
Planning and Development Committee

Date: February 14, 2022
Time: 6:00 PM
Location: Online Video Conference

Members

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

Participate Virtually

Advance registration is required to participate and/or make a comment in the meeting virtually. Please email deputations.presentations@mississauga.ca no later than Friday, February 11, 2022 at 4:00 p.m. and provide your name, phone number, and application number if you wish to speak to the Committee. 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 Via 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, February 11, 2022 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

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

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

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. **INDIGENOUS LAND STATEMENT**

"We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples."

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Planning and Development Committee Draft Minutes - January 24, 2022

5. **MATTERS TO BE CONSIDERED**

5.1. PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning and Draft Plan of Subdivision applications to permit 9 freehold detached homes and 15 detached homes on a common element condominium road.

Address: 0 King Street East, 0 Camilla Road and 2487 Camilla Road

Applicant: City Park Holdings Inc.

File: OZ 21-003 W7 and 21T-M21-002 W7

5.2. INFORMATION REPORT – DOWNTOWN OFFICE COMMUNITY IMPROVEMENT PLAN (CIP) UPDATE (WARDS 4 & 7)

Update to the Downtown Office Community Improvement Plan (CIP) to extend the application period to match the Region of Peel's Major Office Incentives (MOI) program deadline of April 22, 2026.

File: CD 04 DOW

5.3. PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 22 storey apartment building with 258 units and six levels of underground parking.

Address: 23 Elizabeth Street North

Applicant: Edenshaw Elizabeth Developments Limited

File: OZ 20-006 W1

5.4. SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community Benefits Contribution under Section 37 to permit seven freehold townhomes and 19 condominium townhomes.

Address: 36, 38, 40, 44 and 46 Main Street

Applicant: City Park (Main Street) Inc.

File: OZ 17/020 W11, T-M17007 W11 and H-OZ 21/001 W11

5.5. RECOMMENDATION REPORT (WARD 7)

Rogers Telecommunications Limited Contribution to the Public Art Program

6. ADJOURNMENT

City of Mississauga

Corporate Report



<p>Date: December 17, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 21-003 W7 and 21T-M21-002 W7</p>
	<p>Meeting date: February 14, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning and Draft Plan of Subdivision applications to permit 9 freehold detached homes and 15 detached homes on a common element condominium road

0 King Street East, 0 Camilla Road and 2487 Camilla Road, southeast corner of King Street East and Camilla Road

Owner: City Park Holdings Inc.

Files: OZ 21-003 W7 and 21T-M21-002 W7

Recommendation

That the report dated December 17, 2021, from the Commissioner of Planning and Building regarding the applications by City Park Holdings Inc., to permit 9 freehold detached homes and 15 detached homes on a common element condominium road, under Files OZ 21-3 W7 and 21T-M21-002 W7, 0 King Street East, 0 Camilla Road and 2487 Camilla Road, 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 rezoning and subdivision applications are required to permit 9 freehold detached homes and 15 detached homes on a common element condominium road. The zoning by-law will also need to be amended from **R3** (Detached Dwellings – Typical Lots) to **R5 – Exception** (Detached Dwellings – Typical Lots) and **R16 – Exception** (Detached Dwellings on a CEC – Road) to implement this development proposal. A draft plan of subdivision is required to create 9 lots for detached homes and one block for the common element condominium.

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 within the Cooksville Neighbourhood Character Area at the southeast corner of King Street East and Camilla Road. The site is currently vacant.



Aerial image of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road



Applicant's rendering of the proposed detached homes

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

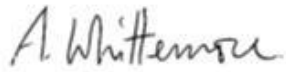
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

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

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: City Park Holdings Inc.

0 King Street East, 0 Camilla Road, and 2487 Camilla Road

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1. Proposed Development

A rezoning application is required to permit 9 freehold detached homes and 15 detached homes on a common element condominium road (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application has also been submitted to create 9 lots for detached homes and one condominium block.

Development Proposal		
Applications submitted:	Received: May 3, 2021 Deemed complete: May 13, 2021	
Developer/ Owner:	City Park Holdings Inc.	
Applicant:	Glen Schnarr and Associates Inc.	
Number of units:	24 detached homes	
Height:	11.0 m (36 ft.)	
Lot Coverage:	46 %	
Road Type:	Public / Common element condominium private road (CEC)	
Anticipated Population:	85* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	48	60
visitor spaces	4	4
Total	52	64
Green Initiatives:	<ul style="list-style-type: none"> • Permeable pavement • Oil/grit interceptor • Increased topsoil depth • Goss traps on road catch basins 	

Supporting Studies and Plans

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

- Planning Justification Report
- Preliminary Environmental Noise Report
- Functional Servicing & Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Transportation Impact Study
- Draft Zoning By-law Amendment
- Land Registry Parcel Documents
- Plan of Survey
- Context and Site Plans
- Draft Plan of Subdivision
- Servicing and Grading Plans
- Building Elevations
- Tree Removal and Preservation Plan
- Arborist Report
- Green Development Strategy

Application Status

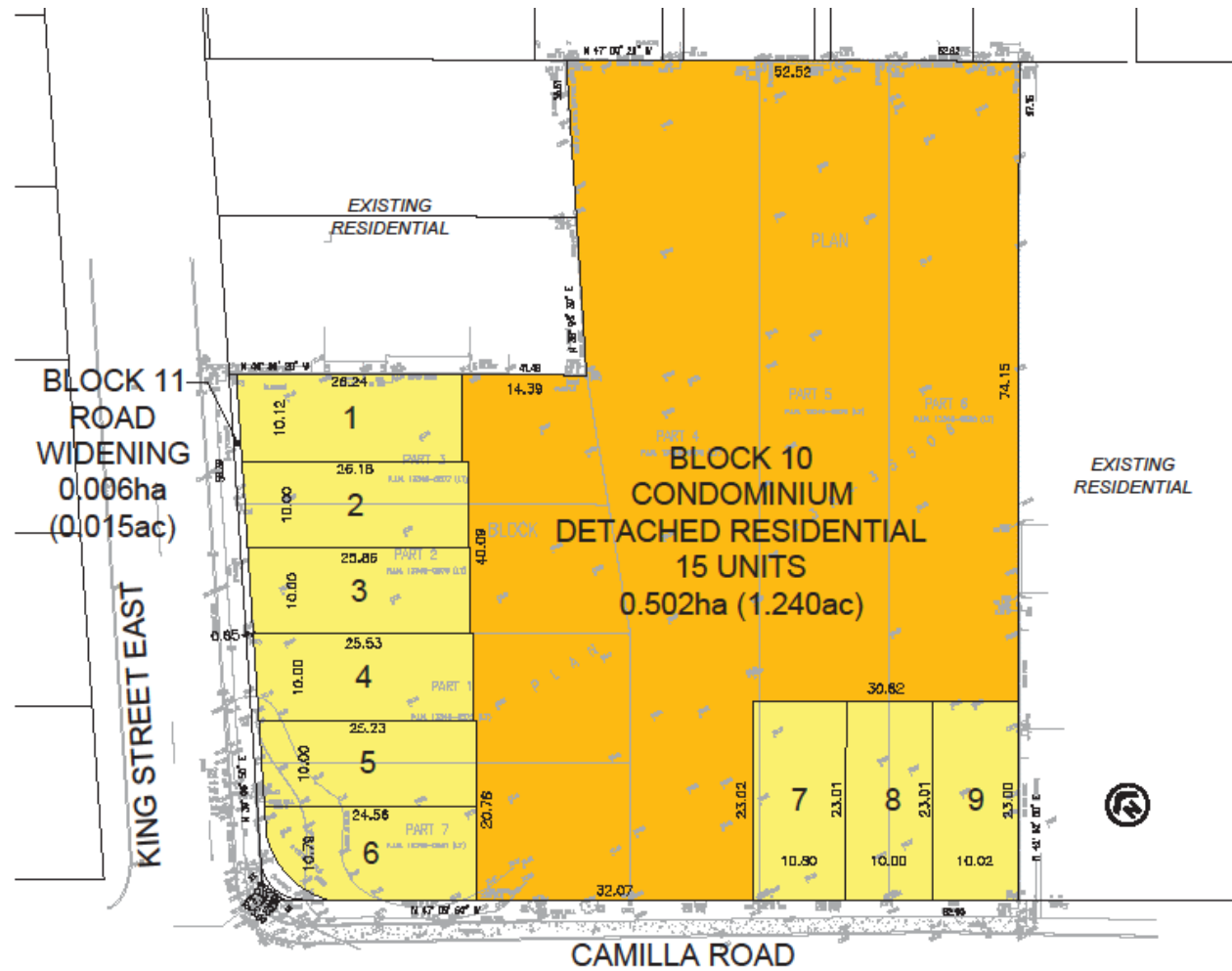
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 7 Councillor, Dipika Damerla on May 26, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting

and from written submissions received about the applications. Approximately 25 residents attended the community meeting.

[illegible]

Site Plan



Draft Plan of Subdivision



Elevations



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Cooksville Neighbourhood Character Area at the southeast corner of King Street East and Camilla Road. The area contains a mix of detached homes and other residential and community uses. The site is currently vacant.



Aerial Photo of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road

Property Size and Use	
Frontages:	
King Street East	56.4 m (185 ft.)
Camilla Road	82.9 m (272 ft.)
Depth:	97.1 m (318 ft.)
Gross Lot Area:	0.73 ha (1.8 ac.)
Existing Uses:	The site is currently vacant



Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Detached Dwellings – Typical Lots) which permits detached homes
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Low Density I in the Cooksville Neighbourhood Character Area

3. Site Context

Surrounding Land Uses

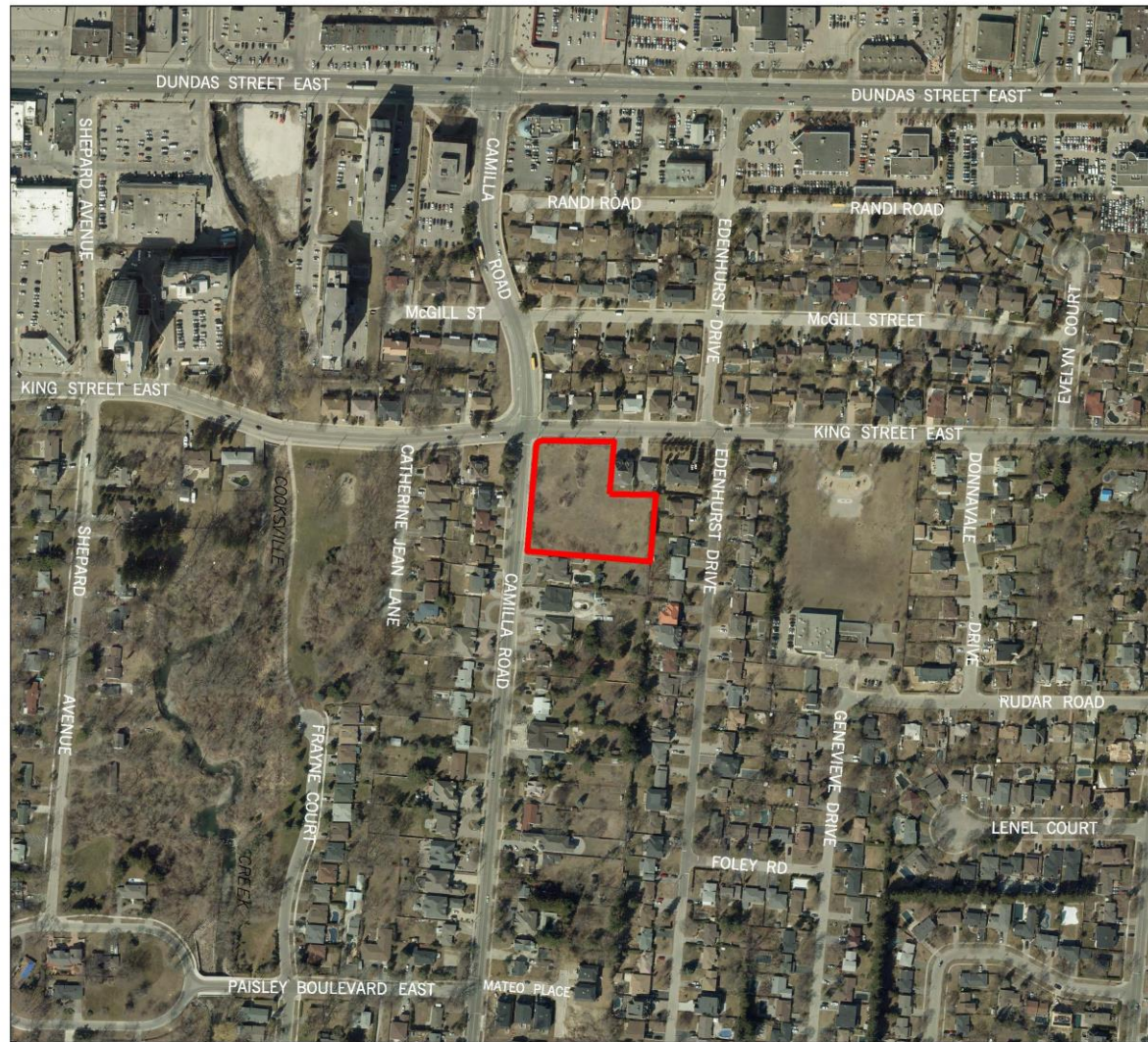
The neighbourhood contains a mix of housing types with detached homes located immediately to the north, south, west and east of the property. Cooksville Park is located further west of the subject lands. An apartment building, retirement residence and medical office buildings are located further north and northwest of the property. The site is located in close proximity (seven minute walk) to Hurontario Street. A number of retail plazas are located on Hurontario Street at King Street East, which provides a range of services including a grocery store, drug store, bank and restaurants.

The surrounding land uses are:

North: Detached homes
 East: Detached homes and Red Oaks Park
 South: Detached homes
 West: Detached homes and Cooksville Park

Neighbourhood Context

The site is located on the southeast corner of King Street East and Camilla Road in the Cooksville Neighbourhood Character Area. The surrounding area is predominantly detached homes and apartment buildings. The area was largely developed during the 1950s and 1960s.



Aerial Photo of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road

Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood (East) area is 8,650 with a median age in this area being 44 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 19% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 8,600 and 9,400 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 2,300 units (75%) owned and 780 units (25%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 1,032. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (East) of 32 persons plus jobs per ha.

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

Other Development Applications

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

- OZ 21/005 W7 – 3016, 3020, 3026 and 3032 Kirwin Avenue and 3031 Little John Lane – application in process for an 8 storey apartment building with 148 residential units

- H-OZ 20/005 W7 – 86 - 90 Dundas Street East – application in process for a 17 storey residential apartment building with ground floor commercial uses
- The City is considering a review of current zone regulations in the east Cooksville Neighbourhood Character Area by conducting an infill study that relates to detached dwellings. The study area is delineated by Dundas Street East to the north, Queensway East to the south, Cooksville Creek to the west and Hensall Street to the east.

These applications are well within the anticipated population forecasted for the neighbourhood.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 114 metres (374 ft.) from Cooksville Park, which contains a playground and woodland. Red Oaks Park is located 137 metres (449 ft.) from the subject lands and contains a play site, multi-use pad, shade structure and soccer field.

The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 2 – Hurontario
- Route 4 – Sherway Gardens
- 101 - Dundas Express
- 103 - Hurontario Express

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. 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.

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 Cooksville Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex homes. The lands are also subject to the Special Site 7 policies in the Cooksville Neighbourhood Character Area, which require that:

- the lotting, building mass, side yards and rear yards should respect and relate to those of adjacent lots;
- new lots should front onto existing public streets;
- new housing will be encouraged to fit the scale and character of the surrounding development and take advantage of the features of a particular site;
- house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged;
- new development will have minimal impact on adjacent development with respect to shadowing and overlook;
- buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;

- hard surface areas in the front yard will be less than half of the front yard; and
- existing high quality trees will be preserved to maintain the existing mature nature of the area.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is not proposing to change the **Residential Low Density I** designation.

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



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 will protect and conserve the character of stable residential neighbourhoods. (Section 5.3.5)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.(Section 5.3.5.1)</p> <p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. (Section 9.1)</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. (Section 9.1.1)</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. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p>

	<p>General Intent</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <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. (Section 9.5.1.1)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ul style="list-style-type: none"> 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. (Section 9.5.2.2)
Chapter 11 General Land Use Designations	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. (Section 11.1)</p> <p>Lands designated Residential Low Density I will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling, and duplex dwelling. (Section 11.2.5.3)
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

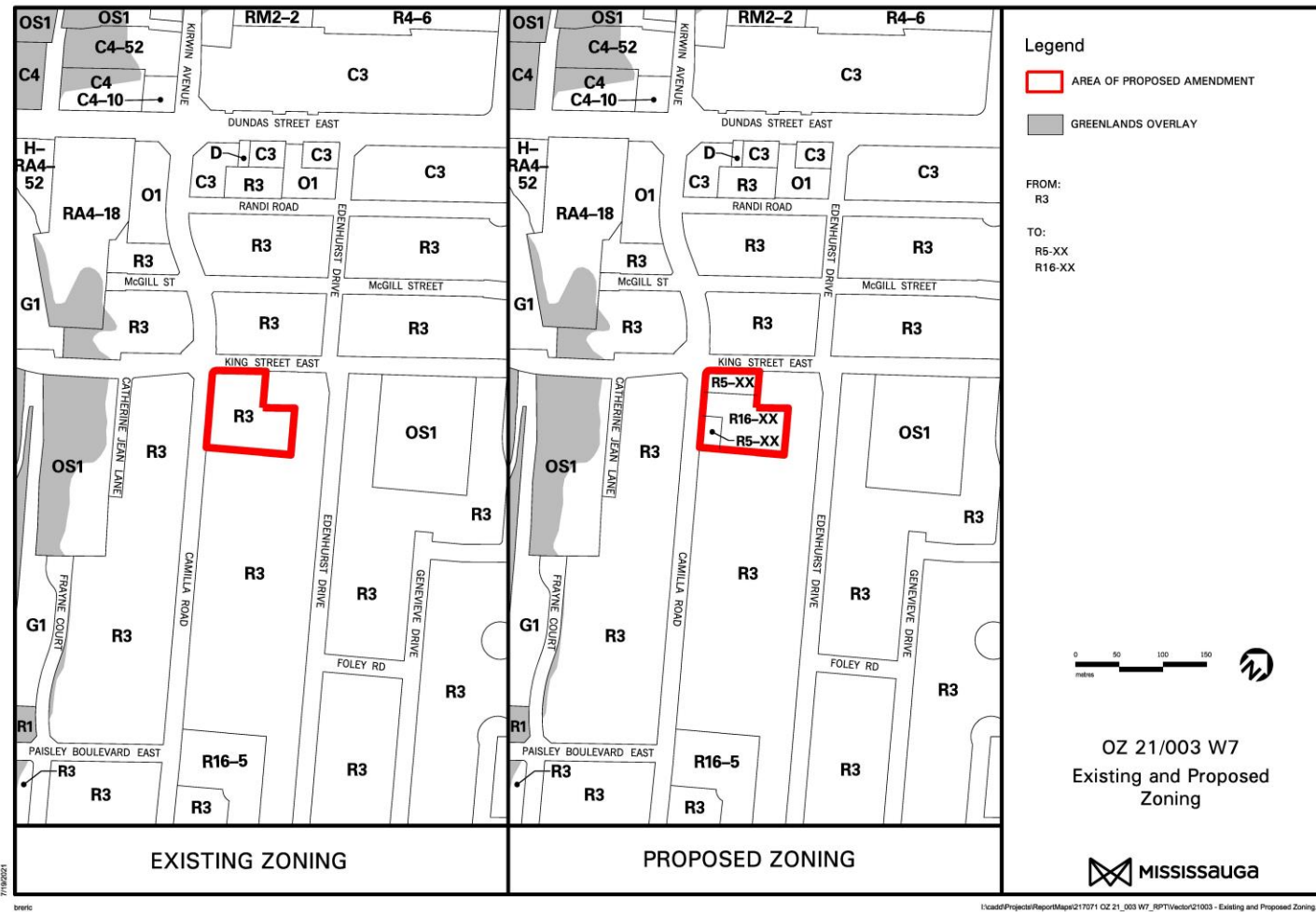
The subject property is currently zoned **R3** (Detached Dwellings – Typical Lots), which permits detached homes.

Proposed Zoning

The applicant is proposing to zone the property **R5 – Exception** (Detached Dwellings – Typical Lots), to permit detached homes and **R16 – Exception** (Detached Dwellings on a CEC – Road), to permit

detached dwellings on a common element condominium road.

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 14

Proposed Zoning Regulations

Zone Regulations	Existing R3 Zone Regulations	Proposed R5 Base Zone Regulations	Proposed R5 Amended Zone Regulations
Minimum lot area - interior lot	550 m ² (5,920 ft. ²)	295 m ² (3,175 ft. ²)	230 m ² (2,475 ft. ²)
Minimum lot area - corner lot	720 m ² (7,750 ft. ²)	415 m ² (4,467 ft. ²)	245 m ² (2,637 ft. ²)
Minimum lot frontage – corner lot	19.5 m (64 ft.)	13.5 m (44 ft.)	10 m (33 ft.)
Maximum lot coverage	35%	40%	45%
Minimum exterior side yard	6.0 m (19.6 ft.)	4.5 m (15 ft.)	2.0 m (6.5 ft.)
Minimum interior side yard – corner lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey above one storey	1.2 m (4 ft.)	0.61 m (2 ft.)
Minimum rear yard – interior lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
Minimum front yard * corner lot	6.0 m (19.6 ft.)	4.5 m (15 ft.)	1.5 m (5 ft.)
Maximum encroachment of a porch , located at and accessible from the first storey or below the first storey , inclusive of stairs into the required front yard * corner lot	1.6 m (5 ft.)	1.6 m (5 ft.)	0.8 m (2.6 ft.)
Maximum encroachment of a porch , located at and accessible from the first storey or below the first storey , inclusive of stairs into the required front yard	1.6 m (5 ft.)	1.6 m (5 ft.)	2.0 m (6.5 ft.)
Maximum height	10.7 m (35 ft.)	10.7 m (35 ft.)	11.0 m (36 ft.)

Zone Regulations	Existing R3 Zone Regulations	Proposed R16 Base Zone Regulations	Proposed R16 Amended Zone Regulations
Minimum lot area – interior lot	550 m ² (5,920 ft. ²)	550 m ² (5,920 ft. ²)	230 m ² (2,475 ft. ²)
Minimum lot area – corner lot	720 m ² (7,750 ft. ²)	720 m ² (7,750 ft. ²)	227 m ² (2,443 ft. ²)
Minimum lot frontage – interior lot	15.0 m (49 ft.)	15.0 m (49 ft.)	6.8 m (22 ft.)
Minimum lot frontage – corner lot	19.5 m (64 ft.)	19.5 m (64 ft.)	10 m (33 ft.)
Maximum lot coverage	35%	35%	46 %
Minimum front yard – interior lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	4.5 m (15 ft.)
Minimum front yard setback from a garage face to a street , CEC – private road or CEC – sidewalk	N/A	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
Minimum exterior side yard abutting a street , CEC – private road or CEC – sidewalk	N/A	6.0 m (19.6 ft.)	2.0 m (6.5 ft.)
Minimum exterior side yard abutting a CEC – sidewalk	N/A	3.3 m (11 ft.)	2.0 m (6.5 ft.)
Minimum interior side yard – interior lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) on one side, 0.61 m (2 ft.) on the other side
Minimum interior side yard – corner lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey above one storey	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	0.61 m (2 ft.)
Maximum projection of a porch or deck inclusive of stairs			

Zone Regulations	Existing R3 Zone Regulations	Proposed R16 Base Zone Regulations	Proposed R16 Amended Zone Regulations
located at and accessible from the first storey or below the first storey into the required front yard	1.6 m (5 ft.)	1.5 m (5 ft.)	1.5 m (5 ft.)
Minimum setback of a detached dwelling to a CEC - visitor parking space	N/A	3.3 m (11 ft.)	1.2 m (4 ft.)
Accessible Parking Regulations	N/A	One Type A accessible parking space shall be required	One Type B accessible parking space shall be required
Maximum height	10.7 m (35 ft.)	10.7 m (35 ft.)	11.0 m (36 ft.)
Minimum width of a CEC – road	N/A	7.0 m (23 ft.)	6.0 m (19.6 ft.)
Minimum width of a sidewalk	N/A	2.0 m (6.5 ft.)	1.5 m (5 ft.)
Maximum driveway width	Width of garage door opening(s) plus 2.0 m (6.5 ft.) up to a maximum of 6.0 m (19.6 ft.); if no garage door maximum width of 6.0 m (19.6 ft.)	Lesser of 8.5 m (28 ft.) or 50% of the lot frontage	5.2 m (17 ft.)
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. 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.		

Affordable Housing

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

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
	Clifton P.S.	Camilla Road Senior P.S.	Cawthra Park S.S.
3 Kindergarten to Grade 5	Enrolment: 327	Enrolment: 588	Enrolment: 1,293
1 Grade 6 to Grade 8	Capacity: 468	Capacity: 655	Capacity: 1,044
2 Grade 9 to Grade 12	Portables: 0	Portables: 3	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
	St. Timothy Elementary School	St. Paul Secondary School
3 Kindergarten to Grade 8	Enrolment: 616	Enrolment: 503
3 Grade 9 to Grade 12	Capacity: 366	Capacity: 807
	Portables: 12	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on May 26, 2021.

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.

- There is too much traffic currently and the proposed development will make it worse
- The proposal will have an adverse impact on traffic safety for pedestrians, children and cyclists
- There have been a number of vehicular accidents and the proposed development will make it worse
- There will be increased noise pollution
- The site is not large enough to accommodate the amount of density proposed
- The proposal does not respect the existing neighbourhood context, including lot sizes and pattern
- The proposal is not in keeping with the character of the area
- The proposal will decrease the land values of the surrounding properties
- There is a concern that the proposed parking will be insufficient

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 18, 2021)	Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on King Street East and a 250 mm (9.8 in.) sewer located on Camilla Road. Municipal water infrastructure consists of a 400 mm (15.7 in.) water main located on King Street East and a 150 mm (6.0 in.) water main located on Camilla Road.
Dufferin-Peel Catholic District School Board and the Peel District School Board (June 2021)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 21, 2021)	This Department notes that the proposed development is approximately 114 m (374 ft.) from Cooksville Park, which includes a playground and woodland. The site is also 137 m (449 ft.) from Red Oaks Park which includes a play site, multi-use pad, shade structure and soccer pitch. 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 and in accordance with the City's Policies and By-laws.
City Transportation and Works Department (July 14, 2021)	<p>Stormwater A Functional Servicing Report prepared by Skira and Associates Ltd., dated March 22, 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. The applicant is proposing to replace and upsize the storm sewer on Camilla Road in order 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 demonstrate the feasibility of the storm sewer outlet and proposed storm sewer; Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; and demonstrate that there will be no impact to the City's existing drainage system including how groundwater will be managed on-site.</p> <p>Traffic A Traffic Impact Study (TIS), prepared by Nextrans Consulting Group Inc., dated April 5 2021, was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is to submit the following information as part of subsequent</p>

Agency / Comment Date	Comments
	<p>submissions: An updated Traffic Impact Study addressing all staff comments; Review the driveway accesses to ensure King Street East, Camilla Road, and the private driveways can operate efficiently; Provide the future property line due to the road allowance widening towards the ultimate 20.0 m (65.6 ft.) right-of-way of King Street East and associated sight triangles as identified in the Official Plan; and address any traffic concerns from the Community related to the proposed development.</p> <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA), dated December 22, 2020, and prepared by Bruce A. Brown Associates Limited Consultants, has been received. Based on the Phase One ESA, no further investigation is warranted. However, prior to the Recommendation Report, the following documents must be submitted, Reliance letter for the Phase One ESA; Certification Letter (related to land dedications); and Commitment Dewatering Letter.</p> <p>Noise A Preliminary Environmental Noise Report prepared by Jade Acoustics Inc., dated March 23, 2021, was submitted for review. The Noise Report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from King Street East and Camilla Road. Further information is required to assess the impacts of noise levels, and identify appropriate mitigation measures for this development.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra Utilities - Forestry, Community Services Department - Bell Canada - Canada Post - Enbridge - Fire Prevention - GTAA - Heritage, Community Services Department - Rogers Cable

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

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

The Planning Act was amended by Bill 197, COVID-19 Economic Recovery Act, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). According to the Planning Act, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of the recommendation report and Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC by-law will apply. Should these applications be approved by Council, staff will report back to Planning and Development

Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, lotting fabric and density?
- 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.

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City of Mississauga

Corporate Report



<p>Date: January 21, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD 04 DOW</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: February 14, 2022</p>

Subject

Information Report – Downtown Office Community Improvement Plan (CIP) Update (Wards 4 and 7)

Recommendation

1. That the report titled "Downtown Office Community Improvement Plan (CIP) Update" dated January 21, 2022 from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an update to the Downtown Office Community Improvement Plan (CIP) to extend the application period to match the Region of Peel's Major Office Incentives (MOI) program deadline of April 22, 2026.
3. That staff be authorized to hold a public meeting at an upcoming Planning and Development Committee meeting in Q2 2022.
4. That staff be directed to consider expanding the boundary of the Community Improvement Plan for office and related uses along the Hurontario Light Rail Transit corridor in the remainder of Downtown Mississauga (Cooksville, Fairview, Hospital).

Executive Summary

- The existing Downtown Office Community Improvement Plan (CIP) will expire on July 4, 2022, extending the CIP to April 22, 2026 will align available City incentives with the Region of Peel's Major Office Incentives (MOI) program allowing for the potential of the programs to be combined and maximized.
- Residential uses continue to dominate new construction and development applications in the downtown jeopardizing the City's ability to achieve the 1:1 employment to resident objective and the ability to meet the 2051 growth target.
- The remainder of Downtown Mississauga (Cooksville, Fairview, Hospital) faces

challenges similar to those of the Downtown Core, warranting the consideration of extending the CIP or establishing a complementary program in these areas.

Background

The City's Downtown Office Community Improvement Plan (CIP) was enacted in 2017 and came into effect in 2018 (Appendix 1). The CIP is an enabling tool that permit the following incentive programs:

- Tax Increment Equivalent Grants (TIEGs);
- Development Processing Fees Grants; and
- Municipally Funded Parking Assistance.

On April 22, 2021, Region of Peel Council approved a Major Office Incentives (MOI) program, which matches a local municipality's TIEGs up to a 10 year term, a maximum initial grant percentage of 100% and annual decline of no less than 7%. This more than doubles the impact of the City's TIEG with the Region contributing \$1.25 for every \$1 invested by the City, resulting in an incentive that is more comparable to those provided in other cities.

Present Status

The City's in effect CIP will expire on July 4, 2022, after which applications cannot be received and the Region's MOI program will effectively no longer be available in Mississauga as it only permits grants matching local TIEGs.

To date, Oxford properties Group Inc. (Oxford) has been the only applicant to the Downtown Office CIP. According to Oxford, financial incentives are required to bridge the material difference between total development expenditures and the income achievable from market rents. In the absence of financial incentives, the risk profile and return threshold for new office construction in Downtown Mississauga is not within the range of what a prudent and responsible institutional office investor or financial backer can accept. Typically, office developments require financing from multiple lenders in order to activate new development.

Oxford's TIEG request for 189-219 Rathburn Road West was approved in principle at the June 23, 2021 Planning and Development Committee meeting. There are currently Site Plan and Removal of "H" applications in process for this site. We understand that Oxford has not yet reached a tenant threshold to proceed with construction.

The Region and local municipalities continue to collaborate on promoting and executing the Region's MOI program.

Comments

The CIP was originally conceived as a 5-year program (expiring July 4, 2022) to incent office prior to the arrival of the Hurontario Light Rail Transit (LRT). Initially the Region was not

interested in participating in a CIP, but has since developed their MOI program. In order to maximize the potential of the combined programs, the CIP should be extended to coincide with the Region's MOI deadline of April 22, 2026. Should the existing CIP expire on July 4, 2022 without a program extension in effect, an entirely new CIP may be required for the Downtown which would result in a lapse between programs.

In order to extend the existing CIP, a new CIP document and implementing by-law are required to be endorsed by Council and complete the 20-day appeal period prior to the expiry of the current CIP on July 4, 2022. To meet this timeline, staff propose amending the current CIP document and holding a statutory Public Meeting on March 28, 2022. Barring any unanticipated major comments at that meeting, staff intend to bring forward a Recommendation Report on May 9, 2022 to allow time for Council approval and the appeal period prior to the current expiry date.

The Province's multi-billion dollar investment to build a new state-of-the-art Mississauga Hospital provides an opportune time to further support non-residential development in the downtown. New office development has the potential to augment future City tax revenue while responding to community needs and providing jobs, but residential development continues to be preferred due to the anticipated higher return on investment and lower level of risk. Overall, office development in the Downtown has been eclipsed by the rate of residential development and some existing office buildings are now reaching their end of life and are ripe for redevelopment. As residential development continues, future sites for office are being eliminated, restricting the ability to achieve the 1:1 employment to resident target established in the Official Plan and the ability to meet the office development growth target for 2051. In order to achieve the vibrant downtown envisioned for Mississauga, a better balance of employment (beyond retail jobs) and residents is required.

The Downtown Core is not the only location where existing office is facing redevelopment pressures. Therefore it is proposed that a CIP also be considered for the remainder of Downtown Mississauga (Cooksville, Fairview, Hospital) to support and encourage the development of office uses along the Hurontario LRT corridor. Staff would like to concurrently review the feasibility and appropriateness of either extending the existing Downtown CIP to these areas or developing a complementary program to support a balance of uses through (re)development.

Strategic Plan

The Downtown Office CIP supports the strategic goal *Create a Vibrant Downtown* under the Connect pillar. It also supports the Prosper pillar which aims to develop talent, attract innovative businesses and meet employment needs.

Financial Impact

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

Conclusion

The Downtown Office CIP will expire on July 4, 2022, but office developments in the downtown still require incentives in order to be financially viable. In order to maximize the Region's MOI matching program, the Downtown Office CIP should be extended to coincide with the Region's deadline of April 22, 2026.

The remainder of the Downtown (Cooksville, Fairview, Hospital) would also benefit from either expanding the Downtown Office CIP into these areas or establishing a complementary program as pressure for residential development remains strong.

Attachments

Appendix 1: Downtown Office Community Improvement Plan

Appendix 2: Community Improvement Project Area Boundary – Downtown Core

Appendix 3: City Structure - Downtown



(Chris Rouse Acting Commissioner)

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

Prepared by: Melissa Slupik, Planner

the **downtown** community improvement plan

April 2017



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1.0 INTRODUCTION

The Downtown Core Character Area (referred to as the downtown) is currently home to approximately 34,000 residents and 22,650 jobs. The downtown has been successful in attracting high density residential uses. However, no significant new office development has been constructed in the downtown in over 20 years.

In 1992, Mississauga's downtown was the most successful office location within the city, with approximately 3 million sq. ft. (279,000 m²) of prestige office space.¹ However, since then most office development has relocated to the business parks. Two of the major impediments to office development not occurring in the downtown are the cost of land and the cost of constructing underground parking.

Given vacancy rates are rising in the Greater Toronto and Hamilton Area (GTHA), there is significant competition for office.

Office development is cyclical in nature and the interest in downtowns is re-emerging. Businesses are interested in urban areas that are walkable and in close proximity to amenities and transit stations. The downtown has these, as well as, a strong residential base to support future office buildings. Although there appears to be growing interest in locating in the downtown, it is important to narrow the competitive gap between the downtown and other municipalities. New office development will support key transit infrastructure investments and the existing residential base.

¹ Mississauga Office Strategy Study, Final Report, 2008

2.0 PURPOSE OF THE CIP

The Downtown Community Improvement Plan (CIP) is a strategic tool intended to stimulate investment in office development.

This CIP is an enabling tool available to the City should a landowner or tenant be interested in participating in one or a combination of programs. The proposal must meet the criteria outlined in this CIP and advance the City's strategic priorities. All proposals are subject to City Council approval or that of its delegate.

3.0 VISION

Downtown 21 Master Plan

One of the strategic goals for the City is to create a vibrant downtown that will be the civic and cultural hub of the city, as well as a strong economic centre. The Downtown 21 Master Plan articulates the vision for the downtown and defines six guiding principles to achieve the plan's goals. They are:

1. Catalyze Employment
2. Build Multi Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

The Downtown Core is to achieve a 1:1 population to employment ratio with a total population of 70,000 people and 70,000 jobs.

Mississauga Official Plan

Mississauga Official Plan Amendment 8 (MOPA 8) implements the vision of the Downtown 21 Master Plan. Mississauga

Official Plan (MOP) includes policies, as required by the *Planning Act*, that allow the City to designate community improvement project areas and prepare and adopt community improvement plans. The policies list the types of matters that a CIP may address, one of which is the identification of the need to encourage office and other employment opportunities.

The Downtown Local Area Plan (DLAP) includes various policies to support the provision of a community improvement plan for office in Mississauga's downtown. Attracting new jobs, particularly in the office sector to balance population and employment (Policy 4.1.c of DLAP) is identified as a guiding principle. Consideration of community improvement plans and other planning tools are identified as strategies to encourage, incent and support employment uses in the DLAP as well (Policy 5.1.3).

Type of Office in the Downtown

The top three industries in the Downtown Core are:

- Finance and Insurance
- Professional, Scientific and Technical Services
- Retail Trade

Emerging industries, such as Creative Industry, and office types, such as shared spaces, innovative spaces and cluster spaces, are highly encouraged in the downtown. These office uses would be permitted in the Office and Mixed Use designations in the Downtown Core.

This CIP is consistent with the existing MOP, MOPA 8 and Region of Peel Official Plan policies.

Regional Government Participation

Regional governments are permitted to create community improvement plans of their own or participate in those at the lower-tier level, provided they deal only with prescribed matters. The benefit of Regional involvement, especially for incentives such as Tax Increment Equivalent Grants (TIEGs), is that they can offer a larger grant than local governments, making these types of incentives more attractive to potential developers.

At this time the Region of Peel is not participating in this CIP.

Stakeholder Consultation

In the fall of 2015 staff engaged stakeholders to discuss a Community Improvement Plan, specifically the boundaries and potential incentives. The engagement revealed that in order to achieve office development, the boundary would need to capture opportunities beyond the existing downtown transit terminal. Staff also heard that incentives would help developers offset the cost of building parking. Further, Regional participation was said to be critical to the success of the program.

A public meeting was held on October 24, 2016 to provide members of the community and interested stakeholders an opportunity to comment on the draft Downtown Community Improvement Plan. There was general support for a CIP in the downtown.

Some of the comments raised at the public meeting include:

- Concern with the criteria requirement of applications complying to MOPA 8 and its related Zoning, as it would not provide for minor variance allowances

- Certainty around the amount of TIEG incentive that would be provided by the City
- Expedited timing of approvals under staff delegated authority
- Request that the incentives apply to existing office sites
- Consideration of the type of office expected in the downtown due to the changing nature of technology and its impact on office space needs and the amount of parking that would be required
- Comments on opportunities for creative industry within downtown office

Changes made to the Downtown CIP in response to these comments:

- The eligibility criteria is amended to delete the requirement that applications comply to MOPA 8 and its related zoning. Existing policies will apply
- The TIEG incentive is not changed. The CIP is intended to be an enabling tool so that applications can be considered on a case-by-case basis
- It is recommended that a by-law to delegate approval authority of the TIEG (up to a certain threshold) and Development Processing Fees Grant to the City Manager be prepared
- This CIP is intended for new office development. No changes have been made to make the incentives applicable to existing office developments
- The current office market still demands parking at a ratio greater than the zoning requirement, even if efficient transit is provided

- Creative industry is encouraged to locate in the downtown and would be permitted to do so under existing policies

4.0 COMMUNITY IMPROVEMENT PROJECT AREA

On March 6, 2013, Council passed By-law #0052-2013 thereby designating the Exchange District of the Downtown Core Character Area as a Community Improvement Project Area. By-law #0178-2016 was passed on September 14, 2016 that expanded the CIPA to the entire Downtown Core Character Area (Figure 1).

The rationale for expanding the boundary is to provide greater opportunity to attract office development to the downtown, with the objective of creating a complete community with a balanced population to employment ratio. This would ensure opportunities afforded by new light rail transit (LRT) and bus rapid transit (BRT) investments are capitalized.

The “but for” test establishes the need for the incentives and asks “but for the existence of X, would Y have occurred?”. This test applies to the downtown, i.e., but for any type of incentive, office development will likely not occur in the downtown.

5.0 LEGISLATIVE AUTHORITY

5.1 *Municipal Act*

Section 106(1) of the *Municipal Act*, 2001, c.M.45 prohibits municipalities from assisting, either directly or indirectly, any manufacturing

business or other industrial or commercial enterprise through the granting of bonuses for that purpose. However, an exception is made in Section 106(3) of the *Municipal Act*, 2001, for municipalities exercising powers under Section 28(6) or (7) of the *Planning Act*. Section 28 of the *Planning Act* allows municipalities with community improvement policy provisions in their Official Plans, to designate by by-law a “community improvement project area”. Once designated, a municipality may prepare a “Community Improvement Plan” which may provide either direct or indirect financial assistance to businesses in the designated area.

5.2 Planning Act

According to Section 28(1) of the *Planning Act*, a “community improvement project area” is defined as “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable

because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.”

For the purposes of carrying out a CIP, a municipality may engage in the following activities within the community improvement project area:

- acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3))
- construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6))
- sell, lease or otherwise dispose of any land acquired or held by it in conformity with the community improvement plan (Section 28(6))

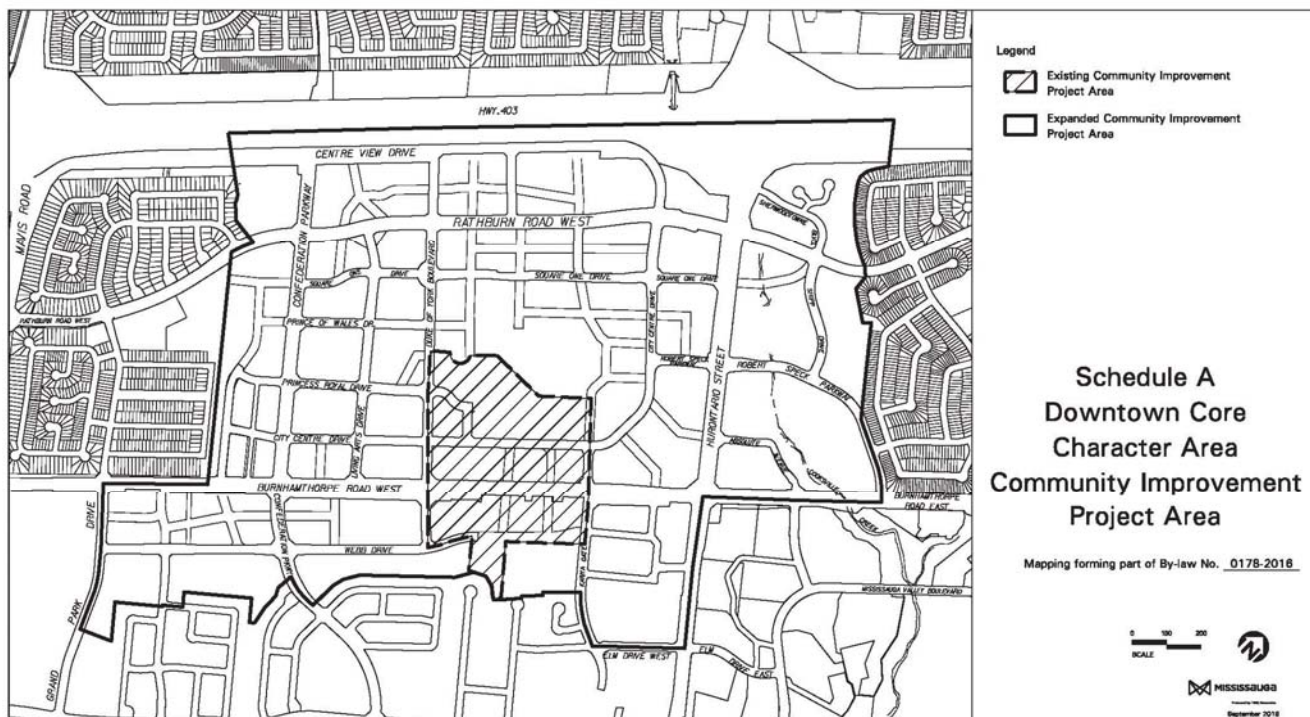


Figure 1: Downtown Core Community Improvement Project Area

- make grants or loans to registered owners, assessed owners and tenants of lands and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the cost of rehabilitating such lands and buildings in conformity with the community improvement plan (Section 28(7))

6.0 THE DOWNTOWN COMMUNITY IMPROVEMENT PLAN

6.1 Goals

The key goal of the CIP is to attract office development, which in turn creates employment.

Attracting additional employment to the downtown will help balance growth and create an active, vibrant environment that:

- a. provides a lively, pedestrian and transit-oriented urban place that is a model, catalyst and attractor for on-going investment in the downtown
- b. supports existing and planned transit infrastructure
- c. supports arts, culture, recreation activities, institutions, entertainment and other employment uses

6.2 Objective

The objective of the Downtown CIP is to stimulate private sector investment through grant programs aimed at reducing development costs.

7.0 INCENTIVE PROGRAMS/TOOLBOX

7.1 The “Toolbox” Approach

The approach with the Downtown CIP is to enable a “toolbox” of incentives that can be used to attract office development by providing incentives to offset the high cost of parking in the downtown, subject to budget and program approval of Council or its delegate. A list of programs that are enabled as part of this CIP are set out below.

Once the CIP is adopted, some or all of the incentive programs in the toolbox may be activated. Applicants may choose to apply for one or a combination of programs. All applications are subject to a case-by-case evaluation and financial assessment.

No upfront seed money is allocated in conjunction with this Plan and the details of each program (commitment of funding, budget allocation, time limits, changes, termination, forms and instructions) are to be secured through a formal and legally binding agreement.

7.2 Financial Incentive Programs

This CIP toolbox includes the following potential incentives.

7.2.1 Tax Increment Equivalent Grant (TIEG)

Intent: To promote office development by removing the financial disincentive associated with increased property taxes related to this type of development.

Description: A Tax Increment Equivalent Grant (TIEG) is a financial incentive to improve or redevelop property. It is provided in the form of a grant equivalent to a portion of the increase in the municipal property taxes directly attributable to a development/improvement. After the development has been constructed, the City provides a grant to the property owner on an annual basis for an agreed upon term. Such grant programs often diminish in scale over their duration.

For example, the duration of the grant might be ten years. At year one, the value of the grant is equivalent to 100% of the increase in municipal property taxes due to the improvement/development. At year two, the value drops to 90% of the increase and continues to drop 10% a year until the last year of the grant program.

Funding: Limited to property taxes charged by the City and pro-rated to apply to the office development only.

Implementation: Detailed implementation including but not limited to incentive limitations, duration, funding and financial and other conditions will be determined through a formal program agreement.

If during the course of the work, the scope of the work changes, or actual costs are greater or less than estimated costs, the City reserves the right to increase or decrease the total amount of the grant. The annual grant payment will be based on the actual increase in property taxes as calculated, based on the actual re-evaluation by the Municipal Property Assessment Corporation (MPAC) following project completion.

Timing: This program is time limited for five years from the date of Council approval. Agreements that extend beyond the five year program duration remain active and valid.

7.2.2 Development Processing Fees Grant

Intent: To improve the feasibility of developing office uses in the downtown by rebating the development application and building permit fees paid for this type of proposal.

Description: For appropriate development projects, a one-time grant may be offered equivalent to the municipal planning application fees related to:

- official plan amendments
- rezonings
- minor variances and consents
- site plans, site plan amendments
- plans of subdivision

Funding: Limited to application fees charged by the City and pro-rated to apply to the office development only.

Implementation: Detailed implementation including, but not limited to, incentive limitations, duration, funding and financial and other conditions will be determined through a formal program agreement.

Timing: This program is time limited for five years from the date of Council approval. Agreements that extend beyond the five year program duration remain active and valid.

7.2.3 Municipally Funded Parking Program

Intent: To provide parking at reduced cost to the office developer.

Description: As a means of stimulating new office building development, the City may build and own a municipal stand-alone parking facility. The City may offer a below

market value rate for the rental or lease of the parking.

Alternatively, the City may co-locate a portion of municipally owned parking within a private office building development. The City would retain ownership of the facility/spaces for the long term.

Funding: Limited to capital budget approval by Council.

Implementation: Detailed implementation including, but not limited to, leasing rate, incentive limitations, duration, funding and financial and other conditions will be determined through a formal program agreement with the developer subject to approval by Council.

Timing: This program is time limited for five years from the date of Council approval. Agreements that extend beyond the five year program duration remain active and valid.

7.2.4 Municipal Property Acquisition and Disposition

Intent: To provide land at market or below market value for developments that include office.

Description: The City may acquire key properties for the purposes of redeveloping them for office buildings. The City may issue requests for proposals (RFPs) for private development of key municipal properties and/or participate in public-private partnerships (P3s) for development that achieves the objectives of the CIP. Additionally, the City may elect to dispose of City-owned lands for the purpose of attracting new office building development. Prospective public agencies or governments wishing to build office buildings may also apply to this program.

Funding: Limited to capital budget approval by Council.

Implementation: Detailed implementation would be determined at the time of land acquisition or disposition.

Timing: This program is time limited for five years from the date of Council approval. Agreements that extend beyond the five year program duration remain active and valid.

The community improvement strategies referenced above describe incentives for private sector development. Prospective public agencies or governments wishing to build office buildings may also apply to this program. The details and structuring of incentive packages will be prepared on a case-by-case basis subject to Council approval or that of its delegate.

7.3 Guiding CIP Principles

The program is designed to assist proponents who complete projects rather than those who speculate on the granting of development approvals (such as rezoning applications) only to enhance land use or density permissions.

Individual programs may not be activated or may be terminated based on Council decision or its delegate.

The level of incentive available to successful proponents is based on many factors including the following: location within the Community Improvement Project Area, type of development, quality of the proposal, public benefit, and alignment with the strategic priorities of the City.

Incentives will not be granted to office uses that are considered accessory to another use.

7.4 General Eligibility Criteria

The general eligibility criteria for participation in one or more of the Downtown CIP programs is as follows:

- a. only lands situated within the Downtown Community Improvement Project Area as outlined in Figure 1 are eligible
- b. only new construction or the adaptive reuse of existing office buildings, where the payment of increased property taxes would apply, are eligible
- c. only buildings with a minimum height of three storeys are eligible
- d. a minimum of 5,000 m² (50,000 sq. ft.) is required to be eligible
- e. only the office portion of a mixed-use development is eligible
- f. Transportation Demand Management (TDM) measures must be included in accordance with MOP Section 8.5 or related transportation master plans
- g. The subject property may not be in a position of tax arrears at the time of agreement and throughout the entire length of the agreement's duration.

8.0 IMPLEMENTATION

8.1 Activation

The Plan shall come into effect the day after the approval of the adopting by-law (and the expiration of the appeal period).

8.2 Administration Process

The Downtown CIP will be administered by the Planning and Building Department. Additional information and application forms can be found on the Planning and Building website at:

<http://www.mississauga.ca/portal/residents/planningandbuilding>

If incentives are granted, the landowner or tenant will be subject to terms and conditions, to be secured within a legally binding agreement. A list of potential terms and conditions are found in Appendix 1. The list is provided for information only as legal agreements will likely be subject to provisions beyond those listed.

8.3 Amending Policies

A formal amendment to this Community Improvement Plan is required in the following circumstances:

- changes to the Downtown Community Improvement Plan boundary
- the addition of grant, loan and incentive programs, not referred to in the Downtown Community Improvement Plan
- other major revisions (e.g. program time frames, eligibility criteria, etc.)

The discontinuation, by Council of any program referred to in the Downtown Community Improvement Plan shall not require an amendment to the Plan. Amendments are subject to the provisions of the *Planning Act* with respect to notice, public involvement and appeal provisions.

8.4 Marketing the CIP

Marketing of the Downtown CIP after it has been approved may be promoted through a number of means, including but not limited to:

- Website content on the City of Mississauga Planning and Building webpage
- Print media including a newspaper advertisement, program notice distribution to all eligible properties, brochures, press release
- A targeted social media campaign (e.g. Twitter, LinkedIn, Blog) and email communications to key stakeholders
- Utilize Economic Development Office's partners' media and websites (i.e. Invest Ontario, Toronto Global, Mississauga Board of Trade, realtors, developers)
- Development of a downtown marketing campaign
- Municipal solicitation for expressions of interest in the tool box incentives
- Meetings with key stakeholders, including property owners, Building Industry and Land Development Association (BILD) and other interest groups

costs, demand for parking, and other criteria established by staff.

8.5 Monitoring the Plan

Monitoring of the CIP, program participation and performance will be conducted by the Planning and Building Department annually to provide the basis for decisions regarding program design and funding. Potential monitoring items and metrics include tax assessment totals and contribution to the City's total tax base, office vacancy rates, and value of building permits issued.

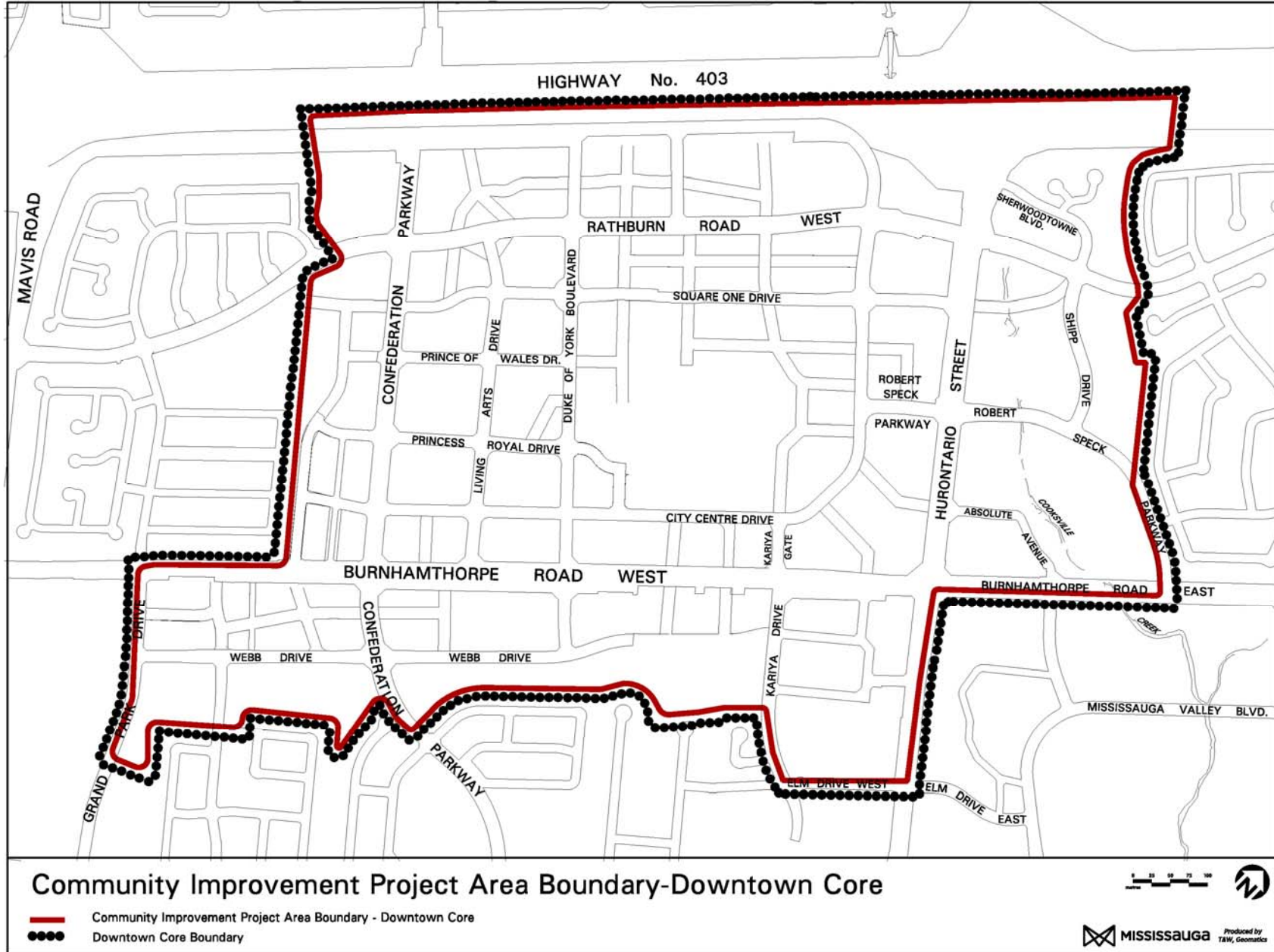
Auditing may also include a third party review of the office market to validate the "but for" test and need for incentives. This review may examine existing office rates, construction

Terms and Conditions for the Use of Incentives

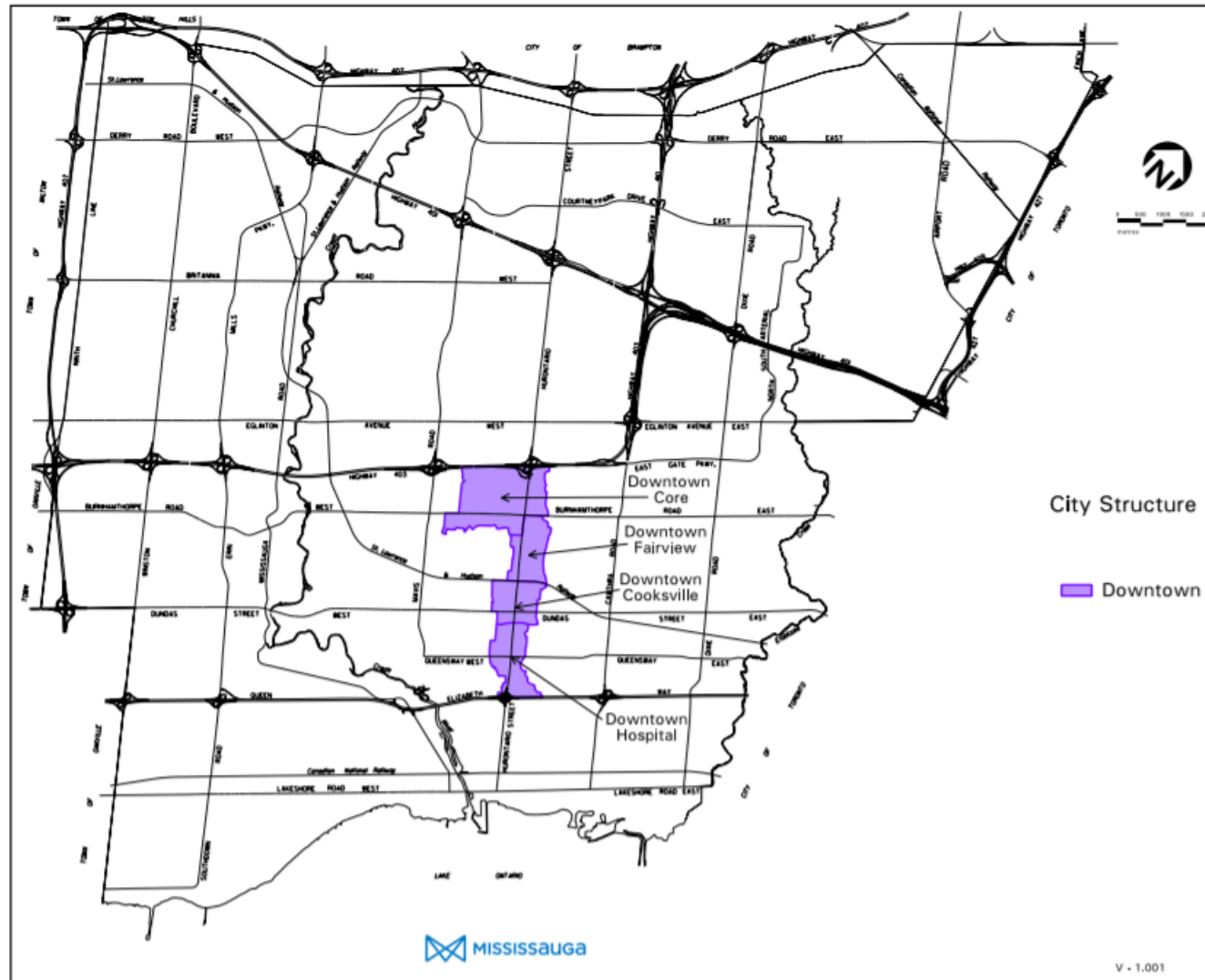
The Downtown Community Improvement Plan incentive programs are subject to City Council approval or that of its delegate. If incentives are granted, the land owner or tenant may be subject to the following terms and conditions. The list provided below is for information only as legal agreements will likely be subject to provisions beyond those listed.

- a. The merits of providing financial incentives will be considered on a case-by-case basis. The decision to provide financial incentives is entirely at the discretion of the City of Mississauga Council or that of its delegate
- b. A formal agreement between the City and land owner, tenant or authorized agent is required to establish the terms of the incentive package and obligations of the City and recipients. This agreement will specify the terms, conditions, duration and default provisions of the incentive to be provided and will be subject to approval by Council or that of its delegate
- c. The development proposal meets all legal and financial obligations of the agreement
- d. The subject property may not be in a position of tax arrears at the time of agreement and throughout the entire length of the agreement's duration
- e. Where other sources of government and/or non-profit organization funding (Federal, Provincial, Municipal, Canada Mortgage and Housing Corporation (CMHC), Federation of Canadian Municipalities, etc.) are anticipated or have been secured to cover a portion of redevelopment, these must be declared prior to the approval of the agreement by Council or its delegate
- f. If the recipient fails to comply with the conditions of the agreement with the City, the City may delay, reduce or cancel the approved incentive, and require repayment of the approved incentive
- g. All proposed works approved under the financial incentive programs shall conform to all municipal by-laws, policies, procedures, standards and guidelines
- h. All works proposed under one or more of the financial incentive programs shall be in conformity with Mississauga Official Plan and other planning requirements and approvals at both the local and regional level
- i. All improvements made to buildings and/or land shall be made pursuant to a Building Permit, and/or other required permits, and constructed in accordance with the Ontario Building Code and all applicable zoning requirements and planning approvals
- j. All works completed must comply with the description of the works as provided in the application form and/or contained in the program agreement with any amendments as approved by the City

- k. When required by the City, outstanding work orders, and/or orders or requests to comply, and/or other charges from the City must be satisfactorily addressed prior to the approval/payment of the incentive
- l. City staff, officials, and/or agents of the City may inspect any property that is the subject of an application for any of the financial incentive programs offered by the City
- m. No incentive funds will be dispensed by the City until the development has been completed and received final inspection from the Planning and Building Department



Appendix 3



Map 12-1: City Structure - Downtown

City of Mississauga

Corporate Report



<p>Date: January 21, 2022</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 20-006 W1</p>
	<p>Meeting date: February 14, 2022</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 22 storey apartment building with 258 units and six levels of underground parking.

42-46 Park Street East and 23 Elizabeth Street North, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ 20-006 W1

Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Land Tribunal hearing on the subject applications under File OZ 20-006 W1, Edenshaw Elizabeth Developments Limited, 42-46 Park Street East and 23 Elizabeth Street North to permit a 22 storey apartment building with 258 units and six levels of underground parking in support of the recommendations outlined in the report dated January 21, 2022, from the Commissioner of Planning and Building, that concludes that the proposed official plan amendment and rezoning applications are not acceptable from a planning standpoint and should not be approved.
2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Ontario Land Tribunal hearing process, however if there is a potential for settlement then a report shall be brought back to Council by Legal Services.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a 22 storey apartment building with reduced development standards
- The official plan amendment and rezoning applications have been appealed to Ontario Land Tribunal (OLT) by the applicant for non-decision. A pre-hearing conference or hearing date has not yet been scheduled
- Staff require direction from Council to attend any OLT proceedings which may take place in connection with the applications in support of the recommendations outlined in this report
- The planning applications have not been deemed to be acceptable and should be refused. The proposed building is not appropriate for the site given the Mississauga Official Plan – Urban Structure, does not meet design requirements and sets an undesirable precedent for development in the Port Credit Community Node

Background

A public meeting was held by the Planning and Development Committee on December 7, 2020, at which time an Information was received for information. Recommendation PDC-0050-2020 was then adopted by Council on December 9, 2020.

1. That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Elizabeth Developments Limited to permit a 22 storey apartment building with 258 units and six levels of underground parking, under File OZ 20/006 W1, at 42-46 Park Street East and 23 Elizabeth Street North, be received for information.
2. That seven oral submissions be received.

The link to the Information Report is as follows:

<https://pub-mississauga.escibemeetings.com/FileStream.ashx?DocumentId=11906>

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



Aerial image of site outlined in red

Comments

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on June 25, 2020. A community meeting was held by Ward 1 Councillor Stephen Dasko on November 30, 2020. Fifty people attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

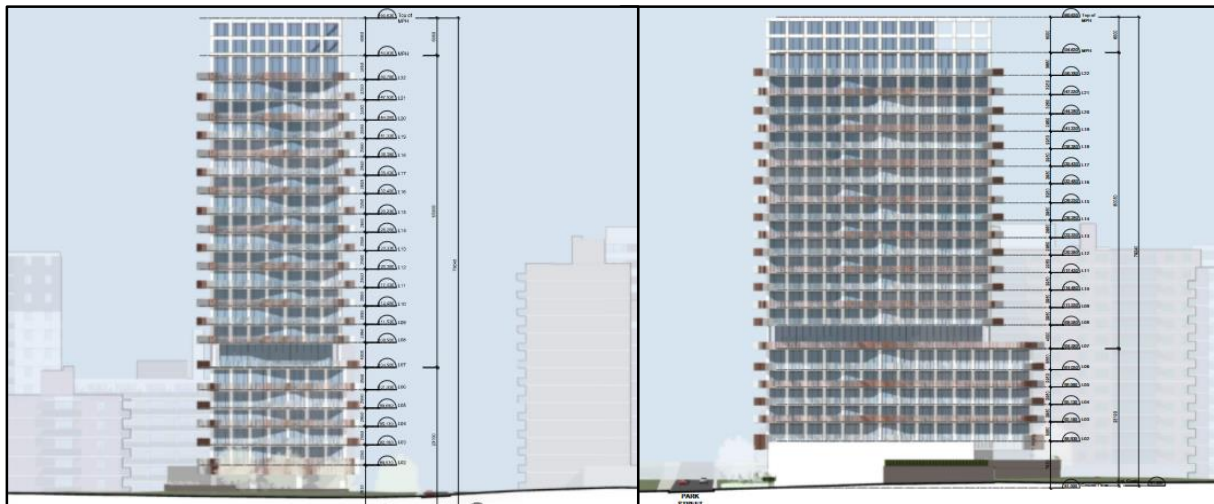
The public meeting was held on December 7, 2020. Seven members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

The applicant is proposing a 22 storey apartment building with 258 units and 6 levels of underground parking. An official plan amendment is required to amend the height schedule within the Port Credit Local Area Plan to permit 22 storeys, whereas the maximum permitted height is 15 storeys. A zoning by-law amendment is also required to change the zoning for the site from **RA2-48** (Apartment) to **RA5-Exception** (Apartment).

The property is located at the north-west corner of Park Street East and Elizabeth Street North in the Port Credit Community Node. The subject site represents an assembly of 4 properties. The property at 42 Park Street East contains a detached dwelling and a duplex dwelling (addressed 45 Park Street East). The properties at 44 and 46 Park Street East and 23 Elizabeth Street North each contain a detached dwelling. Park Street East and Elizabeth Street North are both local roads that serve the Community Node. The site is located about 100 m (328. ft.) from the Port Credit GO Station platform entrance and about 250 m (820.2 ft.) from the future Hurontario LRT. The property is located within a Major Transit Station Area as identified in the provincial Growth Plan.



Elevation Drawings – North (left) and East (right) elevations

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 and, in particular, requires municipalities to set and reach density targets within Major Transit Station Areas (MTSA). In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

The property is located within a proposed Major Transit Station Area associated with the proximity of the existing Port Credit GO Station and the future Hurontario LRT Station. While Mississauga Official Plan and the Port Credit Local Area Plan anticipates that the Port Credit Community Node will receive intensification as per the mandated growth allocations in the Growth Plan, the node is already achieving the minimum required density target and is projected to exceed this requirement with infill development occurring within the current Official Plan permissions.

Accompanying the density targets, the Growth Plan also mandates municipalities to set development standards in these areas. The Local Area Plan prescribes height maximums in order to strike a balance between accommodating new infill development that is complimentary of the existing building stock and area character. Permitting a height over and above the height schedule is not required to meet Growth Plan density targets and further undermines the specific intent with respect to building heights that the Local Area Plan aims to achieve. In addition, due to the site being too small for a tall building, the overall proposal is seen to compromise the local planning objectives in achieving proper building separation distances, setbacks and massing impacts.

Mississauga Official Plan (MOP) City Structure policies recognize the different functions that various areas of the City perform by guiding new development in a manner that is supportive and reflective of provincial requirements within the city's context. MOP generally directs the greatest density and building heights to the City's Downtown Character Areas, with density and heights lowering from Major Node Character Areas down to Community Node Character Areas and Neighbourhoods. These applications propose a building that is not reflective of its position within the City structure.

The Port Credit Local Area Plan includes a Height Schedule that permits a maximum height of 15 storeys for the subject property. The intent of the height schedule is to recognize the existing building stock and established context, while balancing anticipated infill development. In particular, the height schedule aims to achieve a skyline that transitions down from the highest heights near the GO Station and LRT station vicinity towards the Credit River and Lakeshore Road corridor. Permitting a height of 22 storeys at the subject site is not reflective of recent and anticipated development patterns and will undermine the specific intent of the Port Credit Local Area Plan Height Schedule.

Even within the Port Credit Central Residential Precinct, this relatively narrow land assembly is viewed as a small site. As a result, the application proposes deficient development standards that disregard the Port Credit Built Form Guidelines with respect to appropriate setbacks to property lines, sun and shadow impacts and adequate building separation distances. Approval of the proposal will create an undesirable condition that does not adhere to the development standards that are promoted by the guidelines for new infill development within the node.

A detailed Planning Analysis is found in Appendix 2.

Financial Impact

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

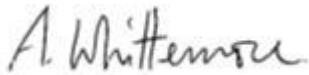
Conclusion

The proposed official plan amendment and rezoning applications are not acceptable from a planning standpoint and should not be approved.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

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

City of Mississauga

Corporate Report



<p>Date: November 13, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/006 W1</p> <hr/> <p>Meeting date: December 7, 2020</p>
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Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 22 storey apartment building with 258 units and six levels of underground parking.

42-46 Park Street East and 23 Elizabeth Street North, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ 20/006 W1

Recommendation

That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Elizabeth Developments Limited to permit a 22 storey apartment building with 258 units and six levels of underground parking, under File OZ 20/006 W1, at 42-46 Park Street East and 23 Elizabeth Street North, 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 22 storey apartment building with 258 units and six levels of underground parking. The applicant is proposing to amend the Port Credit Local Area Plan height schedule to permit an apartment building that is 7 storeys over the permitted height of 15 storeys, for a total height of 22 storeys. The zoning by-law will also need to be amended from **RA2-48** (Apartment) to **RA5 - Exception** (Apartment) to implement this development proposal.

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

Comments

The property is located at 42-46 Park Street East and 23 Elizabeth Street North within the Port Credit Community Node and Central Residential Precinct of the Port Credit Local Area Plan. The site is an assembly of four properties; three of the properties contain a detached dwelling and one of the properties contains a detached dwelling and duplex.



Aerial image of 42-46 Park Street East and 23 Elizabeth Street North



Applicant's rendering of the proposed 22 storey apartment building

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

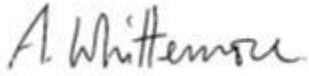
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, the appropriateness of the proposed building height and proposed setbacks, review of reduced parking standards, addressing City affordable housing objectives 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: David Ferro, MCIP RPP, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Elizabeth Developments Limited

42-46 Park Street East and 23 Elizabeth Street North

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1. Site History

- September 24, 1981 - A Committee of Adjustment application, under file A 561/81, was approved for 42 Park Street East that legalized the detached and duplex dwelling uses on the one property.
- February 12, 2014 – the City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the height schedule.

2. Site and Neighbourhood Context

Site Information

The property is located at the north-west corner of Park Street East and Elizabeth Street North in the Port Credit Community Node. The subject site represents an assembly of 4 properties. The property at 42 Park Street East contains a detached dwelling and a duplex dwelling (addressed 45 Park Street East). The properties at 44 and 46 Park Street East and 23 Elizabeth Street East each contain a detached dwelling. Park and Elizabeth Streets are both local roads that service the Community Node.

The site is located about 100 m (328.1 ft.) from the Port Credit GO Station platform entrance and about 250 m (820.2 ft.) from the future Hurontario LRT. The property is located within a *Major Transit Station Area* as identified in the Provincial Growth Plan.

The northern portion of the property is at a higher grade than the southern portion and the terrain generally slopes down toward Park Street East.



Image of existing condition facing north-west
(Source: Google Maps)

Property Size and Use	
Combined Frontages:	
Park Street	34 m (112 ft.)
Elizabeth Street	53 m (174 ft.)
Depth:	53 m (174 ft.)
Gross Lot Area:	0.17 ha (0.44 ac.)
Existing Uses:	detached dwellings and a duplex dwelling

Surrounding Land Uses

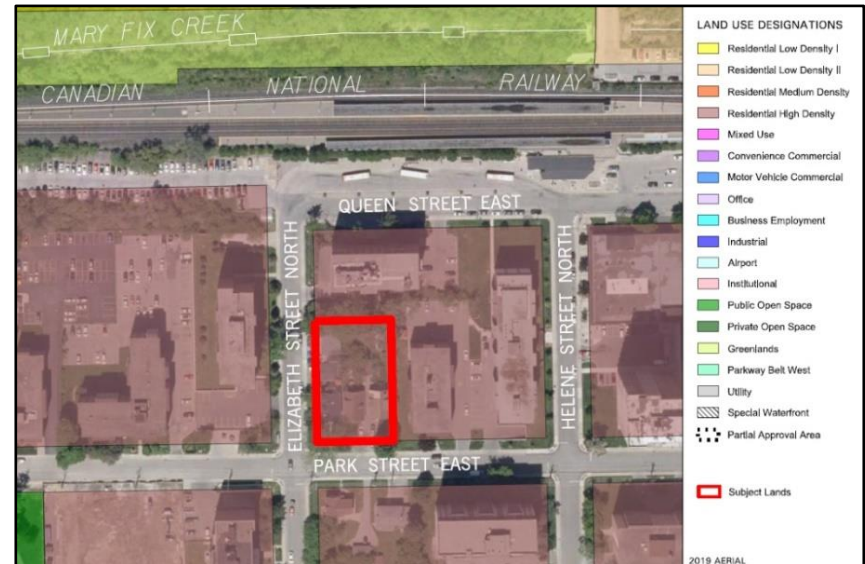
The property is located within the Central Residential Precinct of the Port Credit Local Area Plan. The surrounding area is characterized by a mix of apartment buildings ranging from 5 to 27 storeys, with some smaller buildings found throughout the precinct. There is a six storey apartment building to the immediate east of the site.

To the north of the subject property is an 11 storey apartment building. Further north is the railway and the Port Credit GO Station - MiWay bus drop off area. To the south of the property is a detached dwelling. Immediately to the east of the subject property is a 6 storey apartment building and to the west is a 13 storey apartment building with a surface parking lot.

Elizabeth Street runs north-south and connects the property to the Lakeshore Road corridor, which contains retail and commercial uses including stores and restaurants. Park Street runs east-west and connects to Hurontario Street.

The surrounding land uses are:

North:	11 storey apartment building
East:	6 storey apartment building
South:	detached dwelling
West:	13 storey apartment building



The Neighbourhood Context

Historically, the property was part of the Port Credit Township, but is now considered part of the Port Credit Community Node. The surrounding neighbourhood contains a mix of residential and commercial uses with retail stores and restaurants located on Lakeshore Road East. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.

In particular, the Central Residential Precinct contains a significant concentration of apartment buildings. Lots within the

precinct can be characterized as well maintained with mature trees and landscaped front yards.

South west of the site is the recently approved 15 storey apartment building (Tanu) project by Edenshaw Park Developments Limited at 21-29 Park Street which is under construction. This project, in addition to the 15 storey apartment building recently constructed at 6, 8 and 10 Ann Street by FRAM Building Group characterizes recent developments that have been occurring within the Central Residential Precinct.

Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node Character Area is 5,420 people, with a median age of 50 (compared to the median age of 40 city wide). Of the total population, 8% are children (0-14) and 26% are senior (65 and over). The population forecast for 2031 is 7,700 people and for 2041 it is 9,600 people. The average household size is 2 person with 83% of people living in apartments that are 5 or more storeys. The mix of housing tenure for the Community Node is 755 units (26%) owned and 2,155 units (74%) rented, with a vacancy rate of approximately 0.8*.

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

Other Development Applications

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

- OZ 17/013 – 21-29 Park Street East – approval was obtained for a 15 storey apartment building (204 units) in June 2018.
- OZ 14/007 – 8 Ann Street, 77-81 High Street – approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015.
- OZ 19/008 – 22- 28 Ann Street – approval was obtained for a 22 storey apartment building (313 units) in February 2020.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the Local Planning Appeals Tribunal (LPAT) has approved an application on the former Imperial Oil lands (Brightwater) that will accommodate approximately 7000 people.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

As mentioned, the site is within 100 m (328.1 ft.) of the Port Credit GO station, which provides two-way, all day service,

every 30 minutes. The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 19 – Hurontario Street

3. Project Details

The applications are to permit a 22 storey apartment building.

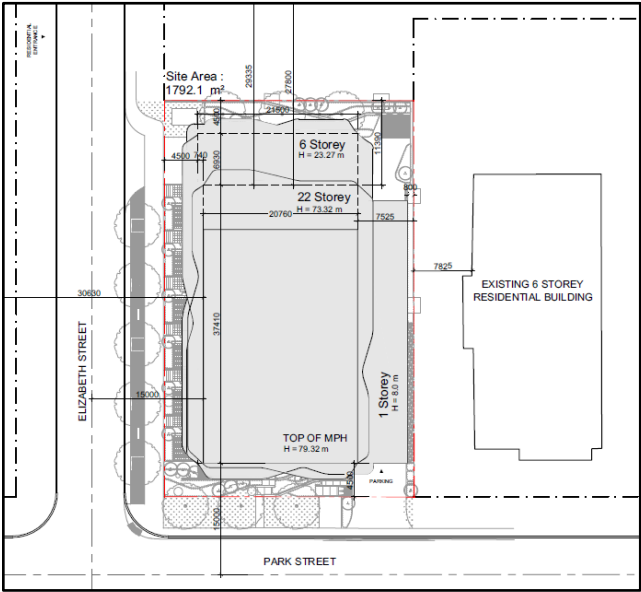
Development Proposal		
Applications submitted:	Received: June 3, 2020 Deemed complete: June 25, 2020	
Developer/ Owner:	Edenshaw Elizabeth Developments Ltd	
Applicant:	Sajecki Planning	
Number of units:	258 units	
Proposed Gross Floor Area:	16 062 m ² (172, 890 ft ²)	
Height:	22 storeys	
Floor Space Index:	8.96	
Landscaped Area:	305.8 m ² (3 291.6 ft ²)	
Anticipated Population:	565* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	336	173
visitor spaces	52	27
Total	388	200

Supporting Studies and Plans

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

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

Concept Plan and Elevations



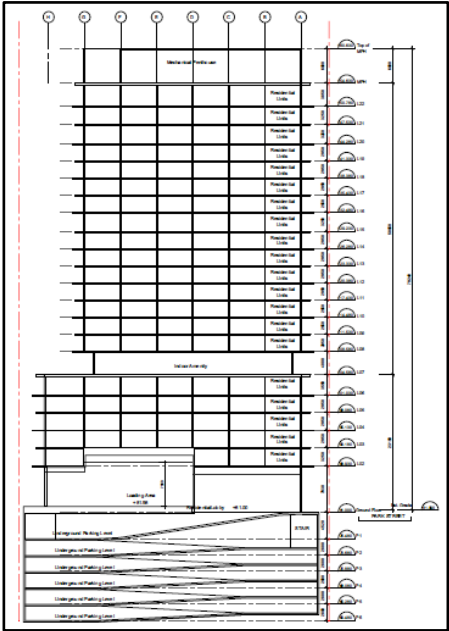
Concept Plan



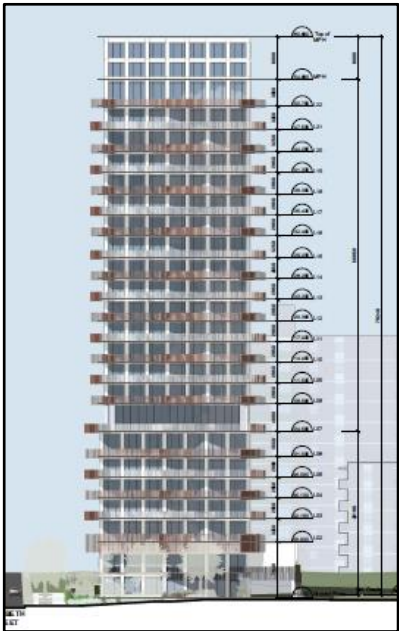
North Elevation



East Elevation



Section Elevation



South Elevation



North Elevation

Applicant's Rendering



Rendering of south facade



Rendering of western façade podium



Rendering of western façade

4. Land Use Policies, Regulations & Amendments

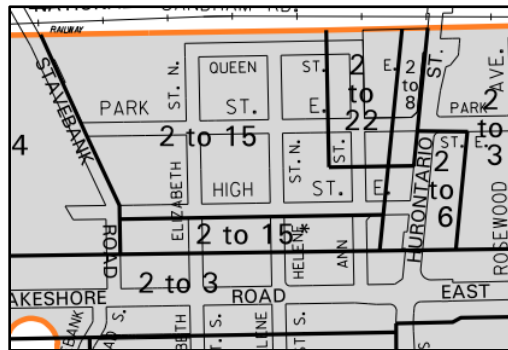
Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density** within the Port Credit Community Node. The Site is also subject to the Port Credit Local Area Plan Height Schedule which prescribes a maximum height of 15 storeys.

Proposed Amendment

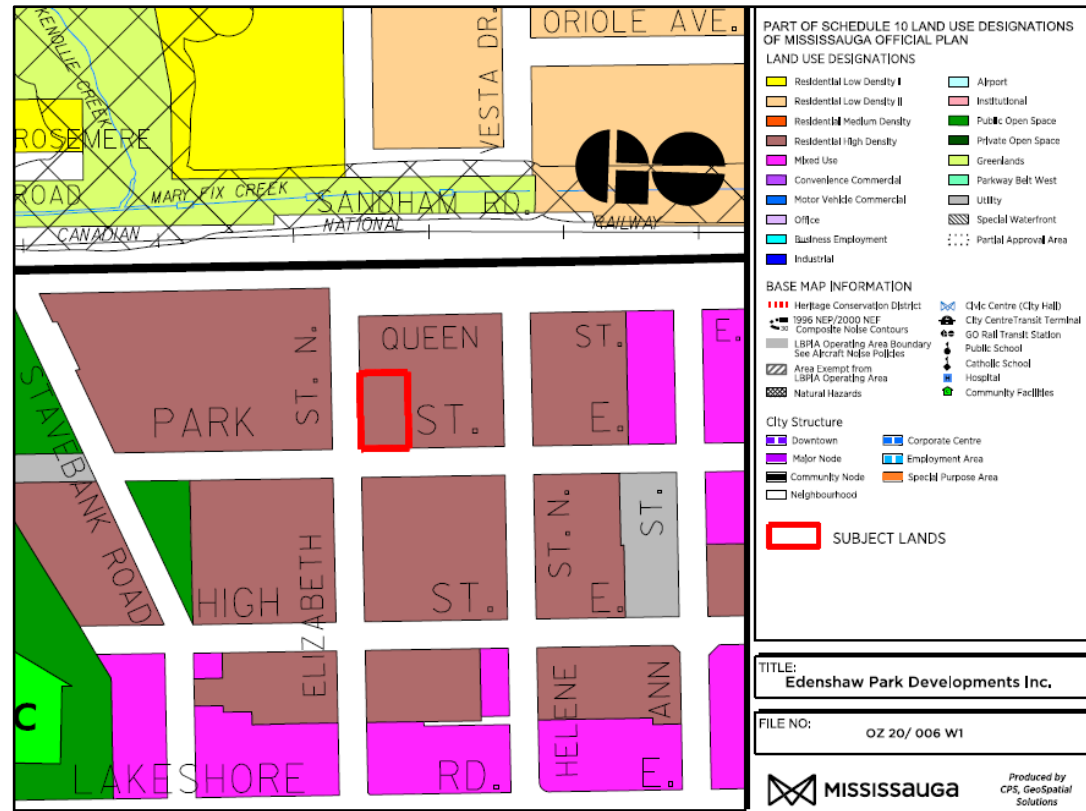
The proposal does not require a change to the land use designation. However, the Port Credit Local Area Plan Height Schedule is proposed to be amended to allow for a maximum height permission of 22 storeys.



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

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

Excerpt of Port Credit Local Area Plan



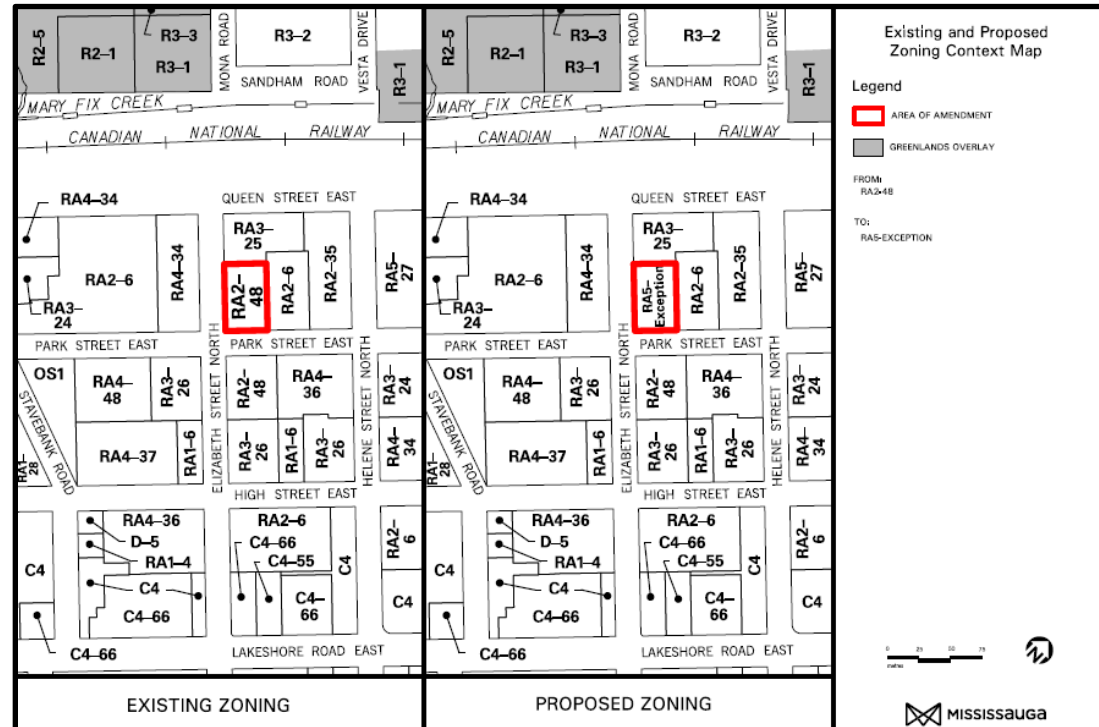
Mississauga Zoning By-law

Existing Zoning

The property is zoned **RA2-48** (Apartments) which permits the existing detached and duplex dwellings and accessory structures, in addition to the base zone permissions for an apartment building up to 8 storeys and an FSI range of 0.5 to 1.0.

Proposed Zoning

The applicant is proposing to rezone the lands to **RA5 - Exception** (Apartments) zone, in order to permit a 22 storey apartment building containing 258 units with an FSI of 8.96.



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum Floor Space Index (FSI)	1.9 – 2.9	8.96
Maximum Gross Floor Area – Apartment Zone for each storey above 12 storeys	1 000 m ² (10,763.9 ft ²)	1 000 m ² (10,763.9 ft ²)
Maximum Height	77 m (252.6 ft.) and 25 storeys	75 m (246.0 ft.) and 22 storeys
Minimum Exterior Side Yard	For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 10.5 m (34.4 ft.)	4.5 m (14.8 ft.)
Minimum Interior Side Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 7.5 m (24.6 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 9.0 m (29.5 ft.)	0.8 m (2.6 ft.) 7.5 m (24.6 ft.)
Minimum Interior Side Yard setback adjacent to any Apartment Zone	4.5 m (14.7 ft.)	0.8 m (2.6 ft.)
Minimum Rear Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 12.5 m (41.0 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 15.0 m (49.2 ft.)	4.5 m (14.8 ft.) 11.39 m (37.4 ft.)

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum encroachment of a balcony located above the first storey into a required yard	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Maximum encroachment of a balcony , porch, awning or landing located on the first storey into a required yard	1.8 m (5.9 ft.)	2.2 m (7.2 ft.)
Maximum projection of a balcony from the outermost façade of the building	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Minimum Parking Spaces	1 resident space per studio unit 1.25 resident spaces per one bedroom unit 1.40 resident spaces per two bedroom unit 1.75 resident spaces per three bedroom unit 0.20 visitor spaces per unit 5.4 spaces per 100 m ² GFA – non residential	0.67 resident spaces per unit (174 in total) 0.1 visitor spaces and non-residential spaces per unit (26 in total)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

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

Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Port Credit Community Node and are designated **Residential High Density**. The **Residential High Density** designation permits apartments. The property is subject to the policies of the **Port Credit Local**

Area Plan, which contains a Height Schedule. The Local Area Plan permits a maximum height of 15 storeys on the subject property.

The applicant is proposing to amend the Height Schedule of the **Port Credit Local Area Plan** to permit a maximum height of 22 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.9 Section 5.3.3.4. Section 5.3.3.7 Section 5.4.5 Section 5.5.4. Section 5.5.13.	<p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare (2.47 ac).</p> <p>Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes.</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>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p>

	Specific Policies	General Intent
		Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.
Chapter 9 Build A Desirable Urban Form	Section 9.2.1.8 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 9.2.1.31 Section 9.2.1.32	<p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</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.</p> <p>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>
Chapter 11 General Land Use Designations		<p>In addition to the Uses Permitted in all Designations, lands designated Residential High Density will also permit the following uses:</p> <ul style="list-style-type: none"> • Apartment Building
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.2	It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.</p> <p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront.
Chapter 10 Desirable Urban Form	Section 10.2.1.1 Section 10.2.1.2 Section 10.2.1.3 Section 10.2.2.1 Section 10.2.2.2 Section 10.2.2.3	<p>To ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> a. overall massing (reduce “wall effect”); b. visual impact of buildings; c. protect skyviews; and d. limit shadow impact. <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> a. existing distance separations between buildings;

	Specific Policies	General Intent
		<p>b. overcrowding of skyviews and skyline; c. protection of view corridors; and d. privacy and overlook of occupants.</p> <p>Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p> <p>The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.</p>

Affordable Housing

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

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's

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

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

The current application does not include an affordable housing proposal at this time.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Riverside Public School</p> <p>Enrolment: 328 Capacity: 438 Portables: 0</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,253 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>5 Junior Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Catholic Elementary</p> <p>Enrolment: 435 Capacity: 602 Portables: 0</p> <p>Iona Catholic School</p> <p>Enrolment: 672 Capacity: 723 Portables: 12</p>

7. Community Comments

At the time of this report being written, a community meeting had not been held. A meeting is scheduled for November 30, 2020. Since the application was deemed complete and notice was sent out to the surrounding community, staff have received some written comments from residents. The following points summarize the comments received to date:

- The proposed development is too high and does not integrate well with the surrounding properties
- The Official Plan permission of 15 storeys should be maintained
- The additional density will create traffic impacts
- The approval of a 22 storey building will destabilize the surrounding community and create a precedent

The comments included above and any additional comments received from the scheduled community meeting will be included and addressed in the subsequent recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 23, 2020)	<p>An existing 300 mm (11.8 in.) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Park Street. An existing 300 mm (11.8 in) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Elizabeth Street.</p> <p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials.</p>
Dufferin-Peel Catholic District School Board (July 8, 2020)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located.
Peel District School Board (July 22, 2020)	The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement: Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
City Community Services Department – Park Planning Section (June 29, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated June 29, 2020, Community Services indicated that the proposed development is located 392 m (1,286.1 ft.) from Harold E Kennedy park (P-110) which contains an outdoor pool, shelter, two unlit public tennis courts, a parking lot and an accessible community play site and is zoned OS1. The subject property is also located 123 m (403.5 ft.) from Vimy Park (P-111) which contains a cenotaph and is zoned OS1.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 3, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing Report (FSR), prepared by WSP and dated April 29, 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</p>

Agency / Comment Date	Comments
	<p>from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to connect to the storm sewer pipe on Elizabeth Street 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 that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and • demonstrate the feasibility of the proposed storm sewer and its capacity. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. and dated May 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 and requesting further revisions to the report. Based on the Traffic Impact Study, the proposed service area access that fronts on Elizabeth Street does not meet the required sightline distance further revisions are required so that propose access can operate safely for both pedestrians and motor vehicles.</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; • Additional Turning Templates required for both access points and underground parking; • Address any traffic concerns from the Community related to the proposed development <p>Environmental Compliance</p> <p>Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received.</p> <p>The applicant is required to provide the following documents prior to a Recommendation Meeting:</p> <ul style="list-style-type: none"> • A signed and dated ESSQD form; • A reliance letter for the Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received; • An update to the Phase One ESA or a certification letter to identify and discuss lands to be dedicated to the City • A Discharge Dewatering Commitment Letter <p>Noise</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</p>

Agency / Comment Date	Comments
	<p>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>Engineering Plans/Drawings</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' application and related Development Agreement will be required to capture any municipal infrastructure works.</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 - Enbridge - Fire Prevention - Rogers - GTAA - Hydro One - Alectra
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development Office - Realty Services - 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 height, massing, density, setbacks and building configuration?

- Are the applicable built form guidelines in the Port Credit Built Form Guidelines addressed?
- Are the proposed zoning by-law exception standards appropriate?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

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

Recommendation Report Detailed Planning Analysis

Owner: Edenshaw Elizabeth Developments Limited

42-46 Park Street East and 23 Elizabeth Street North

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards built form, traffic, affordable housing and parking. Below is a summary and response to the specific comments heard.

Comment

Both negative and positive comments were received by staff with respect to the overall building height proposed.

Response

Section 7 of this Appendix contains staff comments with respect to the appropriateness of the proposed building height.

Comment

Additional traffic impacts will be created if the proposal is approved.

Response

In support of the applications, a Traffic Impact Study was submitted and reviewed by staff. The study concludes that all the signalized and unsignalized intersections in the vicinity are operating within capacity currently and with the inclusion of the proposal, they will continue to do so. The road network within the area can accommodate the proposed development. Traffic Section staff have not raised any concerns.

Comment

Questions were raised about the proposal's contribution to the City's Housing Strategy.

Response

A Housing Report was submitted and reviewed by staff. The report did not adequately address the City's Terms of Reference for Housing Reports. The final mix of unit types remains unclear and currently there has been no determination on the number of affordable or middle income units that would be made available.

On other recently approved development projects within the Port Credit Community Node, the applicant has provided units to address the City's Housing Strategy.

Comment

Concerns were raised with the overall density increases that are occurring in the Port Credit Community Node.

Response

The Port Credit Community Node is considered an intensification area within Mississauga Official Plan. The node also contains a regional transit station (Port Credit GO Station) and a future local LRT station (Hurontario LRT). Furthermore, the Province's Growth Plan designates the Community Node as a Major Transit Station Area (MTSA) and provides a directive that encourages more housing choice and transit oriented development through intensification and sets minimum intensification targets.

It is expected from a provincial and local policy standpoint that infill development will occur in Port Credit, due to the existing services and amenities. The Port Credit Local Area Plan and Built Form Guidelines recognize this and contain various

policies that guide how the expected infill development is to occur.

Staff have reviewed the Community Node's performance with respect to the provincially mandated minimum density targets. The Community Node is adequately addressing the provincial requirement.

Comment

Concerns were raised with respect to the provided number of parking spaces.

Response

The application proposes a reduction from the City's minimum zoning by-law parking rates. The proposed parking supply is not acceptable and cannot be supported by staff. Staff are prepared to consider parking rates that are similar to recently approved development projects in the vicinity, however, a response to staff comments has not been received.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on June 25, 2020. The applicant has not submitted revised information so the summary of the comments in the Information Report (Appendix 1) are still applicable.

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 November 13, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS.

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.
- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock and,
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.
- Section 1.7.1 e) of the PPS states that prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character.

MOP has addressed the PPS directives in the following chapters:

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) states that where higher density is proposed, it should be located on sites along Corridors or in conjunction with existing commercial centres, and in close proximity to Major Transit Station Areas,

Chapter 9 – Build A Desirable Urban Form within MOP states that intensification is to be accommodated within Community Nodes to take advantage of existing services and amenities,

provided that the design is appropriate and context sensitive to the surrounding area.

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

The Port Credit Local Area Plan further refines this direction from MOP by providing policies and design guidelines that balances intensification, infill development and character retention.

While the redevelopment of the subject properties to a density and height that is more than what exists is consistent with the PPS directive of an efficient and more compact development given the proximity of transit, the proposal calls for a building that is too tall for a relatively small site, as demonstrated by the proposal's non-compliance with the local policy framework. Further, the drastic reduction in tower separation distance would introduce a development pattern within the node that would seriously undermine the planned intent. The PPS recognizes that municipal official plans are the most important vehicle to achieving comprehensive and integrated long-term plans; this application undermines and potentially destabilizes the Local Area Plan's intent by introducing a building that has insufficient regard for the appropriate development standards that are to be deployed within the Community Node.

5. Conformity with 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.

With respect to transit-oriented development, Section 2.2.1 states that within settlement areas, growth will be focused in locations within existing or planned transit, with a priority on higher order transit. Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented

development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Port Credit Community Node - MTSA

The subject property is located within the proposed MTSA radius of the Port Credit GO Station and is within walking distance to the entrance to the GO station platform. Based on the Growth Plan policies with respect to MTSA boundaries, the entire Port Credit Community Node is considered to be within the prescribed station area.

The Growth Plan establishes a minimum density target of 160 residents and jobs per hectare (PPJ) for those MTSAs that are served by the GO Transit rail network and this is applicable to this particular MTSA. Currently, the node is achieving a PPJ of 174, which includes existing density, approved projects and projects already in the pipeline that conform to the Official Plan. In addition, staff have looked at the developable land within the Port Credit Community Node and project that if infill development were to continue at the Official Plan permissions, the PPJ number will rise over and above 200 PPJ for the node.

Increasing the permitted height prescribed in the Port Credit Local Area Plan is not required to facilitate the node's achievement of appropriate density targets mandated by the Growth Plan. Furthermore, the Mississauga Official Plan section of this report will describe why it is important to maintain the prescribed heights and tower separation distances as it relates to character and appropriate development standards.

The Subject Proposal

The Growth Plan explicitly states that development must be governed by appropriate standards, which includes transition and scale of development. This requires municipalities to create appropriate development standards, which have been adopted by City Council through the Port Credit Local Area Plan and associated Built Form Guidelines.

The subject proposal does not conform to the development standards in the Local Area Plan. These standards ensure that the Growth Plan directive is met but does not lead to inappropriate intensification without regard for local context and the City's vision for the Community Node. This analysis is provided in Section 7 of this report.

As such, the proposed development does not conform to the Growth Plan.

6. Region of Peel Official Plan

Conformity with Region of Peel Official Plan

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

achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

MOP generally contains policies that fulfill this directive in Chapter 4 – Direct Growth, Chapter 7 – Complete Communities and Chapter 9 – Build a Desirable Urban Form.

In particular, the Region of Peel Official Plan states that development is “to achieve intensified and compact form and a mix of land uses in appropriate areas....taking into account the characteristic of existing communities and services.” Further, the Region of Peel Official Plan also includes reference to respecting and maintaining characteristics of existing communities (5.3.1.3, 5.3.1.4, 5.3.1.7, and 5.3.2.6).

In view of the above, while the proposal achieves a high level planning direction of more efficient redevelopment next to transit, issues of building height, maintaining character and achieving necessary developments standards are to be addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit a 22 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 subject site is located within the Port Credit Community Node Character Area and the Central Residential Precinct of the Port Credit Local Area Plan. The site is a corner lot that fronts Elizabeth Street North on the west side and Park Street East on the south side. The Precinct contains a collection of older and newer apartments, built at various heights, with the tallest buildings located around the area of the Port Credit GO Station and future Hurontario LRT stop.

The subject site is designated **Residential High Density**, which permits apartments and is subject to the Port Credit Local Area Plan policies and guidelines which speak to in general built form, massing and site design, among other items. The property is also subject to Height Schedule 2B, which allows a maximum height of 15 storeys. The applicant is proposing 22 storeys and therefore, requires an Official Plan Amendment.



Google Earth image and rendering showing the proposed apartment building massing in grey, with the red portion depicting the additional height being requested over and above the height permissions.

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

The Port Credit Local Area Plan contains criteria that is required to be met for additional height over and above what is permitted in the Port Credit Local Area Plan Height Schedule. The excerpt is detailed below:

Section 10.1.2 – Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node ...may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;
- c. Appropriate built form that is compatible with the immediate context and planned character of the area;
- d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

Criteria A and C are fundamental considerations in the overall make up of MOP and Local Area Plan policies that guide development in the Community Node, in particular the Height Schedule. Criteria B and D are rooted in appropriate design principles that are reflected in the applicable Local Area Plan design policies and Built Form Guidelines.

Does the proposed building height meet the overall intention of Official Plan and Local Area Plan policy with respect to building heights? Is it compatible to the existing and planned character? (Criteria A and C)

Urban Structure and the Port Credit Community Node

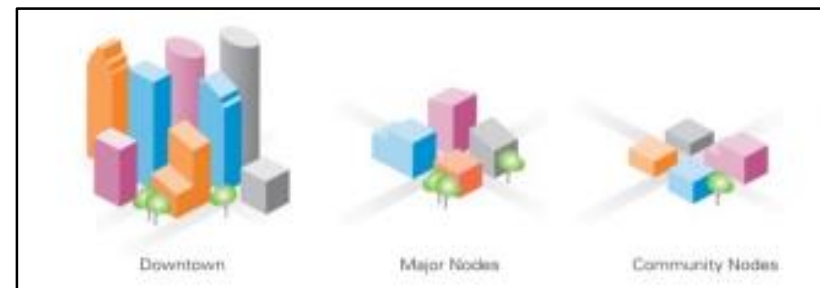
MOP City Structure policies recognize the different functions that various areas of the City perform. Land use, density and built form differ dependent on the type of City Structure element. The intent of the City Structure is to acknowledge the unique

contexts of each Character Area and ensure that development is guided in a manner that is supportive and reflective of this.

The following is an excerpt from MOP:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;
- Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City;
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;

These policies direct the greatest density and building heights to the City's Downtown Character Areas, with density and heights lowering from Major Node Character Areas down to Community Node Character Areas. The applications seek to amend MOP and the Local Area Plan to allow a building height that is in excess of what is envisioned for Community Nodes.



Excerpt from MOP that shows the intentions behind the City Structure – Urban Hierarchy.

MOP prescribes a maximum height of 25 storeys for Major Nodes and subsequently acknowledges that “Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights”. Heights within Community Nodes should be lower than heights allowed in Major Nodes and the alteration in height should be a material difference in order for there to be a distinction between the character areas.

This direction is also incorporated into the Port Credit Local Area Plan in the following policies:

5.2 Community Concept - This Area Plan respects the planned function and position within the City’s hierarchy, while also reflecting the existing and planned character of Port Credit.

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

The Port Credit Local Area Plan generally reinforces a 15 storey height limit within the Central Residential Precinct. A fifteen storey building represents a material difference between Community Nodes and Major Nodes that acknowledges the surrounding context of the site, including its proximity to transit infrastructure. The height schedule does allow buildings up to 22 storeys in one deliberate and strategic area – on Ann Street, between Park Street and the GO station.

Approval of the proposed building height could destabilize the envisioned height regime of the Central Residential Precinct. If approved, the applicant’s proposal could be seen as signaling support for taller buildings in the area. The property to the immediate east of the subject lands at 52 Park Street has also

submitted a proposal for a 22 storey building for their lands, incorporating similarly reduced development standards proposed by the subject application. Continuing this pattern would transition the character area into a built environment akin to a Major Node, undermining the City Structure hierarchy. A Character Area’s location in the City Structure hierarchy is the fundamental principle upon which policy in each Character Area is based, and a height regime that reflects this structure should be maintained.

Community Nodes are Intensification Areas and development is to fit within the existing and planned context

MOP includes general policies on how intensification is to be accommodated in character areas with respect to built form, building heights and overall design. The following policies speak to the considerations of intensification within Community Nodes:

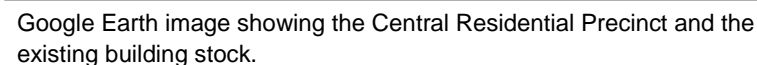
5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.

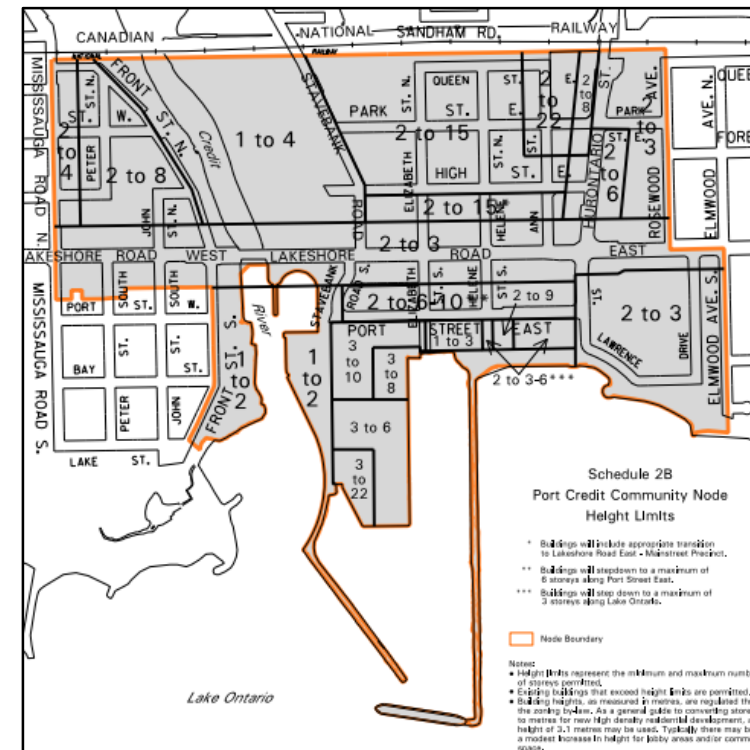
MOP policies allow for intensification within the Community Node and, in particular, at the subject property. However, the intensity of the development should reflect the City Structure hierarchy and fit within the surrounding context. In developing the local area plan, building heights were considered in the context of the existing stock while balancing future development

The Height Schedule ensures that new development respects and relates to the community context and accommodates intensification within the Node

The predominant character of the Community Node reflects buildings that are 2 to 16 storeys in height, with one 27 storey apartment building close to the GO Station lands. While there are a few existing apartment buildings that exceed the 15 storey height limit, they are of an older era and contain lower floor to ceiling heights.



In addition to the City Structure intent of the height schedule, the height permissions identified in the local area plan take into account the existing context including the proximity of the Credit River, Lake Ontario Shoreline and the main street area. The schedule respects existing building stock by matching the general heights and ensuring transition to adjacent precincts, maintaining balance to allow new infill development. Since the adoption of the local area plan, three new apartment towers have been approved and/or constructed in the Central Residential Precinct that adhere to the height schedule.



Within the Local Area Plan, building heights of up to 22 storeys are permitted at a deliberate and strategic location in the vicinity of Ann Street, Park Street and Hurontario Street. At the time of the Local Area Plan review, the potential for investment in the Hurontario LRT was considered by the City and Metrolinx in the Port Credit Mobility Hub Master Plan (2011), which contemplated this additional building height in this particular area. The Port Credit Local Area Plan recognizes this in the following policies:

5.2 Community Concept - ...it is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate.

10.2.2 Central Residential Precinct – This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest buildings height in Port Credit.

The Local Area Plan further distinguishes this area by designating the lands Mixed Use, incorporating Special Site policies, identifying this area as a place making opportunity and envisioning this area to produce landmark or signature buildings. Allowing higher heights in this particular area provides incentive and facilitates the achievement of the objective to realize the unique vision for the lands immediately at the GO station.



Excerpt from Port Credit Built Form Guidelines highlighting the lands immediately around the GO station as an area for place making opportunities

Allowing this additional height permission to expand throughout the Central Residential Precinct would undermine the planned intent of the Community Node. The 22 storey permission is only permitted in a small area and represents a tailored approach to development and place making, acknowledging the unique convergence of transit. The subject site's location and lack of distinct attributes does not warrant consideration for additional height. Maintaining the balance of the precinct at heights of 15 storeys and lower manages to deploy an overall built form in the node that meets the anticipated vision in the City Structure and achieves the intended form of height and character throughout the node.

The Height Schedule reinforces a cascading skyline in Port Credit

The Port Credit Local Area Plan and associated Built Form Guidelines views the Port Credit skyline as an important characteristic of the area's development. Local Area Plan policies state that the highest heights will be located in the vicinity of the GO station and then heights will transition down to the Credit River and Lakeshore Corridor. This approach, coupled with ensuring that skyviews and views to the lake are preserved, has resulted in the following Local Area Plan policies:

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.



Google Sketch Up model of the Central Residential Precinct with the proposed 22 storey apartment building shown in the middle of the model

The Height Schedule is structured to achieve this cascading effect by permitting the highest heights around the GO station at 22 storeys and subsequently permits a range of heights from 15 storeys as a maximum to 4 storeys closer to the Credit River and Lakeshore Road corridor.



Skyline – 22 Storey Building

Skyline – 15 Storey Building

The above rendering depicts the Port Credit skyline with the proposed 22 storeys and the current maximum of 15 storeys for the subject property. The subject proposal will result in a puncture of the gradual plane of lowering heights that is intended.

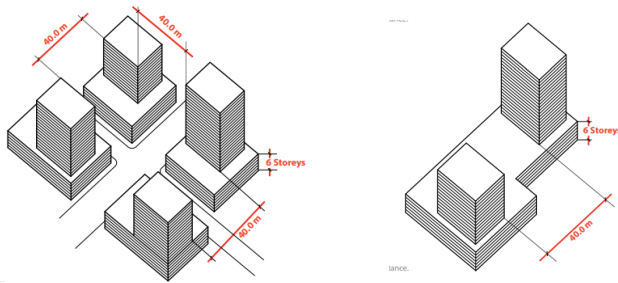
Is the site appropriate for a tall building and does it meet the applicable design policies and guidelines? (Criteria B and D)

The Port Credit Built Form Guidelines, are an appendix to the Port Credit Local Area Plan intended to be used during the review of development applications. These guidelines are to

ensure appropriate transition, massing, views and skyviews are preserved. The Built Form Guidelines demonstrate how the urban form policies can be achieved.

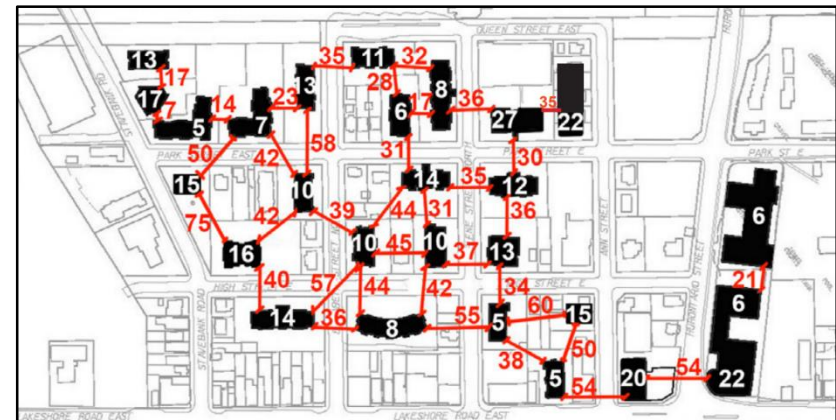
The site size is too small for a tall building, resulting in narrow tower separation distances

The relationship of site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. The Port Credit Built Form Guidelines require tall buildings be set back a minimum of 10.0 m from side and rear property lines to ensure that appropriate separation distances can be accomplished. Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. The Guidelines consider small sites to be 40 m by 45 m for corner lots. The subject land assembly is 34 m by 53 m, and therefore viewed as a small site because of its narrow frontage on Park Street East.



Excerpt from Port Credit Built Form Guidelines depicting proper relationships between tall buildings.

The spacing between the faces of tall buildings enhances privacy, opens up views between buildings and permits access to sunlight and views of the sky. Building separations in the Node are on average approximately 38.0 m for any building over 5 storeys, however many of the taller buildings are over 40.0 m apart. A minimum of 35.0 m to 40.0 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required by the Built Form Guidelines.



Excerpt from the Port Credit Built Form Guidelines that show the existing building separation distance in the Central Residential Precinct

As a result from the small nature of the site, the proposed building does not provide adequate setbacks or separation distances to its northern or easterly property lines to achieve compliance with the guidelines. The cumulative result is illustrated by a development proposal submitted to the City by the adjacent property at 52 Park Street East. This proposal seeks to mimic the same tower height and separation distance

proposed by this application. If both applications receive approval, this could result in two towers, spaced very close together, that overwhelm their sites, disrupt the skyline, and produces a result not envisioned or intended by the Official Plan, Port Credit Local Area Plan, and the Built Form Guidelines.



Rendering of subject proposal (blue) and preliminary proposal (yellow) submitted to the City by the property owners of 52 Park Street East

The proposal casts unacceptable shadow impacts on the adjacent properties

In review of the shadowing information provided by the applicant, the proposed 22 storey apartment building will have significant shadow impact on the properties to the north and east. The units on the west side of the existing 6-storey rental apartment building at 52 Park Street East will have very limited exposure to sunlight and will be in the shadow of the proposed development. As discussed above, this site is viewed as a small site for apartment development; a larger land assembly appropriate for apartment development would likely alleviate these impacts.



Renderings of the subject proposal and the sun/shadow impacts in June (left image) and December (right image)

The shape of the floor plate contributes to an undesirable mass

The Port Credit Local Area Plan contains policies that direct tall buildings over 6 storeys to deploy a small floor plate. Smaller floor plates for tall buildings are generally accepted as good urban design and allow for buildings to reduce the wall effect, decrease visual impacts, promote views between buildings, and limit shadows.

The Built Form Guidelines requires buildings over 16 storeys to be less than 30.0 m (98.4 ft.) in length including balconies. The subject proposal deploys a building length of approximately 37.0 m (121.4 ft.) exclusive of balconies. This further contributes to an overall undesirable massing impact produced by the proposed building overwhelming its small site.

Parking

The application proposes a reduction from the City's minimum zoning by-law parking rates. Given the site's proximity to transit

infrastructure, the availability of local services, the walkability of Port Credit, and observations made at proxy sites, consideration of some reduction from the City standard is appropriate. However, staff are not supportive of the parking rates proposed by the application and are not accepting of the Parking Justification Study provided by the applicant.

**Ontario Municipal Board (now Ontario Lands Tribunal)
 Decision Regarding a Proposed 22 Storey Apartment
 Building in the Port Credit Central Residential Precinct**

On January 17, 2014, the Ontario Municipal Board (now Ontario Land Tribunal) issued a decision refusing a 22 storey apartment building proposal at 6, 8 and 10 Ann Street, a site located within the Central Residential Precinct of the Port Credit Community Node.

The Official Plan permissions and policies to the Ann Street site are very similar to the subject property and is treated in the same manner by the Height Schedule in the Port Credit Local Area Plan.



The decision observed that “...approval of a 22 storey building on the subject lands would not only impact negatively City’s vision for development of this unique and special area of the City but unnecessarily undo a great deal of comprehensive and well-executed planning work in respect of directing future growth in Port Credit.”

The decision recognizes the mix of building heights and types in the Central Residential Precinct and acknowledges the efforts of the Port Credit Local Area Plan to guide future development, highlighting the importance of enhancing the existing character and preserving the village character of the area. It qualifies this notion by acknowledging that “...some level of change in these stable neighbourhoods is anticipated and new development does not have to mirror existing development, so as long the neighbourhood character is respected..” and attributes this directive to “...why the City has determined that the greatest height and density for Port Credit will be in close proximity to the GO Transit Station and future Light Rail Transit (LRT) stop at Hurontario and Park Street – locations farther north and northeast of the subject lands.”

The decision recognizes the specific intention of the height schedule and the desired built form in stating “...the Built Form Guide for the Port Credit Community Node states that the highest buildings should be in the vicinity of the GO Transit Station and future LRT Station and then transition downward to Lakeshore Road East and to lake Ontario and the Credit River.” The decision also acknowledges heights of 22 storeys are associated with landmark buildings in the Community Node and

accepts the City's determination as to where these landmark sites are to be located.

In reaching its conclusion about this proposal, the OMB found that proposing 22 storeys where the Local Area Plan calls for 15 storeys, even where demonstrated that it could work on the site, "...comes at the expense of Port Credit's established character...and in contradiction to the planned policy direction and context that the City has established."

8. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should this application be approved by OLT or a settlement opportunity arise, it is recommended that Legal Services pursue a community benefits contribution from the developer.

9. "H" Holding Symbol

Should this application be approved by the Ontario Land Tribunal, an "H" Holding Symbol may be required to capture outstanding technical matters.

10. Site Plan

Prior to the 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 some site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as setbacks, landscaping, amenity spaces, grading, servicing and loading/service area design, among others.

11. Conclusions

In conclusion, City staff has evaluated the applications to permit a 22 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.

Based on a review of the applicable policies from a Provincial and Municipal mandate, redeveloping the site for a use with a built form higher than what exists today supports general intensification policies, however, the proposed building height and overall design is not acceptable from a planning standpoint for the following reasons:

- allowing an apartment building over and above the permitted heights is not required to meet density targets outlined in the Growth Plan

- the proposal represents a building height that does not appropriately reflect the City Structure – Urban Hierarchy and does not maintain the Port Credit Local Area Plan Height Schedule and associated design policies and guidelines
- the proposal does not meet the required criteria for additional building height in the Port Credit Community Node Character Area
- the site size is not appropriate for a tall building in this context
- the inadequate tower separation distance promotes an undesirable development pattern

Approval of the proposed 22 storey apartment building with its accompanying deficient development standards would set an undesirable precedent for new development within the Central Residential Precinct and will undermine the planned function of the Community Node.

City of Mississauga

Corporate Report



<p>Date: January 21, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 17/020 W11, T-M17007 W11 and H-OZ 21/001 W11</p> <hr/> <p>Meeting date: February 14, 2022</p>
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Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community Benefits Contribution under Section 37 to permit seven freehold townhomes and 19 condominium townhomes

36, 38, 40, 44 and 46 Main Street, northeast corner of Main Street and Wyndham Street

Owner: City Park (Main Street) Inc.

File: OZ 17/020 W11, T-M17007 W11 and H-OZ 21/001 W11

Recommendation

That the report dated January 21, 2022, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 17/020 W11 and T-M17007 W11, City Park (Main Street) Inc., 36, 38, 40, 44 and 46 Main Street, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$185,000.00 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (Main Street) Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Executive Summary

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning application

Originator's files: OZ 17/020 W11
T-M17007 W11
H-OZ 21/001 W11

- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning
- The Community Benefits contribution is \$185,000 which will be used towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funding be used towards lighting of recently installed gateway signage on Main Street
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

Background

On September 28, 2020, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on the subjects lands under File OZ 17/020 W11, by City Park (Main Street) Inc., to permit 7 freehold townhomes and 19 condominium townhomes subject to certain conditions.

PDC passed Recommendation PDC-0034-2020 which was subsequently adopted by Council on October 14, 2020. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Present Status

Official Plan Amendment 111 and the implementing zoning by-law (0029-2021) were adopted by Council on February 3, 2021. This report addresses the outstanding Section 37 contribution that is required to be made to the City in order to lift the “H” Holding Symbol from the zoning of the site.

Comments

Background information, including an aerial photograph and the concept plan for the proposed development, is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

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 Mississauga Official Plan, this policy enables the City to secure community benefits when

Originator's files: OZ 17/020 W11
T-M17007 W11
H-OZ 21/001 W11

increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff consulted with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to these discussions, Planning staff then met with the developer and Ward 11 Councillor, George Carlson, on separate occasions to discuss the possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit is \$185,000.00 and will be put towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street.

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Recommendation Report dated September 4, 2020 presented to PDC on September 28, 2020, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The proposed contributions towards upgrades to the electrical infrastructure in Streetstville Village Square and the potential lighting of the Streetsville gateway signage on Main

Originator's files: OZ 17/020 W11
T-M17007 W11
H-OZ 21/001 W11

Street will benefit the immediate neighbourhood. The items listed represent a "highest priority" Community Benefit, as they are in the immediate vicinity of the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraiser to determine the increased value of the land resulting from the height and density increase. In this instance, acknowledging that the previous as of right zoning permitted up to 7 detached dwelling units, staff have determined that the relationship between the proposed \$185,000.00 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents 20% of the land lift value, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

3. Community Benefit contributions should respond to community needs.

The creation of complete communities including cultural infrastructure, and building a desirable urban form including the public realm are some of Mississauga Official Plan's guiding principles. Upgrades to Streetsville Village Square were identified as a need through discussions with Ward 11 Councillor George Carlson, the Streetsville BIA and staff in the Parks, Forestry and Environment Division and Facilities and Property Management Division. Upgraded lighting of the recently constructed Streetsville gateway signage on Main Street will enhance and illuminate the signage at night. In accordance with the Corporate Policy and Procedure, Ward 11 Councillor George Carlson, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.

Upon receipt of the proposed Community Benefit, the funds will be placed in a Section 37 Reserve fund, and then allocated to the Parks, Forestry and Environment Division through the WIP process. The project will ultimately be managed by Park Development in consultation with Facilities and Property Management. As the community benefit is being used to repair and improve existing site infrastructure, community consultation is not required.

Section 37 Agreement

The Planning and Building Department and the owner have reached mutually agreed upon terms and conditions of the Community Benefit and the related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$185,000.00;
- the contribution is to be used toward lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street

Originator's files: OZ 17/020 W11
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- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street will help to implement complete community and building a desirable urban form principles in Mississauga Official Plan.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan

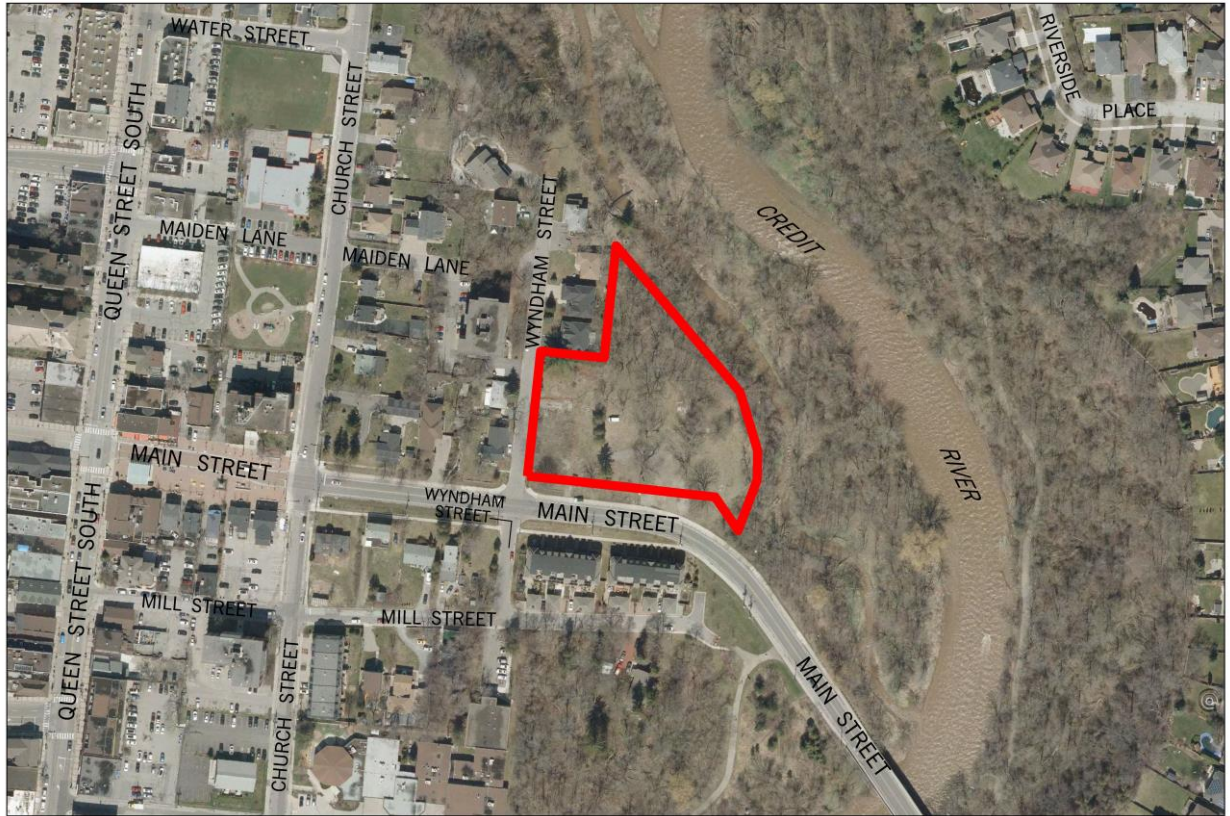


(Chris Rouse, Acting Commissioner)

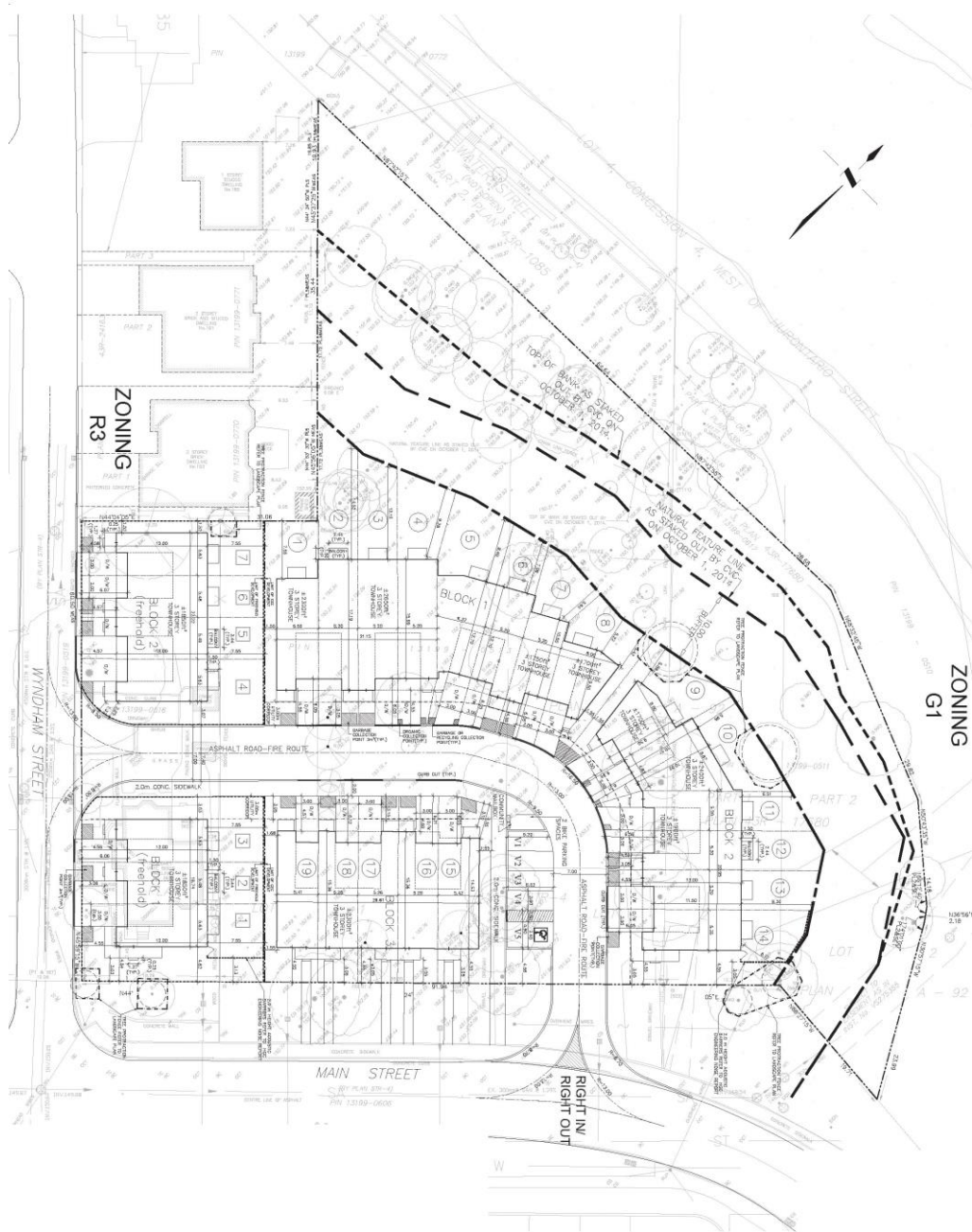
Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Matthew Shilton, Development Planner

Appendix 1: Aerial Photography



Appendix 2: Concept Plan



City of Mississauga Corporate Report



Date: January 21, 2022

To: Chair and Members of Planning and Development Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:
February 14, 2022

Subject

Rogers Telecommunications Limited Contribution to the Public Art Program (Ward 7)

Recommendation

1. That the Commissioner of Community Services or designate be authorized to negotiate and enter into a Public Art Contribution Agreement with Rogers Telecommunications Limited for a \$500,000 public art cash contribution, including all necessary documents ancillary thereto, in a form satisfactory to Legal Services, as outlined in the Corporate Report dated January 21, 2022 from the Commissioner of Community Services entitled "Rogers Telecommunications Limited Contribution to the Public Art Program (Ward 7)".
2. That all necessary by-laws be enacted.

Background

Rogers Real Estate Development Limited and Urban Capital Property Group ("Rogers Telecommunications Limited") will be voluntarily contributing \$500,000.00 CAD towards a public art project in the Future Park at M City (Park Block 9), as part of the M City development. M City is an 8-tower, 15-acre development at Burnhamthorpe Road and Confederation Parkway (Ward 7). This public art contribution is not a condition of any Section 37 or development agreement.

The City of Mississauga's Public Art Program will be working in close collaboration with Parks Development to include a standalone public art feature(s) in the Park Block 9 site. The final location will be determined through the park design process. The artwork selected will adhere to the guidelines laid out in the City of Mississauga's Framework for a Public Art Program and Public Art Master Plan.

Present Status

Rogers Telecommunications Limited are requesting execution of a public art contribution agreement, in order to facilitate the cash contribution for public art.

Comments

Funds from this cash contribution will be used by the City's Public Art Program to commission, fabricate and install new public art that is site-specific, permanent, and located on public property (currently known as M City Park Block 9) at 505 Webb Drive, west of the intersection of Webb Drive and Confederation Parkway, as shown in the attached map (Appendix 1). Final location selection within Park Block 9 will be determined by the City.

Pursuant to the terms of the Agreement, Rogers Telecommunications Limited will pay the City \$500,000 in three installments, based on defined milestones. The City for its part will be obligated to organize and lead a formal art selection process in accordance with City of Mississauga Corporate Policy and Procedure 05-02-07 City Acquired Art and City-wide Public Art Master Plan. The City will also maintain ownership and responsibility for the care and maintenance for the life of the artwork.

Financial Impact

The contribution will be deposited into the Public Art Reserve Fund (30195), with 10% of the total contribution reserved for future maintenance of the work(s). The commission and future maintenance will be completed in compliance with the City Public Art Master Plan and Corporate Policy and Procedure 05-02-07 City Acquired Art.

Conclusion

Culture staff recommends that the City enter into an agreement with Rogers Telecommunication Limited to secure a cash contribution of \$500,000.00 for public art for the Future Park in M City (Park Block 9).

Attachments

Appendix 1: Map of Public Art Location

A handwritten signature in black ink, appearing to read "Jodi Robillos", is written over a horizontal line.

Jodi Robillos, Commissioner of Community Services

Prepared by: Philippa French, Public Art Curator

Map of Public Art Location – Future Park at M City