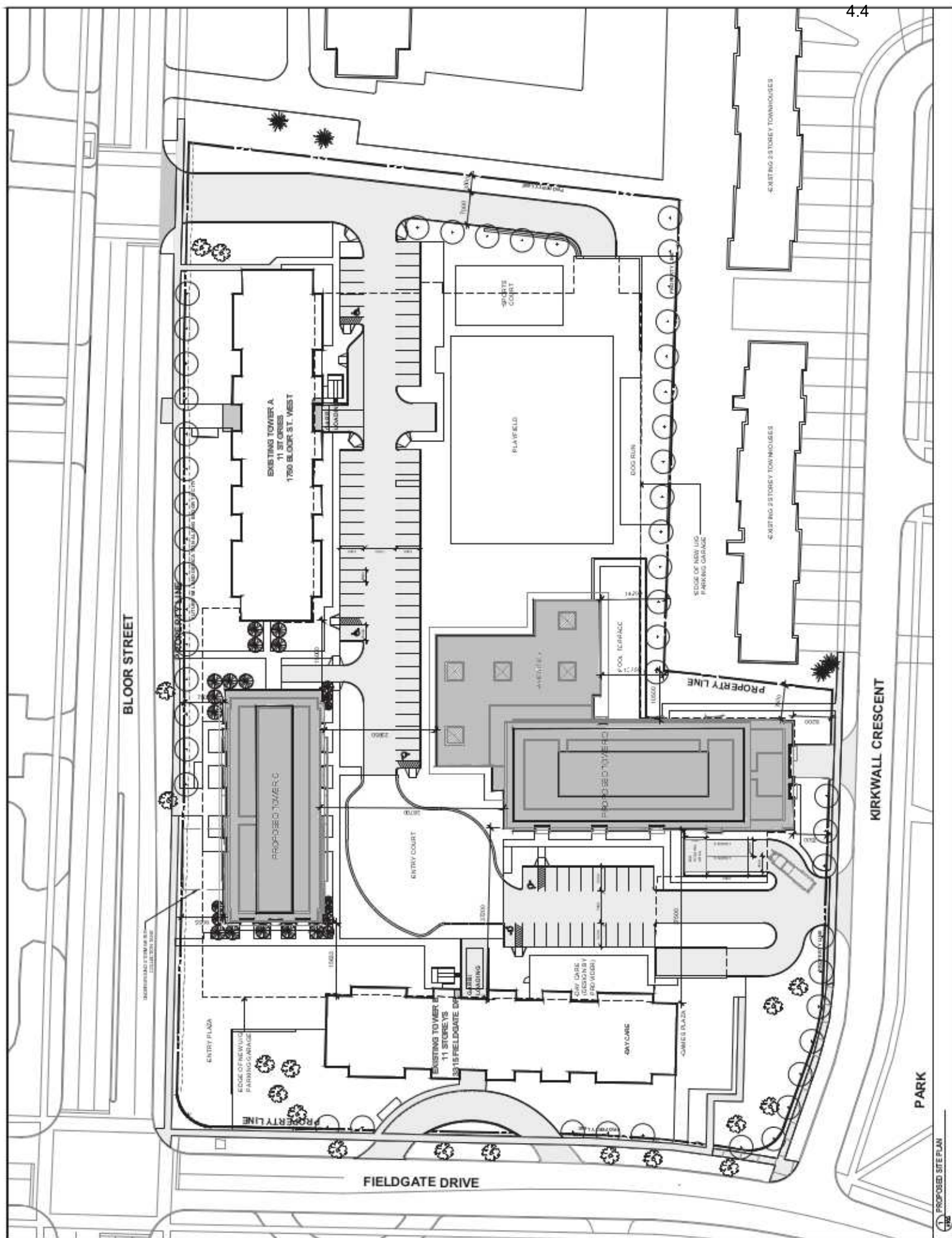


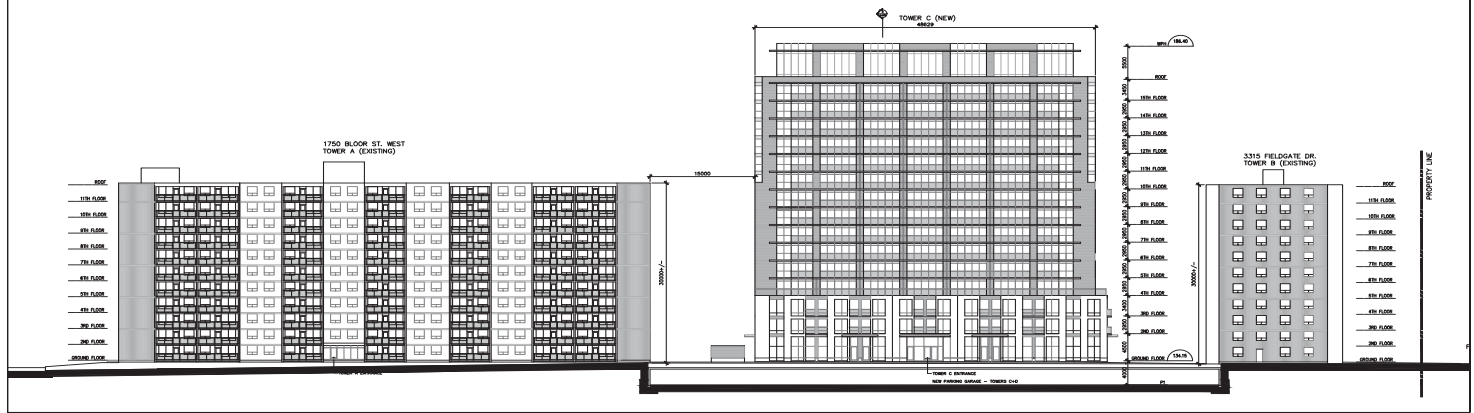
TITLE: TC CORE GP INC.

FILE NO: OZ 17/ 014 W3

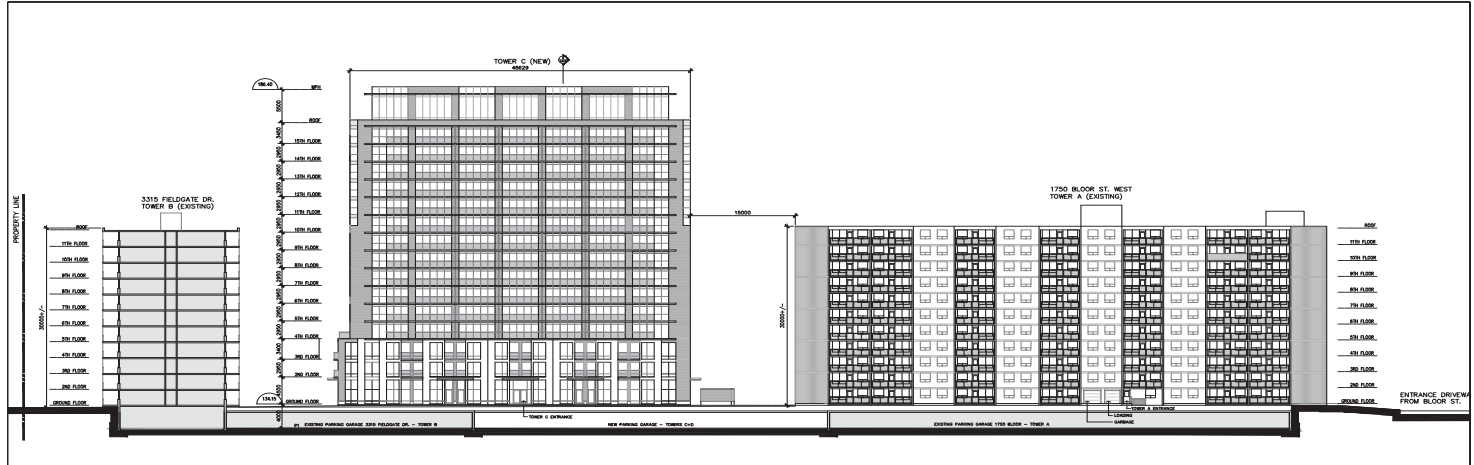


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T&W, Geomatics

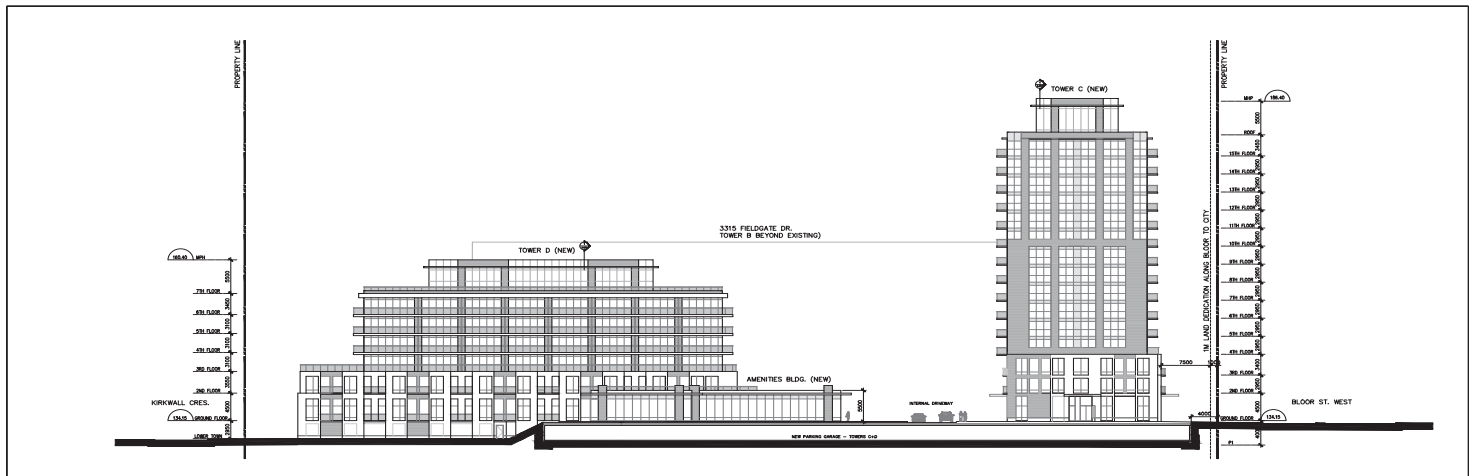




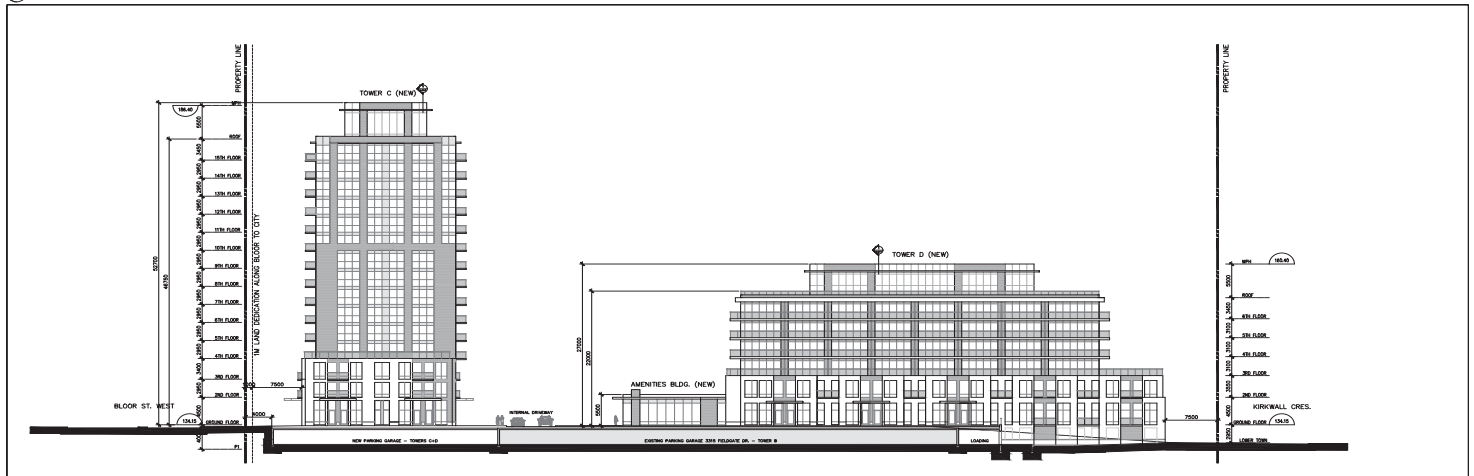
② TOWER C - ELEVATION LOOKING SOUTH



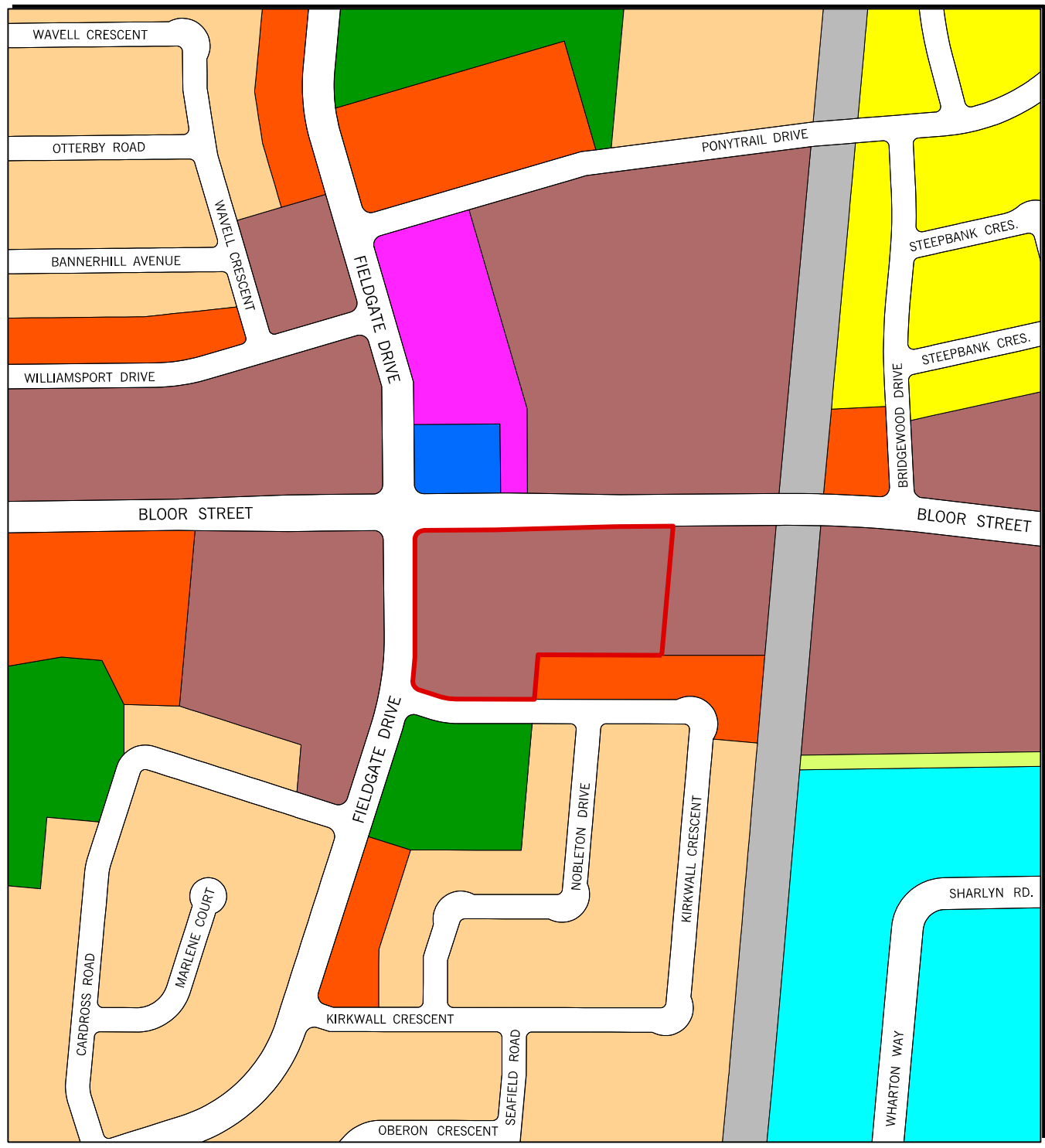
① TOWER C - ELEVATION LOOKING NORTH



② TOWER C & D - ELEVATION LOOKING EAST



① TOWER C & D - ELEVATION LOOKING WEST



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|-----------------------------------------------------------|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

SUBJECT LANDS

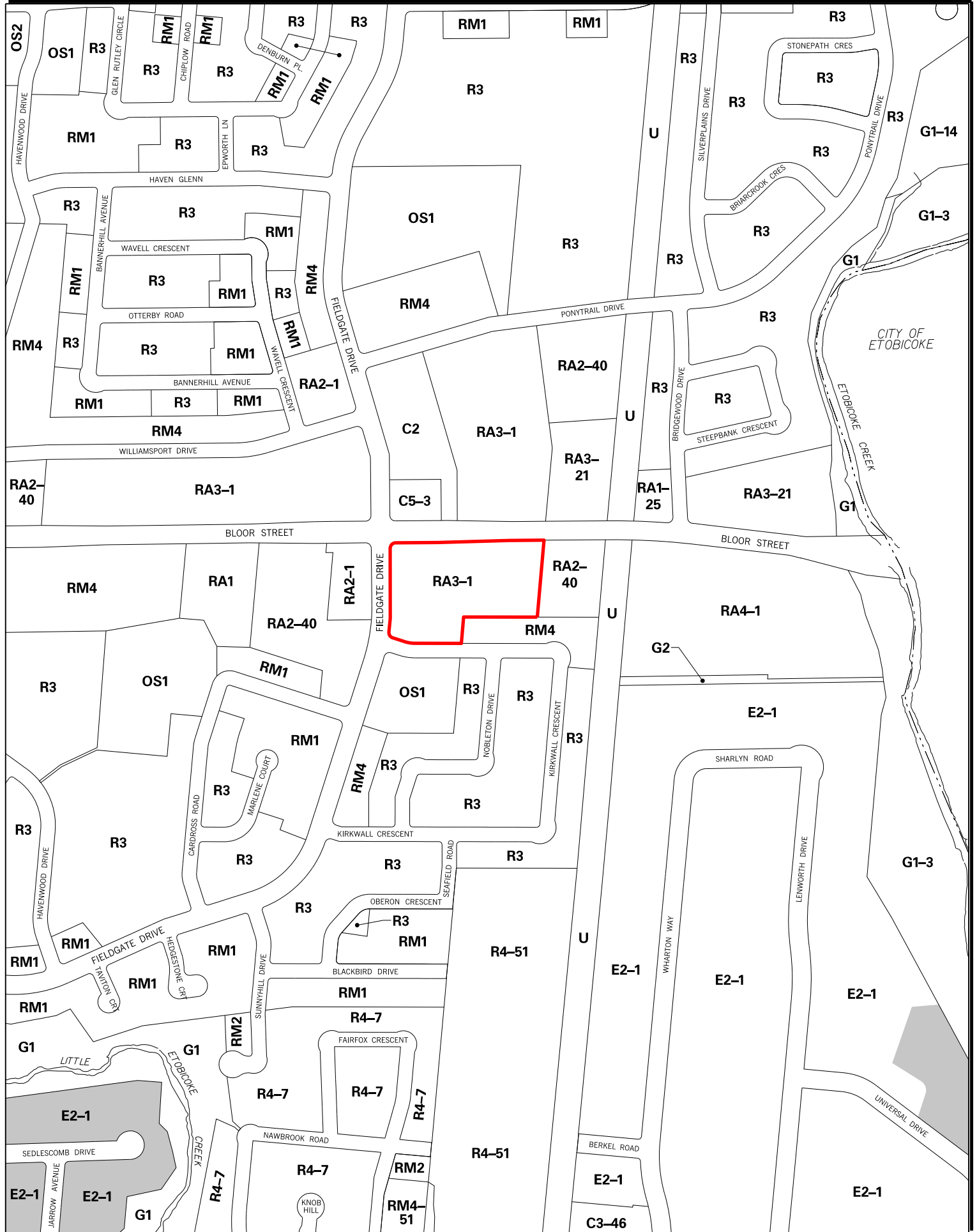


TITLE: TC CORE GP INC.

FILE NO: OZ 17/ 014 W3



Produced by
T&W, Geomatics



TP Core GP Inc.

File: OZ 17/014 W3

Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Current Mississauga Official Plan Designation

The subject property is designated **Residential High Density** which permits apartment dwellings, long-term care dwellings and retirement dwellings.

Proposed Mississauga Official Plan Amendment

To amend the floor space index to permit the construction of a 15 storey apartment building and a 6 storey apartment building. The existing two apartment buildings will remain.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below.

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1.7 Section 5.3.3.2 Section 5.3.3.3 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.5	Mississauga Official Plan (MOP) will ensure that development in Community Nodes will be in a form and density that compliments the existing character of historical Nodes. The MOP will protect and conserve the character of stable residential Neighbourhoods and will not be the focus of intensification. 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.
Section 7 – Complete Communities	Section 7.2.2 Section 7.2.4 Section 7.2.7	MOP will ensure housing choices in terms of tenure, type, quality and quantity.

File: OZ 17/014 W3

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	Section 9.0 Section 9.1 Section 9.2 Section 9.3 Section 9.4 Section 9.5 Section 9.5.1.4 Section 9.5.1.5	MOP will ensure that non-intensification areas (Neighbourhoods) will experience limited growth and change, limit height to 4 storeys and will generally not allow for tall buildings. New development in Neighbourhoods will respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the buildings to represent the existing scale, massing, character and grades of the surrounding area. Heights in excess of 4 storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.
Section 19 - Implementation	<div>Section 19.5.1</div> <div>Section 19.4.3</div>	<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. <p>To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.</p>

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File: OZ 17/014 W3

	Specific Policies	General Intent
Other related policies	<p>Public Realm Sections 9.3.1.4, 9.3.1.7 Site Development and Building Sections 9.5.1, 9.5.1.2, 9.5.1.5, 9.5.1.8, 9.5.1.9 Site Development Sections 9.5.2.1, 9.5.2.2, 9.5.2.3 Buildings Section 9.5.3.9</p>	<p>Built form policies with respect to the public realm, site development and buildings, to provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.</p> <p>Built form policies with respect to the arrangements of elements on the site, including massing and design, safe and comfortable environmental for pedestrians, and minimum undue physical and visual negative impacts of the development</p>

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File: OZ 17/014 W3

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

RA3-1 (Apartment Dwellings - Exception), which permits apartment dwellings, long-term care dwellings and retirement dwellings with an exception for minimum and maximum floor space index.

Proposed Zoning Standards

Zone Standards	Required RA3-1 Zoning By-law Standards	Proposed RA3 - Exception Zoning By-law Standards (based on Concept Plan dated October 31, 2017)
Maximum Floor Space Index – Apartment Dwelling Zone	1.2	1.75
Maximum Height	38.0 m (124.6 ft.) and 12 storeys	48.0 m (157.48 ft.) and 15 storeys
Minimum exterior side yards	7.5 m (24.6 ft.) for that portion of a dwelling with a height less than or equal to 13.0 m (42.6 ft.)	7.4 m (24.2 ft.) for that portion of a dwelling with a height less than or equal to 13.0 m (42.6 ft.)
Minimum exterior side yards	9.5 m (31.1 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	8.4 m (27.5 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)
Minimum exterior side yards	10.5 m (34.4 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	9.4 m (30.8 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)
Maximum project of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.2 ft.)	1.5 m (4.9 ft.)
Required number of parking spaces for a rental apartment dwelling	1.0 resident space per bachelor unit 2.0 1.18 resident spaces per one-bedroom unit 3.0 1.36 resident spaces per two-bedroom unit 4.0 1.5 resident spaces per three-bedroom unit	0.67 resident spaces for all types of apartment units
Required number of visitor parking spaces for a rental apartment dwelling	0.20 visitor spaces per unit	0.13 visitor spaces per unit

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

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Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (January 8, 2018)	A satisfactory Functional Servicing Report has been submitted and reviewed but is not satisfactory to determine the adequacy of the existing services. A single-use demand table is required. It should be noted that waste collection will be front-end collection and plans should show turning radii and turning movements and details of internal waste storage areas.
Dufferin-Peel Catholic District School Board (January 2, 2018) and the Peel District School Board (January 15, 2018)	<p>The Dufferin-Peel Catholic District School Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located.</p> <p>The Peel District School Board is satisfied with the current provision of education facilities at the elementary schools and the enrolment is slightly over the capacity for the secondary school for the catchment area in which the subject application is located.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 18, 2018)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated January 18, 2018, Community Services notes that the proposed development is approximately 150m from Bethesda Common (P - 480) which contains a play site. The park is zoned "OS1" (Open Space - Community Park).</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.</p>
City Community Services Department – Culture Division (January 4, 2018)	The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m ² (107,642 sq.ft) in gross floor area, with the exception of non-profit organizations and social housing. Public art helps create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium,

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Agency / Comment Date	Comment
	<p>material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p>
<p>City Community Services Department – Fire and Emergency Services Division (February 22, 2018)</p>	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p>
<p>City Transportation and Works Department (March 20, 2018)</p>	<p>The applicant has been requested to provide additional technical details and reports in support of the application, as follows:</p> <ul style="list-style-type: none"> • Revisions to the Site Plan, Grading Plan, Servicing Plan and Turning Templates; • Revisions to the Noise Study, Functional Servicing Report, Phase I Environmental Site Assessment (ESA) and Traffic Impact Study; • A Letter of Reliance for the Phase I ESA; • A Phase II ESA; • A Dewatering Plan; and, • A Draft Reference Plan detailing the future road widening dedication. <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"> - Canada Post - Rogers Cable - GTAA

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Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Alectra- Enbridge Gas- City Realty Services- French School Board- GTAA- Trillium Health

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School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>5</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>22</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>37</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Brian W. Fleming P.S.</p> <table> <tr> <td>Enrolment:</td><td>504</td></tr> <tr> <td>Capacity:</td><td>813</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Glenhaven Senior P.S.</p> <table> <tr> <td>Enrolment:</td><td>478</td></tr> <tr> <td>Capacity:</td><td>559</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Glenforest S.S</p> <table> <tr> <td>Enrolment:</td><td>1 115</td></tr> <tr> <td>Capacity:</td><td>1 023</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	5	Kindergarten to Grade 6	22	Grade 7 to Grade 8	37	Grade 9 to Grade 12	Enrolment:	504	Capacity:	813	Portables:	0	Enrolment:	478	Capacity:	559	Portables:	0	Enrolment:	1 115	Capacity:	1 023	Portables:	3	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>5</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>9</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Alfred Separate School</p> <table> <tr> <td>Enrolment:</td><td>420</td></tr> <tr> <td>Capacity:</td><td>444</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>Philip Pocock S.S.</p> <table> <tr> <td>Enrolment:</td><td>1 024</td></tr> <tr> <td>Capacity:</td><td>1 257</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> 	5	Junior Kindergarten to Grade 8	9	Grade 9 to Grade 12	Enrolment:	420	Capacity:	444	Portables:	6	Enrolment:	1 024	Capacity:	1 257	Portables:	5
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Recommendation Report Detailed Planning Analysis

**Owner: TC Core GP Inc. & Mustang Equities Inc.
(Hazelview Investments)**

1750 Bloor Street and 3315 Fieldgate Drive

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed towards height and density. Below is a summary and response to the specific comments heard.

Comment

Concern with increased density and height proposed.

Response

The proposal have been revised from two apartment buildings with heights of six and 15 storeys to one apartment building with a height of 15 storeys with amenity uses at the mechanical penthouse level storeys and a freestanding, one storey amenity building.

Comment

Concern with outdoor amenity areas including noise and lighting from the proposed basketball court and location of the dog run adjacent to existing townhomes on Kirkwall Crescent.

Response

The proposed basketball court has been removed and the dog run relocated to the existing building along Fieldgate Drive. There will be no lights for evening/night play on the outdoor field.

Comment

Concern with the six storey apartment building located internal to the site and the perceived overlook on the townhomes along Kirkwall Crescent.

Response

This proposed apartment building was eliminated from the proposal.

Comment

Concern with capacity being exceeded at the neighbourhood schools.

Response

The Peel District School Board and the Dufferin-Peel Catholic District School Board were circulated and have both advised that there is sufficient capacity for the students that will be generated by this proposal.

Comment

Concern with increased traffic as a result of this development.

Response

A Traffic Impact Study (TIS) was submitted in support of the application 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 can be managed and accommodated within the original planned capacity.

Comment

Concern with residents parking on the abutting streets.

Response

The application has submitted a Parking Justification Study, which supports a reduction in the parking rates for this proposed rental apartment building and indicates that there will be sufficient parking on the site to accommodate residents and visitors.

Comment

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

Response

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

Comment

Concern with the general maintenance of the existing property including derelict vehicles and garbage.

Response

The owners confirmed that the property was recently purchased and that they were in the process of addressing a number of items including upgrades to the existing buildings, location of garbage bins, and removal of non-tenant vehicles from the site. The proposal has indoor garbage/recycling rooms.

Comment

Concern with crime and safety in the area.

Response

The Police Bike Patrol and park security indicated that there are no issues with the adjacent Bethesda Park.

Comment

Concern that the abutting park is currently overcrowded.

Response

The Community Services Department has indicated that residents from the development are served by Bethesda Park and Burnhamdale Park. In addition, the applicant is proposing a number of amenities on the site, including an indoor pool and outdoor playing field for residents.

Comment

Concern that property values in the neighbourhood will decrease.

Response

This development represents a significant investment in the neighbourhood that may translate into further investment. Applewood is a diverse and desirable neighbourhood and there is no reason to believe that property values will not continue to rise over time.

Comment

Concern with shadow impacts from the proposed buildings on the adjoining neighbourhood.

Response

The proposal has been revised from two apartment buildings (6 and 15 storeys) to one 15 storey apartment building. The

applicant submitted a sun/shadow study prepared by Bousfields Inc. that has been reviewed by staff to ensure that the shadow impacts on the adjoining lands are not significant.

Comment

Request for information on the estimated processing time of application and the length of time required for construction.

Response

Development applications typically take 12 to 18 months to process. Construction is anticipated to take approximately 2 years.

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 will 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.

Comment

Will this development be affordable housing or low income housing?

Response

The proposal is providing market rental apartments.

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 February 18, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

Comments updated April 12, 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.

Noise

The evaluation of the noise sources that may have an impact on this development included road traffic. Noise mitigation will be required, the details of which will be confirmed through the site plan and building permit processes. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building during site plan approval.

Stormwater

The Functional Servicing, Stormwater Management Report & Drainage Proposal Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving watercourse, on-site stormwater management controls for the post development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept, including a commitment to manage the groundwater on-site generated from the proposed underground parking, resulting in no impact on the City's storm sewer system. Rainwater harvesting for landscaped areas, an infiltration trench, and a bio-swale on-site, are being pursued to achieve the water balance and low impact development requirements.

Some additional information is required to satisfy the groundwater management strategy, water balance criteria, but this requirement and overall refinement of the stormwater management report can be addressed prior to site plan approval.

Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by Lea Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the fourth submission, dated October 2020, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 57 (14 in, 43 out) and 65 (42 in, 23 out) two-way site

trips for the weekday AM and PM peak hours in 2022 respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA), dated March 22, 2019, prepared by Pinchin, it has been determined that no further investigation is required and the site meets the applicable standards for the proposed residential development.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. Additional clauses related with the development of the lands will be captured in the related Development Agreement prior to zoning by-law enactment and any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the site plan and building permit review process.

School Accommodation

In comments dated April 2020, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. 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 1.1.3.2 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."

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate Neighbourhoods as areas where intensification may be considered where the proposed development is compatible in built form, density and scale to the surrounding neighbourhood. The property is within the Applewood Neighbourhood Character Area.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages intensification in Neighbourhoods to respect the scale and character of the surrounding area and to minimize overshadowing and overlook on adjacent properties.

The amount of intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing.

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

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of

built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.5.2 states that residential intensification within Neighbourhoods will generally occur through infilling.

Section 5.3.5.5 states that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

Section 9.2.2.3 states that while new development need not mirror existing development, new development in Neighbourhoods will (c) respect the scale and character of the surrounding area; (d) minimize overshadowing and overlook on adjacent neighbours; (g) be designed to respect the existing scale, massing, character and grades of the surrounding area.

The relevant MOP policies in this report conform with the *Growth Plan for the Greater Golden Horseshoe*. The proposed development conforms to the Growth Plan and it is intensifying an underutilized high density site and utilizing existing municipal infrastructure.

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

6. Region of Peel Official Plan

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

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the City. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth in Neighbourhood Areas will respect the scale and character of the surrounding area.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Character Area, to permit an increase in height and floor space index (FSI). Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

Directing Growth

The subject site is located in the Applewood Neighbourhood Character Area. Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.

The subject site is designated **Residential High Density**, which permits apartments. The applicant is proposing to designate the site **Residential High Density** with a Special Site to permit an increase in height and floor space index (FSI). The proposal meets the objectives of the neighbourhood policies within the Applewood Neighbourhood Character Area.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Applewood Neighbourhood Character Area. A range of uses are permitted in the neighbourhood, including residential and commercial uses. The surrounding land uses consist of a gas station, commercial plaza and apartments to the north, townhomes and a public park to the south, and apartments to the east and west of the site.

While the policies of MOP suggest that new development should not exceed the height of any existing buildings on the property, this rental housing proposal, combines the density

proposed in two buildings into one building fronting onto Bloor Street that has been sensitively designed to be compatible with the two existing 11 storey buildings. This results in a proposal that is less visually impactful on the lower density residential uses to the south of the subject lands. As well, the applicant is proposing a new amenity building as part of the development that will provide upgraded recreational uses to existing and future residents. The additional apartment building will provide new market rental housing stock in this neighbourhood that will add to the existing stock and availability of housing choices for residents.

In order to limit the impact of the proposed development on the existing townhouses and lower density residential uses on Kirkwall Crescent, the applicant has reduced the number of residential units and revised the original development proposal from two apartment building with heights of 6 and 15 storeys, to one 15 storey building with amenity uses at the mechanical level facing Bloor Street, and a one storey amenity building, which incorporates a service building facing Kirkwall Crescent.

The design, scale and location of the amenity/service building and its associated landscape buffers and green roof collectively limit the impact of the proposed development on the privacy, overlook and sun access to the existing lower density residential buildings on Kirkwall Crescent. It will also create new desirable views for the existing buildings. The location and design of the amenity/service building maintains the existing building setbacks, introduces a landscape buffer that is designed to enhance the street frontage and a building design that is sensitive to the existing character of Kirkwall Crescent. This revised proposal achieves an appropriate transition in building

scale, resulting in a site layout and design that is compatible with and enhances the existing character of Kirkwall Crescent.

The proposed 15 storey building maintains an appropriate building setback to support a landscape design and building entrance location which, together with the removal of the existing street facing vehicular drop off associated with the existing apartment along Bloor Street, also improves the Bloor Street frontage. The proposed apartment building location is offset from the long elevation of the existing apartment building along Fieldgate Drive in a way that maintains access to the improved views created by the proposed amenity/service building and the central outdoor amenity area/field. The existing building and proposed building will frame a landscaped outdoor space at the corner of Bloor Street and Fieldgate Drive that will not only provide an important amenity for the residents and pedestrians, but will also enhance the Bloor Street corridor in a manner that is consistent with the City's vision.

Prior to site plan approval, staff will continue to work with the applicant to introduce further improvements to the building elevations and the composition of exterior finishes that will result in an appropriate visual transition relative to the existing buildings and the surrounding context. In addition, landscaping elements will be brought up to current City standards on the entire site.

Based on the above-noted features, the revised development proposal is compatible with the surrounding area.

Services and Infrastructure

Comments received from the applicable City departments and external agencies indicate that the existing infrastructure is adequate to support the proposed development.

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

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

- Number 3 on Bloor Street

There is a transit stop on Bloor Street at the existing driveway into the site that will remain.

The commercial plaza across Bloor Street includes food stores, convenience and retail stores, dry cleaners, medical offices, commercial schools, pharmacy, laundry facility, hair salon and a take-out restaurant.

Bethesda Common Park is a neighbourhood park with a play structure abutting the subject property to the south. Two parks, Burnhamdale Park (southwest) and Forest Glen Park (north of Bloor Street) are both located within 700 m (0.43 miles) of the property.

The Burnhamthorpe Community Centre is located approximately 1.7 km (1.1 miles) northwest of the property, and consists of a gymnasium, multi-purpose rooms indoor pool, outdoor rink.

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

8. Revised Site Plan and Elevations

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





Revised rendering showing removal of two storeys



Revised rendering showing removal of two storeys

9. Zoning

The proposed **RA3-38** (Apartments - Exception) is appropriate to accommodate the proposed 15 storey apartment building with a maximum FSI of 1.8 and a total of 204 additional units for a total of 566 residential units.

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

Proposed Zoning Regulations

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
Maximum floor space index (FSI)	1.2	1.8
Maximum height	38.0 m (124.7 ft.) 12 storeys	54m (177/2 ft.) 15 storeys
Setbacks and building separations will be identified on an exception schedule in accordance with the site plan drawing		
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a waste enclosure/loading	10.0 m (32.8 ft.)	7.5 m (24.6 ft.)

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
area to a street line		
Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings , shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 8.5 m above the height limit otherwise applicable.		
Amenity uses will be permitted at the		√

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
mechanical penthouse level		
Minimum number of resident parking spaces per rental apartment dwelling unit	1.18 per 1 bedroom unit 1.16 per 2 bedroom unit 1.50 per 3 bedroom unit	0.80
Minimum number of visitor parking spaces per rental apartment dwelling unit	0.25	0.09

In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

10. Bonus Zoning

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

The subject lands are currently zoned **RA3-1** (Apartments – Exception) which permits apartments. The **RA3-1** zone allows buildings up to 12 storeys and a maximum floor spaces index (FSI) of 1.2. The applicant is seeking to permit a 15 storey apartment building, in addition to the existing two 11 storey

apartments with a proposed FSI of 1.8. As the project is higher than what is permitted on the site, it meets the minimum threshold for a Section 37 contribution.

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted for the proposed development under File SP 20-129 W3.

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 confirm fire servicing distances, lighting plan, noise and wind migration measures. In addition, staff will continue to work with the applicant to introduce further improvements to the building elevations and the composition of exterior finishes that will result in an appropriate visual transition relative to the existing buildings and the surrounding context.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit a 15 storey apartment building and one storey amenity/service building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located within the Applewood Neighbourhood Character Area on the southeast corner of Bloor Street and Fieldgate Drive.

The applications seek to intensify rental residential uses on an existing rental apartment site. The redevelopment of this site will add new rental stock to the neighbourhood and support a mix of housing types and tenures. Further, it will result in an overall upgrade to the site in terms of recreational amenities and landscaping.

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

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

City of Mississauga

Corporate Report



Date: June 4, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
H-OZ 19/003 W4

Meeting date:
June 28, 2021

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 four apartment buildings (60, 31, 42, and 72 storeys) atop a mixed use podium and new public street 135, 151 and 181 City Centre Drive, North side of Burnhamthorpe Road West, east of Duke of York Boulevard

Owner: Camcentre Holdings Inc.

File: H-OZ 19/003 W4

Recommendation

That the report dated June 4, 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 19/003 W4, Camcentre Holdings Inc., 135, 151 and 181 City Centre Drive, 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(2), 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 four apartment buildings (60, 31, 42 and 72 storeys) atop a mixed use podium and new public street (The Exchange). There is a wide mix of uses proposed to help activate, enliven and achieve the City’s main street vision for the Exchange District, including 5,092 m² (54,810 ft²) of office, 2,093 m² (22,529 ft²) of hotel space, 5,056 m² (54,422 ft²) of retail along the street frontages, around a private open space at the second storey podium and a roof-top restaurant on tower 3 (41st Floor).

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 summer/fall 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 City Centre Drive and Burnhamthorpe Road West (street trees, unit paving, benches, waste receptacles, street lighting), the construction of a new public street (The Exchange/main street), and the provision of securities to ensure the required works are completed. An interim lifting of ‘H’ may be granted for below ground works only, if appropriate securities/agreement are acquired from the applicant to the satisfaction of the Commissioner of Planning and Building.

Financial Impact

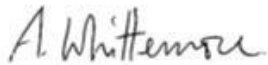
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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: Camcentre Holdings Inc.

135, 151 and 181 City Centre Drive

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1. Proposed Development

The applicant proposes to develop the lands with four apartment buildings (60, 31, 42 and 72 storeys), atop a mixed use podium, and a new public street (The Exchange). There is a wide mix of uses proposed to help activate, enliven and achieve the City's main street vision for the Exchange District, including 5,092 m² (54,810 ft²) of office, 2,093 m² (22,529 ft²) of hotel space, 5,056 m² (54,422 ft²) of retail both along the street frontages, around a private open space at the second storey podium and roof-top restaurant on tower 3 (41st Floor).

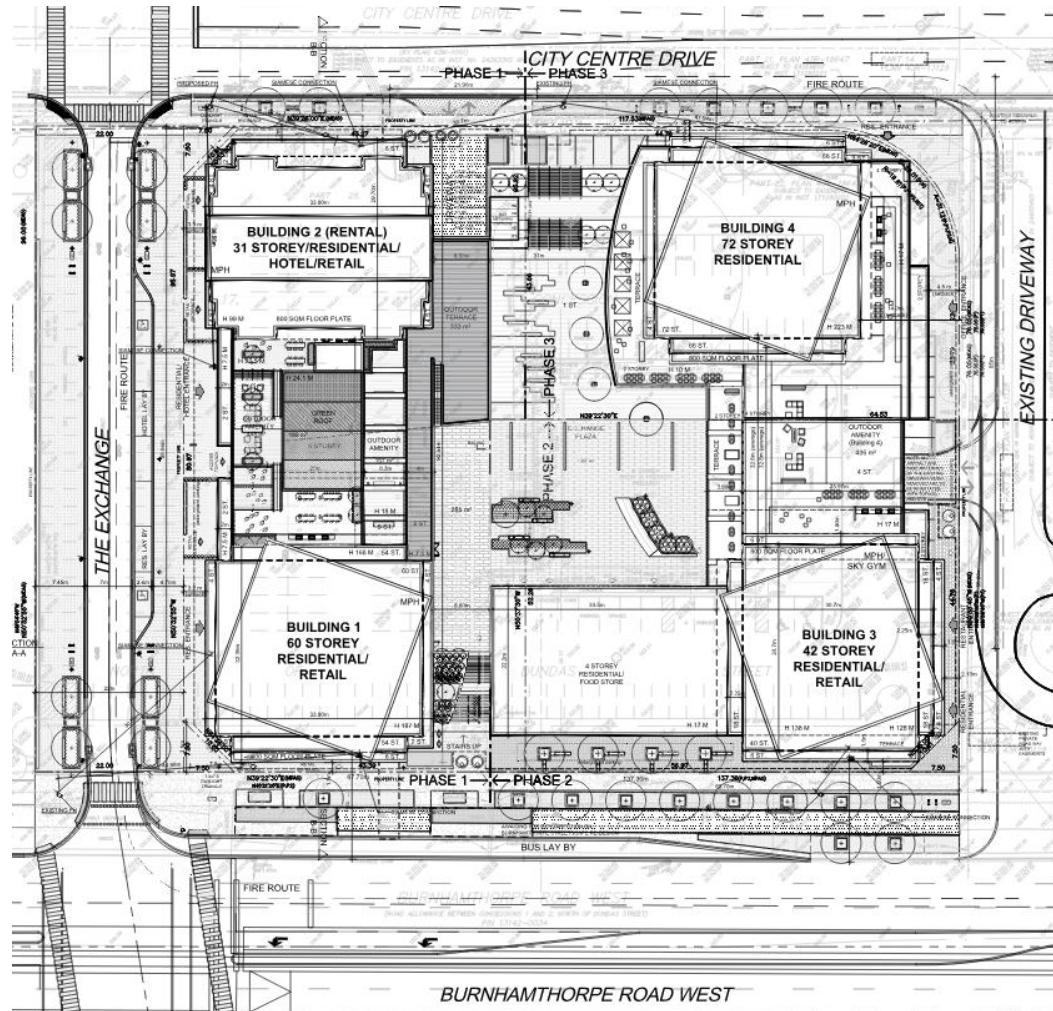
The official plan and zoning by-law permit the proposed development, and an application is only required to lift the "H" Holding Symbol from the Zoning to allow for building permit issuance. As a condition of the Removal of the "H" Holding Symbol, the applicant will reconstruct the Burnhamthorpe Road West and City Centre Drive streetscapes abutting the development, and construct the extension of The Exchange from City Centre Drive to Burnhamthorpe Road West, as a new public road.

Development Proposal	
Application submitted:	Received: April 18, 2019 Deemed complete: May 1, 2019
Developer/ Owner:	Camcentre Holdings Inc.
Applicant:	Glen Schnarr & Associates Inc.
Number of units:	855 units (Phase 1) 440 units (Phase 2)

Development Proposal																						
	672 (Phase 3)																					
Existing Gross Floor Area:	Vacant (office demolished)																					
Proposed Residential Gross Floor Area:	71,847 m ² (773,355 ft ²) (Phase 1) 34,203 m ² (368,158 ft ²) (Phase 2) 54,975 m ² (591,746 ft ²) (Phase 3)																					
Proposed Commercial Gross Floor Area:	1,541 m ² (16,587 ft ²) (Phase 1 retail) 2,652 m ² (28,546 ft ²) (Phase 1 office) 2,093 m ² (22,529 ft ²) (Phase 1 hotel) 2,446 m ² (26,329 ft ²) (Phase 2 retail) 1,069 m ² (11,507 ft ²) (Phase 3 retail) 2,440 m ² (26,264 ft ²) (Phase 3 office)																					
Height:	60 and 31 storeys (Phase 1) 42 storeys (Phase 2) 72 storeys (Phase 3)																					
Floor Space Index:	16.05																					
Indoor Amenity Area:	1,867 m ² (20,096 ft ²) (Phase 1) 1,611 m ² (17,341 ft ²) (Phase 2 & 3)																					
Outdoor Amenity Area:	1,136 m ² (12,228 ft ²) (Phase 1) 826 m ² (8,891 ft ²) (Phase 2 & 3)																					
Anticipated Population:	1,872* (Phase 1) 963* (Phase 2) 1,472 (Phase 3) *Average household sizes for all units (by type) based on the 2016 Census																					
Parking:	<table><tr><td>Required</td><td colspan="2">Provided</td></tr><tr><td>(Ph. 1) (Ph. 2)</td><td>(Ph. 1)</td><td>(Ph. 2)</td></tr><tr><td>Resident spaces</td><td>713</td><td>374</td></tr><tr><td>Visitor/retail/office</td><td>129</td><td>66</td></tr><tr><td>Hotel</td><td>13</td><td></td></tr><tr><td>Total</td><td>855</td><td>440</td></tr></table>				Required	Provided		(Ph. 1) (Ph. 2)	(Ph. 1)	(Ph. 2)	Resident spaces	713	374	Visitor/retail/office	129	66	Hotel	13		Total	855	440
Required	Provided																					
(Ph. 1) (Ph. 2)	(Ph. 1)	(Ph. 2)																				
Resident spaces	713	374																				
Visitor/retail/office	129	66																				
Hotel	13																					
Total	855	440																				
			532	374																		
			101	167																		
			633*	541																		

* 222 spaces provided off-site as per C of A approval A-294/20

Concept Plan and Renderings



Master Concept Plan



Renderings



Renderings

2. Site Description

Site Information

The property is located within the Downtown Core, on the north side of Burnhamthorpe Road West, east of Duke of York Boulevard. The subject lands are currently vacant.



Aerial Photo of 135, 151 and 181 City Centre Drive

Property Size and Use	
Frontage:	Approx.137 m (449 ft.)
Depth:	Irregular - Approx.96 m (315 ft.)
Gross Lot Area:	1.31 ha (3.24 ac.)
Existing Uses:	Vacant



Image of existing conditions facing north from Burnhamthorpe Road West

3. Site Context

Surrounding Land Uses

The area contains a mix of high density residential apartments, office buildings, civic uses, Celebration Square, and Square One mall.

The surrounding land uses are:

- North: Square One mall, surface parking, and parking garage
- East: vacant land, office buildings

South: vacant lands, Fairview Public School, and apartment buildings
West: office building, surface parking, Celebration Square, Central Library and City Hall.

Neighbourhood Context

The subject property is located north of Burnhamthorpe Road West and east of Duke of York Boulevard in The Exchange (main street) District. Mississauga's Downtown Core 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.

The Downtown21 Master Plan and the City's Official Plan envision the Exchange District as the heart of the Downtown Core, with a broad mix of active street level retail, restaurants, cafes, patios and entertainment facilities and a mix of uses above. The District is to be a vibrant, walkable place that is active at all times of the day. The Exchange District is intended to bring together the commercial activity of the north, the civic district to the west, the office uses to the east, and the residential developments to the south.

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



Aerial Photo of 135, 151 and 181 City Centre Drive

Other Development Applications

The following development applications are in process in the immediate vicinity of the subject property:

- Directly east of the subject lands at the southwest corner of City Centre Drive and Kariya Gate - File H-OZ 19/012 W4 and SP 20-6 W4 – 97-101 City Centre Drive – applications by Oxford Properties for removal of “H” Holding Symbol and site plan for two towers (55 and 65 storeys) atop a mixed use podium containing 1,308 units and 1,977 m² (21,280 ft²) of retail commercial. The applications are currently under review.

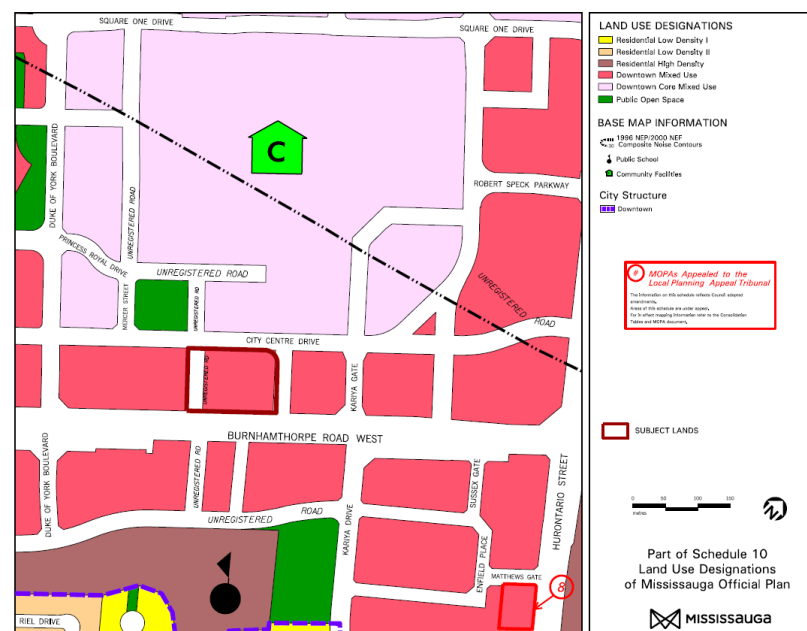
4. Summary of Regulations and Proposed Amendments

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).



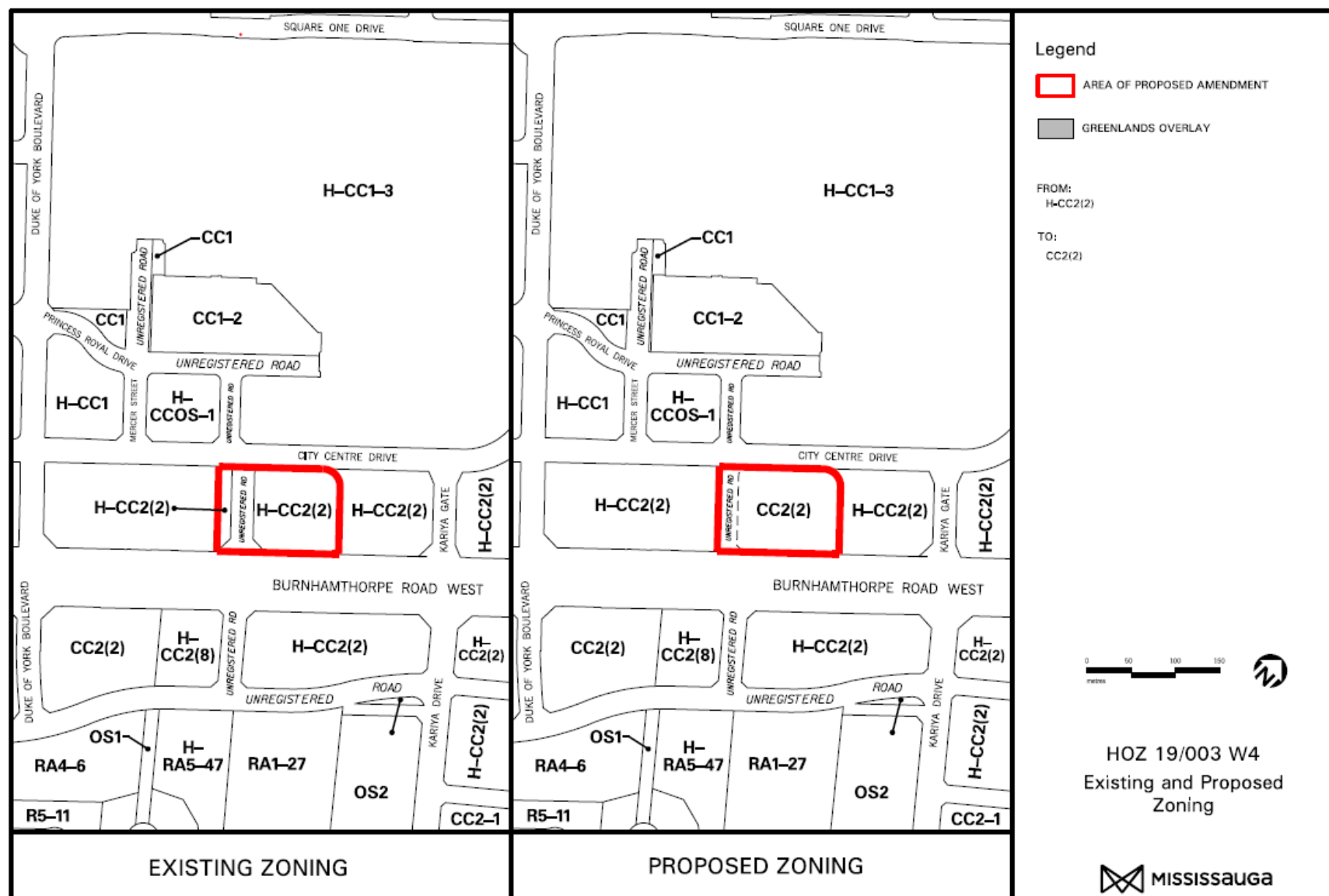
Excerpt of Downtown Core Character Area

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **H-CC2(2)** (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, provision of parkland, and posting of securities.

Once the “H” holding provision is lifted, **CC2(2)** permits apartment dwellings, long-term care dwellings and retirement dwellings, offices, medical offices, hotels, restaurants and retail commercial uses.



Excerpt of Zoning Map 29