
Planning and Development Committee

Date: August 8, 2022
Time: 6:00 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
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)
Councillor Pat Mullin	Ward 2 (ex-officio)

Participate Virtually, Telephone OR In Person

Advance registration is required to participate and/or make a comment in the meeting virtually. Advance registration is preferred to participate and/or make a comment in the meeting in-person. Presentation Materials must be provided in an advance of the meeting. Comments submitted will be considered as public information and entered into public record. To register, please email deputations.presentations@mississauga.ca and for Residents without access to the internet can register by calling Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, August 5, 2022 at 4:00 PM. Directions on how to participate will be provided.

Find it Online

<https://www.mississauga.ca/council/committees/planning-and-development-committee/>
Meetings of Council are streamed live at [Mississauga.ca/videos](https://www.mississauga.ca/videos)

Contact

Megan Piercey, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4915 | Email: 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 - Nil**

5. **MATTERS TO BE CONSIDERED (AFTERNOON SESSION) - Nil**

6. **MATTERS TO BE CONSIDERED (EVENING SESSION)**

6.1. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 10 storey apartment building with ground floor commercial space.

Address: 1041 Lakeshore Road East

Applicant: 1407 Lakeshore Developments Inc

File: OZ/OPA 22-12 W1

6.2. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 9 storey apartment building with ground floor commercial space.

Address: 1407 Lakeshore Road East

Applicant: 1407 Lakeshore Development Inc.

File: OZ 22-13 W1

6.3. RECOMMENDATION REPORT (WARD 11)

Motor Vehicle Commercial Land Use Study.

Address: Mississauga Road, south of the Canadian Pacific Railway

File: CD.21. INT W11

6.4. PUBLIC MEETING RECOMMENDATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a 12 storey rental apartment building containing 184 units and 28 rental townhomes in addition to the existing 13 storey rental apartment building.

Address: 6719 Glen Erin Drive

Applicant: Blackrock Aquitaine Limited

File: OZ/OPA 20/019 W9

6.5. RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses.

Address: 255 Dundas Street West

Applicant: 2683340 Ontario Inc.

File: OZ/OPA 21-4 W7

6.6. RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit 18 townhomes on a common element condominium road.

Address: 1575 Hurontario Street

Applicant: 10422967 Canada Corp. (Dream Maker Inc.)

File: OZ/OPA 17-021 W1

7. ADJOURNMENT

City of Mississauga

Corporate Report



<p>Date: July 15, 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/OPA 22-12 W1</p>
	<p>Meeting date: August 8, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 10 story apartment building with ground floor commercial space

1041 Lakeshore Road East, north of Lakeshore Road East, east side of Ogden Avenue

Owner: 1407 Lakeshore Developments Inc.

File: OZ/OPA 22-12 W1

Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Road East to permit a 10 storey apartment building with ground floor commercial space, under File OZ/OPA 22-12 W1, 1041 Lakeshore Road East, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 10 storey apartment building with ground floor commercial space. The applicant is proposing to change the designation of the subject property from **Mixed Use** to **Residential High Density**. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) to **RA2 - Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located along the north side of Lakeshore Road East in between Ogden Avenue and Strathy Avenue within the Lakeview Neighbourhood Character Area. The site was occupied by a motel operation but that was demolished under the previous property owner's development process. The site is vacant, and some excavation work associated with the previous development application has occurred. The property is shored and hoarded.



Aerial image of 1041 Lakeshore Road East



Applicant's rendering of the proposal

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of reduced parking standards, ensuring compatibility of new buildings and refinement of proposed zoning standards.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

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

Detailed Information and Preliminary Planning Analysis

Owner: 1407 Lakeshore Developments Inc

1041 Lakeshore Road East

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1. Proposed Development

The applicant proposes to develop the property for a 10 storey apartment building with ground floor commercial space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: April 26, 2022 Deemed complete: May 25, 2022	
Developer/Owner:	1407 Lakeshore Developments Inc	
Applicant:	Urban Strategies Inc	
Number of units:	166 units	
Proposed Gross Floor Area:	Residential: 12, 756 m ² (137,309 ft ²) Commercial: 676 m ² (7, 277 ft ²)	
Height:	10 storeys / 33.4 m (109.6 ft.)	
Floor Space Index:	3.8	
Anticipated Population:	315* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	221	124
commercial/visitor spaces	25	25
Total	221	149
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater collection through storm water tank • Bioswale located in landscape buffer 	

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>:

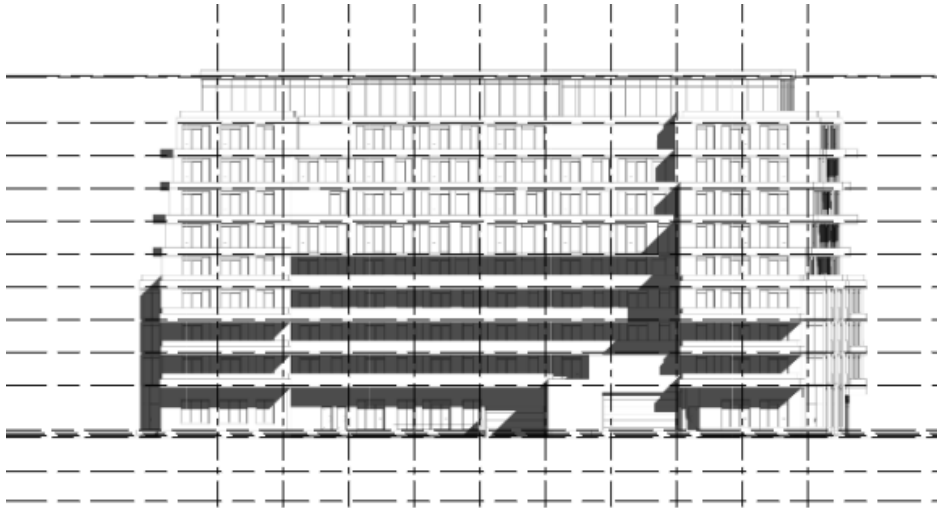
- Concept Plan and Elevations
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase 1 and 2 ESA
- Planning Justification Report
- Urban Design Brief
- Geotechnical Report
- Stormwater Management Report
- Noise and Vibration Feasibility Study
- Wind Study
- Rail Safety Report
- Traffic Impact Study
- Shadow Study
- Environmental Reliance Letter
- Tree Inventory and Preservation Plan
- Waste Management Study

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.

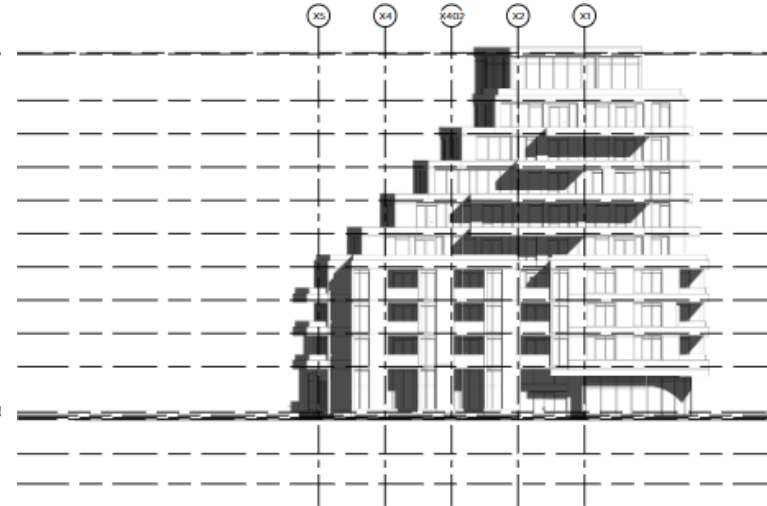
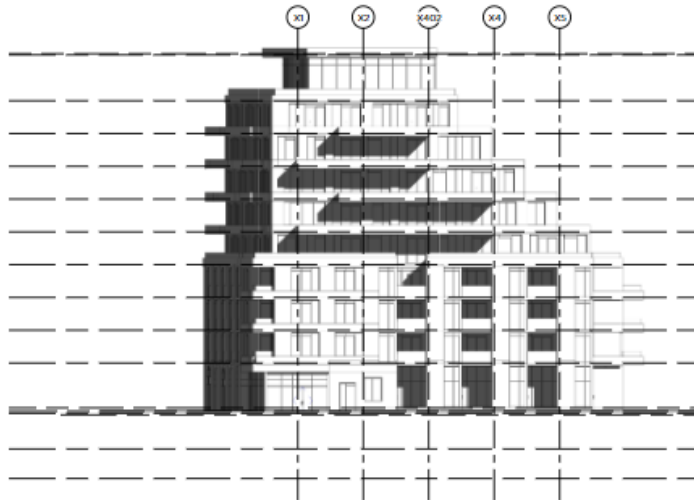
A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Elevations



2 NORTH ELEVATION
 X400 1/8"=1'-0"

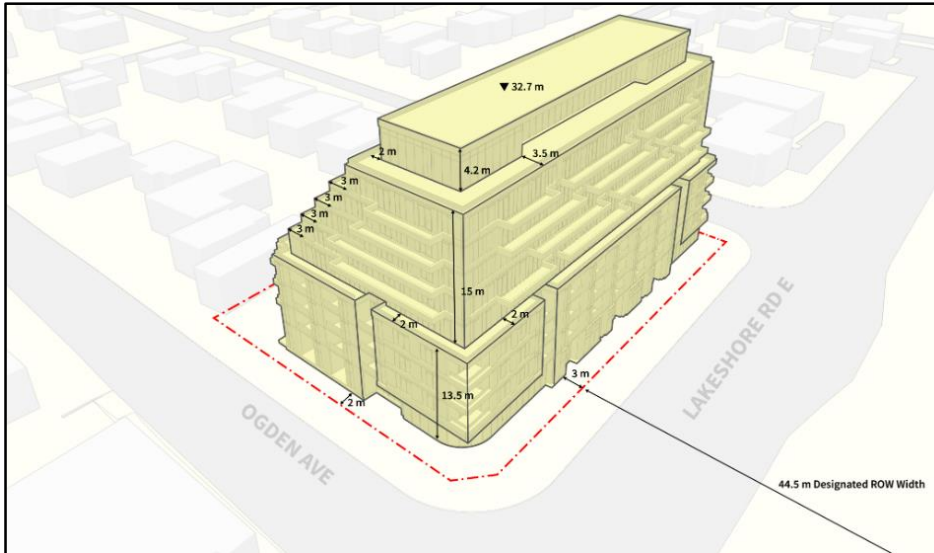
1 SOUTH ELEVATION
 X400 1/8"=1'-0"



1 EAST ELEVATION
 X400 1/8"=1'-0"

2 WEST ELEVATION
 X400 1/8"=1'-0"

Applicant's Renderings



2. Site Description

Site Information

The property is located on the north side of Lakeshore Road East, in between Ogden Avenue and Strathy Avenue, within the Lakeview Neighbourhood Character Area. Some excavation work associated with a previous development application has occurred on the property. The property is shored and hoarded. Previously, the site operated as The Willows Motel. The motel operation enjoyed vehicular access from both Ogden Avenue and Strathy Avenue.



Aerial image of subject property

Property Size and Use	
Frontages: Lakeshore Road E	60.0 m (196.6 ft.)
Ogden Ave and Strathy Ave (appx)	48.0 m (157.5 ft.)
Gross Lot Area:	0.33 ha (0.81 ac.)
Existing Uses:	Vacant



Image of existing conditions – facing north
 (Source: Google Maps 2021)



Image of previous conditions – facing north
 (Source: Google Maps 2012)

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned C4 (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- July 3, 2012 – Site Plan Application received by Ogden-Lake Developments for a 66 stacked townhouse units with ground floor commercial space proposal, under file SP 12/135 W1.
- March 7, 2013 – variances obtained at the Committee of Adjustment related to height (4 storeys) and other technical aspects of the proposal.
- March 24, 2014 – Ownership of the parcel changes from Ogden-Lake Developments to Dunsire Developments Inc.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.
- November 19, 2015 – further variances obtained at the Committee of Adjustment to reflect a change in concept plan that included an increase in units to 73.
- July 19, 2017 – Dunsire Developments Inc informs the City and the Ward One Councillor's Office that the proposal will not be proceeding.
- March 28, 2022 – Planning and Development Committee endorse the staff recommendation in relation to the proposed Official Plan Amendments to implement the Lakeshore Corridor Study.
- April 20, 2022 – Official Plan Amendment adopted to implement the Lakeshore Corridor Study. The Official Plan Amendment is subsequently appealed by 1407 Lakeshore Developments Inc.
- April 26, 2022 – Official Plan Amendment and Rezoning application received for a 10 storey apartment building and ground floor commercial by 1407 Lakeshore Developments Inc.

3. Site Context

Surrounding Land Uses

The subject property is located within the Lakeshore Corridor – Core Precinct of the Lakeview Local Area Plan.

Immediately north of the subject property are older bungalow detached dwellings that front onto both Ogden Avenue and Strathy Avenue and form part of the Lakeview Village Precinct of the Lakeview Local Area Plan.

To the east of the site are properties that contain a mixture of commercial and residential uses along the north side of Lakeshore Road East, varying in parcel size.

South of the subject property contains a mixture of parcels that are industrial in nature with various manufacturing operations, among other business employment type uses. Immediately south of the subject property, there is an existing banquet hall and industrial operation.

To the west of the site are a mixture of existing automotive commercial operations and retail stores.

The surrounding land uses are:

North: Residential Low Density II
 East: Mixed Use
 South: Rangeview Estates, part of the Lakeview Waterfront Major Node, Mixed Use lands (formerly Business Employment and industrial) that are currently subject to an MCR
 West: Mixed Use

Neighbourhood Context

The subject property is located along the southern edge of an established residential neighbourhood that is currently experiencing infilling and redevelopment of low density housing.

The subject property fronts onto Lakeshore Road East, which is designated as a Corridor in Mississauga Official Plan and Lakeview Local Area Plan. The Corridor is experiencing a transition from industrial and commercial strip plazas to a mid-rise and pedestrian oriented Corridor that reinforces the mainstreet intention of the local area plan and takes advantage of the existing and future transit investments.

Immediately to the south of the subject property is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process that has resulted in Council recently approving an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units,

known as the Lakeview Village on the former OPG lands portion of the Major Node. The Rangeview Estates Precinct of Lakeview Waterfront Major Node Character Area is directly south of the subject property, on the south side of Lakeshore Road East. This area is subject to the Region of Peel's Municipal Comprehensive Review (MCR) work that is anticipated to be completed by the end of 2022. OPA 125 was recently approved by Council in December 2021 that introduced comprehensive built form policies that envision a mixed use, mid-rise environment along the Lakeshore Corridor.

The following are some images (Google Maps) of recent infill development projects completed along the Lakeshore Road East Corridor:



507-515 Lakeshore Road East



760 Lakeshore Road East



425 Lakeshore Road East



551 Lakeshore Road East

The following are renderings of some recently approved and not yet constructed infill developments along the Lakeshore Road East Corridor:



1345 Lakeshore Road East



950-968 East Avenue

Other Development Applications

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

- OZ/OPA 20/005 W1 – 958-960 East Avenue – applications were approved for a 7 storey rental apartment building containing 151 residential units in June 2021.
- OZ/OPA 21/020 W1 – 1303 Lakeshore Road East – applications in process for a 10 storey residential apartment building containing 169 units.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The application has been appealed by the applicant.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8050 dwelling units. Project is known as the “Lakeview Village”.
- OZ/OPA 20/009 W1 – 420 Lakeshore Road East – application refused for an 11 storey apartment building with ground floor commercial space containing 166 units. The application has been appealed by the applicant.*

- OZ/OPA 22/013 W1 – 1407 Lakeshore Road East – applications in process for a 9 storey apartment building with ground floor commercial space.
- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H and Site Plan applications.
- SP 19/068 W1 – 425 Lakeshore Road East – application approved for a 4 storey apartment building with ground floor commercial containing 68 units in May 2021.



Aerial Photo of 1041 Lakeshore Road East

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% 5.5 (source CMHC).

Community and Transportation Services

The area is well served by City parks including Serson Park, Lakeview Park, the Lakefront Promenade, RK McMillan Park and AE Crookes Park, all of which are in an approximately one to two kilometre radius of the subject property.

The following MiWay bus route services the subject property:

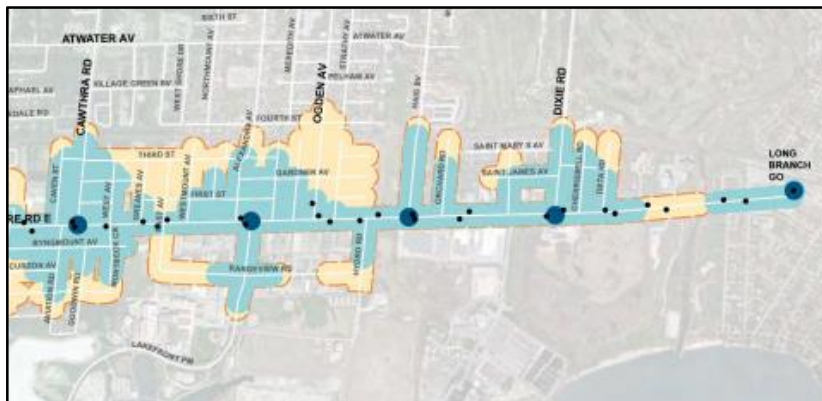
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.
- Route 5 – running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and connect with Long Branch GO Station.

Lakeshore Road Transportation Corridor

Lakeshore Road is identified as a Corridor in the Mississauga Official Plan Urban System and as Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network.

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any infrastructure improvements. The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor, in which the subject property is located in. The City is currently conducting its implementation strategy to realize the vision of the Master Plan.

In the immediate vicinity of the subject property, the Master Plan for this section of the Lakeshore Corridor recommends a separated cycle lane and exclusive transit within the median of the right-of-way. The Master Plan proposes stops at both Haig Boulevard and Lakefront Promenade. The subject property is located directly in between, at an approximate distance of 350 m (1,148.3 ft.) to each stop.



Lakeshore Connecting Communities Proposed BRT Stops

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations located at Alexandra Road, Haig Boulevard and Dixie Road, aligning with the express stops identified in the Lakeshore Road Connecting Communities Master Plan.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors. While the above noted new stations are MTSA's, as it will enjoy Bus Rapid Transit that is exclusive to its own lane, the Alexandra Road, Haig Boulevard and Dixie Road MTSA's are not on a Priority Transit Corridor.

Lakeshore Corridor Study – Building Heights

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. The subject property falls within this study area. The following are some highlights to changes that have been applied to this section of the corridor:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m (98.4 ft.) in height can be obtained for properties that have an overall depth of 60 m (196.9 ft.) or more.
- Step back from the 4th storey streetwall on Lakeshore Road must be provided.
- Overall mainstreet character is to be retained and reinforced.

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property.

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>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e) <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	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>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3 c)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed	The ROP identifies the subject lands as being located within Peel's Urban System.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

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 Lakeview Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a combination of residential and commercial uses.

The subject property is within 800 m (2,625 ft.) of the planned Lakefront Promenade BRT Station, which is considered a non-priority transit corridor MTSA. The boundaries for the Lakefront Promenade BRT Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>)

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 10 storey apartment

building with ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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 encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>

	General Intent
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. 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)</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>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design</p>

	General Intent
	<p>excellence (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.1)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.8)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
Chapter 11 General Land Use Designations	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor</p>

	<p>General Intent</p> <p>vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</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)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 1.0 How To Read The Plan	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
Chapter 5.0 Vision	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> • Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. • Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.2)</p> <p>Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.3)</p>
Chapter 6.0 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and planned context. (Section 6.1.3)</p> <p>Intensification will occur through infilling or redevelopment. (Section 6.2.1)</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. (Section 6.2.2)</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront. (Section 6.2.3)</p>
Chapter 8 Complete Communities	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.2)

Chapter 10 Build A Desirable Urban Form	<p>General Intent</p> <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0)</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk. (Section 10.2)</p>
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Mississauga Zoning By-law

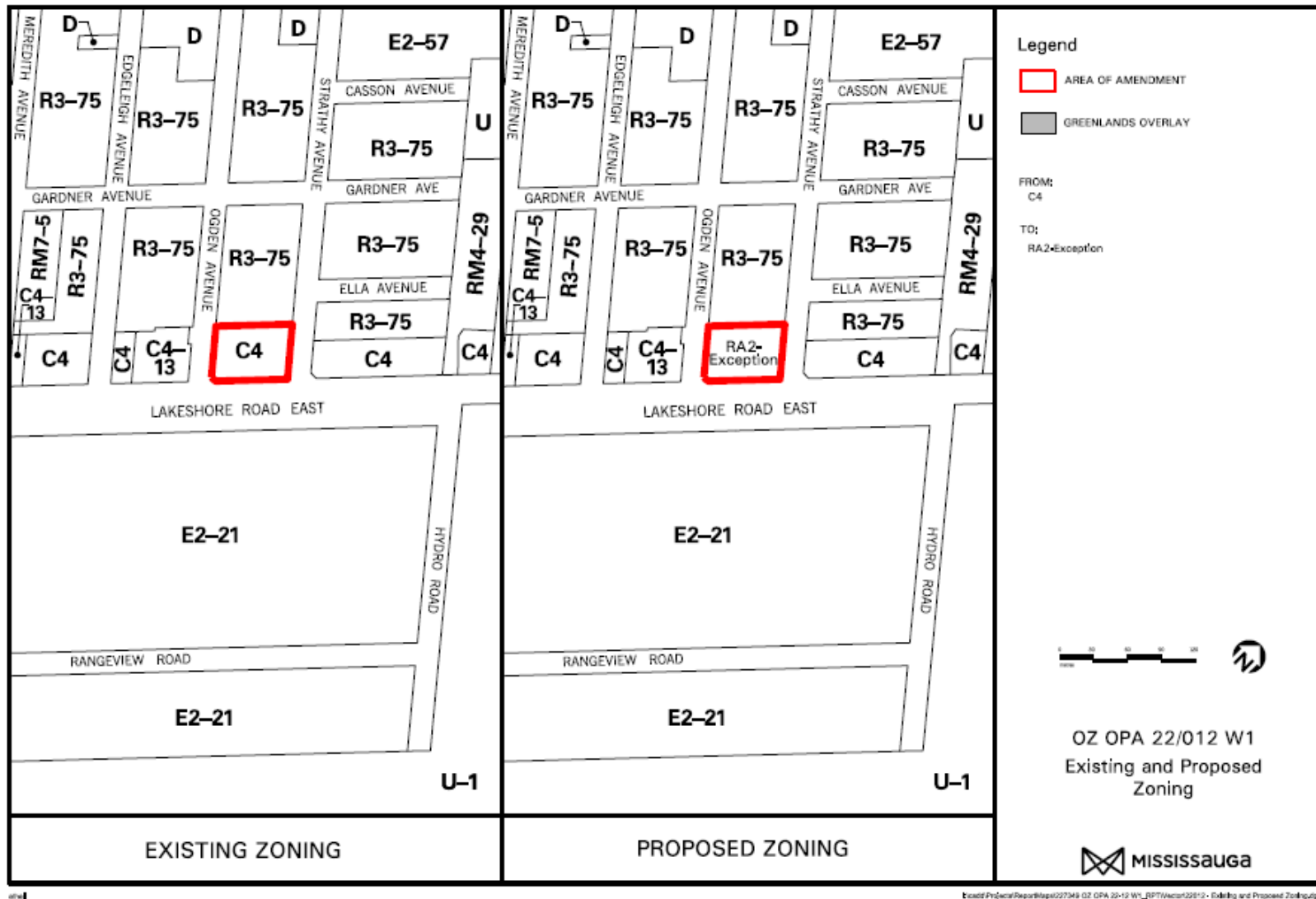
Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial) which permits a combination of residential and commercial uses.

Proposed Zoning

The applicant is proposing to zone the property **RA2 - Exception** (Apartments) to permit a 10 storey apartment building with ground floor commercial.

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 5

Proposed Zoning Regulations

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, C4 – Mainstreet Commercial Uses
Maximum Floor Space Index (FSI)	1.0	3.9
Maximum height	26.0 m (85.3 ft.) and 8 storeys	33.5 m (109.9 ft.) and 10 storeys
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.0 m (9.84 ft.) along north lot line
Minimum loading spaces	2 loading spaces , 1 for residential uses and 1 for non-residential uses	1 loading space for residential and non-residential uses
Minimum amenity area to be provided outside at grade	55.0 m ² (53.8 ft ²)	Amenity area to be wholly contained within the 10 th storey
Required parking spaces Condominium Apartment	1 parking space per studio unit 1.25 parking spaces per one bedroom unit 1.40 parking spaces per two bedroom unit 1.75 parking spaces per three bedroom unit 0.20 visitor parking spaces per unit	0.75 resident spaces per unit 0.15 commercial and visitor spaces

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Required parking spaces non-residential uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) of retail space to 16.0 parking spaces per 100 m ² (1,076 ft ²) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
<p>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.</p> <p>The applicant has not completed a draft exception schedule that is required in order to depict buildable area and provide clarity to the setbacks required. The concept plan shown in Section 1.0 of the Appendix gives an outline as to the proposed layout of the site plan that would roughly be reflected in any draft exception schedule.</p> <p>Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 2 which has the following rates: Apartment Condo, 1.0 spaces per unit, Apartment Condo Visitor 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</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 submitted Housing Report is still under review by staff.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
15 Kindergarten to Grade 5	Janet I. McDougald PS	Allan A. Martin Sr. PS	Cawthra Park SS
5 Grade 6 to Grade 8	Enrolment: 496	Enrolment: 448	Enrolment: 1285
3 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 0	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	Queen of Heaven Elementary School	St. Paul Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 361	Enrolment: 538
	Capacity: 579	Capacity: 807
	Portables: 0	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. Fifteen residents attended the meeting.

The following comments were 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.

- The applicant should consider the recommendations of the Lakeshore Corridor Study with respect to height and 5th floor setback along the Lakeshore Road East
- Concern with the ratio of parking spaces provided
- The ground floor commercial space should be well thought out and should aim to serve the community at large
- The applicant should ensure the unit mix of the building considers all types of resident users, including families
- The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 4, 2022)	<p>An existing 300 mm diameter water main is located on Lakeshore Rd E. An existing 600 mm diameter water main is located on Lakeshore Rd E. An existing 2400mm diameter water main is located on Lakeshore Rd E. An existing 200 mm diameter water main is located on Ogden Ave. An existing 200 mm diameter water main is located on Strathy Ave.</p> <p>Due to the size and function of the 600 mm and 2400mm diameter watermain on Lakeshore Rd E, connection will not be permitted (Watermain Design Criteria 6.1). This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1). All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>An existing 600 mm diameter sanitary sewer is located on Odgen Ave. An existing 250 mm diameter sanitary sewer is located on Strathy Ave. An existing 600 mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 1650mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 300 mm diameter sanitary sewer is located on Lakeshore Rd E.</p> <p>Due to the size and function of the 1650mm diameter sanitary sewer on Lakeshore Rd E, connection will not be permitted (Sanitary Sewer Design Criteria 8.4). All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval. We have received the FSR dated 2022-04-01 and prepared by CF Crozier/Andrew Farina P.Eng. The report is complete and satisfactory. No capacity issues have been identified, no further comments at this time. Please note additional modelling and/or comments may apply should changes be made to the proposal.</p> <p>Residential units are eligible for Front-End waste collection provided that requirements in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual are met. Prior to OZ Approval, please ensure all requirements are show on a waste management plan or site plan.</p>
City Community Services Department – Park Planning Section (May 25, 2022)	<p>The proposed development is 547.0 m (1,794 ft.) from Serson Park (P-002). This 5.16 ha (12.7 ac) park provides a play site, natural ice rink, multi-pad and two 5V5 soccer fields. The park is zoned OS1 (Open Space - Community Park) and is located between Atwater Avenue and Fourth Street along Serson Creek within the Lakeview neighbourhood north and east of the subject site. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in</p>

Agency / Comment Date	Comments
City Transportation and Works Department (July 13, 2022)	<p>accordance with City's Policies and Bylaws.</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>The Functional Servicing Report (FSR) and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required.</p> <p>The applicant has not yet demonstrated a satisfactory stormwater servicing concept, including how the proposed water re-use will be achieved, and how the allowable release rate will be accommodated for via the proposed orifice device. Additional information is being requested to demonstrate a satisfactory groundwater management strategy to be determined via submission of a Hydrogeological Report.</p> <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated April 2022, 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 as it does not consider the Lakeshore Connecting Communities Transportation Master Plan and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; • Provide the future property line due to the required daylight triangle and any right-of-way as may be required through the Lakeshore Bus Rapid Transit (BRT) study; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2021 and prepared by EXP Services Inc., was submitted in support of the proposed development. The report indicates that a Record of Site Condition was previously filed for the subject property for the proposed use and no further environmental investigation is required. The following is to be submitted for further review:</p> <ul style="list-style-type: none"> • A letter of reliance for the Phase One ESA Update report;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • A Temporary Discharge to Storm Sewer Commitment Letter; • A written document prepared by a Professional Engineer that includes a plan to decommission the on-site wells or proof of decommissioning; • A written document prepared by a Qualified Person that provides a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed; and • A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p>Noise</p> <p>A Noise Feasibility Study prepared by SS Wilson Associates, dated March 2, 2022 was received for review. The study evaluates the potential impact of environmental noise 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 Lakeshore Road East, and the Auto repair shop to the west. A revised noise study is required as part of the next submission to address staff comments.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which 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"> - Fire - Forestry - Enbridge - Heritage Planning - GTAA - Canada Post - Peel Regional Police - Alectra - CS Viamonde - Metrolinx
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Rogers - THP

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.

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

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 the project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

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

City of Mississauga

Corporate Report



<p>Date: July 15, 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/OPA 22-13 W1</p> <hr/> <p>Meeting date: August 8, 2022</p>
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Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 9 storey apartment building with ground floor commercial space

1407 Lakeshore Road East, north side of Lakeshore Road East, east side of Cherriebell Road

Owner: 1407 Lakeshore Developments Inc

Files: OZ 22-13 W1

Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Developments Inc to permit a 9 storey apartment building with ground floor commercial space, under Files OZ 22-13 W 1, 1407 Lakeshore Road East, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 9 storey apartment building with ground floor commercial. The applicant is proposing to amend the Official Plan to change the designation from **Mixed Use** to **Residential High Density**. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) to **RA2 - Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located at north-east corner of Cherriebell Road and Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently vacant, however, prior to the demolition of the previous building, the site had a restaurant operation, with parking facing both public streets. The site previously enjoyed access onto both Lakeshore Road East and Cherriebell Road.



Aerial image of 1407 Lakeshore Road East



Applicant's rendering of the proposed 9 storey apartment building

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

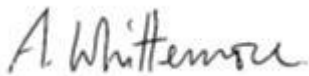
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

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

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: 1407 Lakeshore Developments Inc

1407 Lakeshore Road East

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1. Proposed Development

The applicant proposes to develop the property for a 9 storey apartment building and ground floor commercial space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: April 27, 2022 Deemed complete: May 24, 2022	
Developer/Owner:	1407 Lakeshore Developments Inc	
Applicant:	Urban Strategies Inc	
Number of units:	84 units	
Proposed Gross Floor Area:	6,427 m ² (69,182 ft ²)	
Height:	9 storeys / 28.8 m (94.3 ft.)	
Floor Space Index:	3.52	
Anticipated Population:	160* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	113	61
commercial/visitor spaces	13	15
Total	126	76
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater collection through storm water tank • Bioswale located in landscape buffer 	

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>:

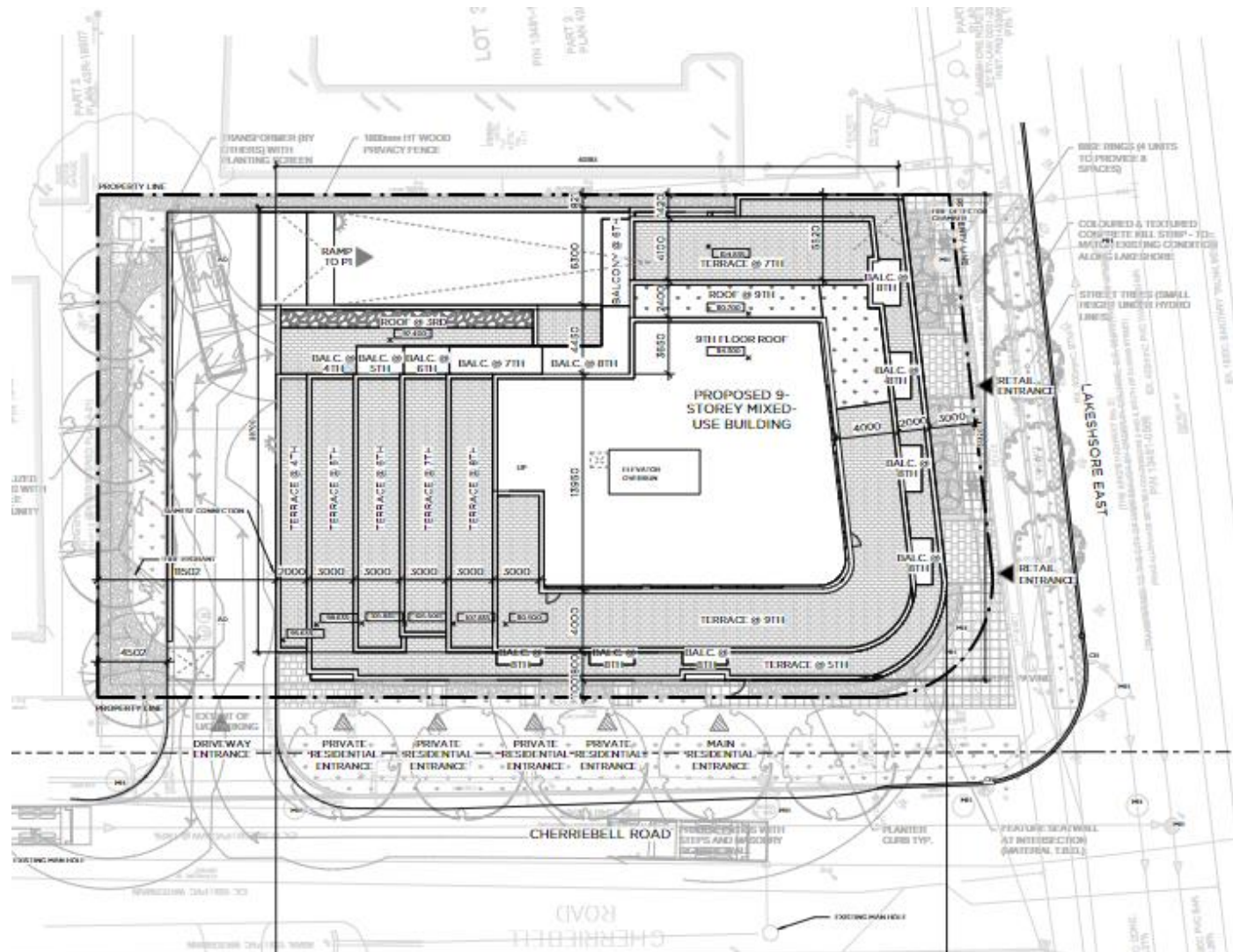
- Concept Plan and Elevations
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase 1 and 2 ESA
- Planning Justification Report
- Urban Design Brief
- Geotechnical Report
- Stormwater Management Report
- Noise and Vibration Feasibility Study
- Wind Study
- Rail Safety Report
- Traffic Impact Study
- Shadow Study
- Environmental Reliance Letter
- Tree Inventory and Preservation Plan
- Waste Management Study Report

Application Status

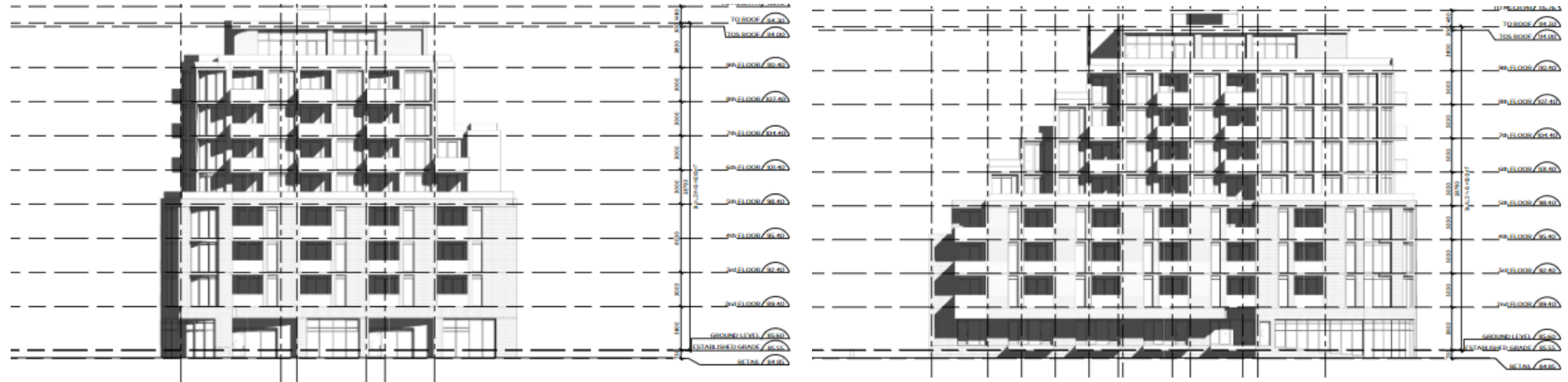
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. 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.

Site Plan



Elevations



1 SOUTH EAST ELEVATION
 1/15/22

2 SOUTH WEST ELEVATION
 1/15/22



3 NORTH EAST ELEVATION
 1/15/22

4 NORTH WEST ELEVATION
 1/15/22

Applicant's Rendering



2. Site Description

Site Information

The property is located at north-east corner of Cherriebell Road and Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently vacant, however, prior to the demolition of the previous building, the site had a restaurant operation, with parking facing both public streets. The site previously enjoyed access onto Lakeshore Road East and Cherriebell Road.



Aerial Photo of 1407 Lakeshore Road East

Property Size and Use	
Frontages: Lakeshore Road E	36.5 m (119.8 ft.)
Cherriebell Road	55.0 m (180.4 ft.)
Gross Lot Area:	0.18 ha (0.45 ac.)
Existing Uses:	vacant

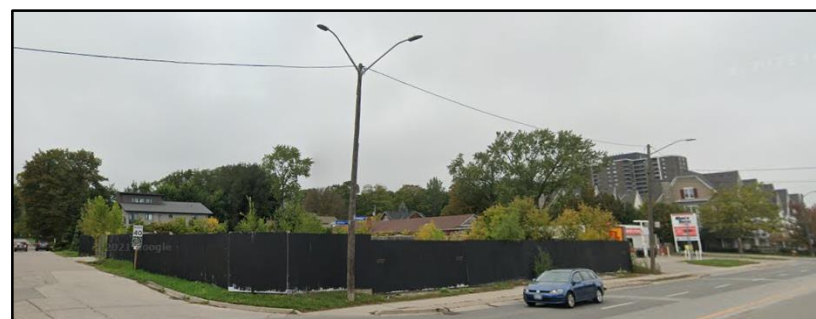


Image of existing conditions – facing north
 (Source: Google Maps 2021)

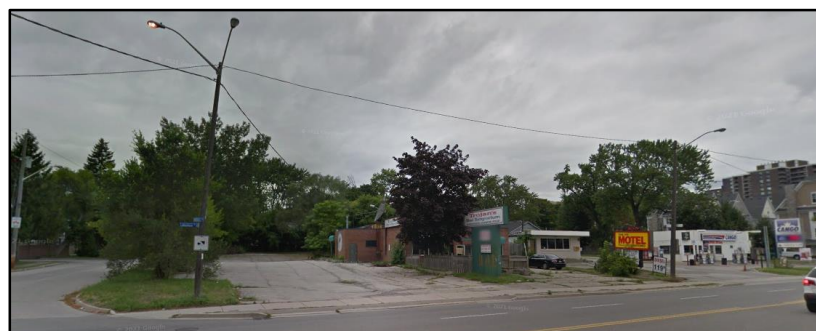


Image of previous conditions – facing north
 (Source: Google Maps 2009)

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned C4 (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- November 28, 2011 – Site Plan Application received by 1407 Lakeshore Inc. for a 20 stacked townhouse units with ground floor commercial space proposal, under file SP 11/174 W1.
- September 13, 2012 – variances obtained at the Committee of Adjustment related to height (4 storeys) and other technical aspects of the proposal.
- August 28, 2013 – Ownership of the parcel changes from 1407 Lakeshore Inc. to Dunsire Developments Inc.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.
- November 19, 2015 – further variances obtained at the Committee of Adjustment to reflect a change in concept plan that included an increase in units to 24.
- July 19, 2017 – Dunsire Developments Inc informs the City and the Ward One Councillor's Office that the proposal will not be proceeding.
- March 28, 2022 – Planning and Development Committee endorse the staff recommendation in relation to the proposed Official Plan Amendments to implement the Lakeshore Corridor Study.
- April 20, 2022 – Official Plan Amendment adopted to implement the Lakeshore Corridor Study. The Official Plan Amendment is subsequently appealed by 1407 Lakeshore Developments Inc.
- April 26, 2022 – Official Plan Amendment and Rezoning application received for a 10 storey apartment building and ground floor commercial by 1407 Lakeshore Developments Inc.

3. Site Context

Surrounding Land Uses

The subject property is located within the Lakeshore Corridor – Outer Core Precinct of the Lakeview Local Area Plan.

Immediately north of the subject property are older bungalow and two storey detached dwellings that front onto Cherriebell Road and are apart of the Creekside Neighbourhood Precinct of the Lakeview Local Area Plan.

The easterly property adjacent to the subject site along the north side of Lakeshore Road East currently contains a motel and gas station.

Directly south of the subject site, on the southerly side of Lakeshore Road East, is Lakeshore Park. Further south east within the limits of the City of Toronto is Marie Curtis Park and the Etobicoke Creek.

South west of the subject site is the Small Arms Inspection Building, Applewood Creek, Lakeview Wastewater Treatment Plant and the Lakefront Promenade.

West of the site, on the other side of Cherriebell Road, is a vacant site that is subject to a development application for an apartment building. Previously the site contained a commercial plaza, however, that has been recently demolished.

The surrounding land uses are:

North: Residential Low Density II
 East: Mixed Use
 South: Public Open Space
 West: Mixed Use

Neighbourhood Context

The subject property is located along the southern edge of an established residential neighbourhood that is currently experiencing an infilling and redevelopment of low density housing.

The subject property fronts onto Lakeshore Road East, which is designated as a Corridor in Mississauga Official Plan and Lakeview Local Area Plan. The Corridor is experiencing a transition from industrial and commercial strip plazas to a mid-rise and pedestrian oriented Corridor that reinforces the mainstreet intention of the local area plan and takes advantage of the existing and future transit investments.

A few blocks west of the subject property, on the south side of Lakeshore Road is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process that has resulted in Council approving an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units, known as the Lakeview Village on the former OPG lands portion of the Major Node. The Rangeview Estates Precinct of Lakeview Waterfront Major Node Character Area fronts the south side of Lakeshore Road East. This area is subject to the Region of Peel's Municipal Comprehensive

Review (MCR) work that is anticipated to be completed by the end of 2022. OPA 125 was recently approved by Council in December 2021 that introduced comprehensive built form policies that envision a mixed use, mid-rise environment along the Lakeshore Corridor.

The following are some images (Google Maps) of recent infill development projects completed along the Lakeshore Road East Corridor:



403 Lakeshore Road East



760 Lakeshore Road East



507-515 Lakeshore Road East



425 Lakeshore Road East



551 Lakeshore Road East

The following are renderings of some recently approved and not yet constructed infill developments along the Lakeshore Road East Corridor:



1345 Lakeshore Road East



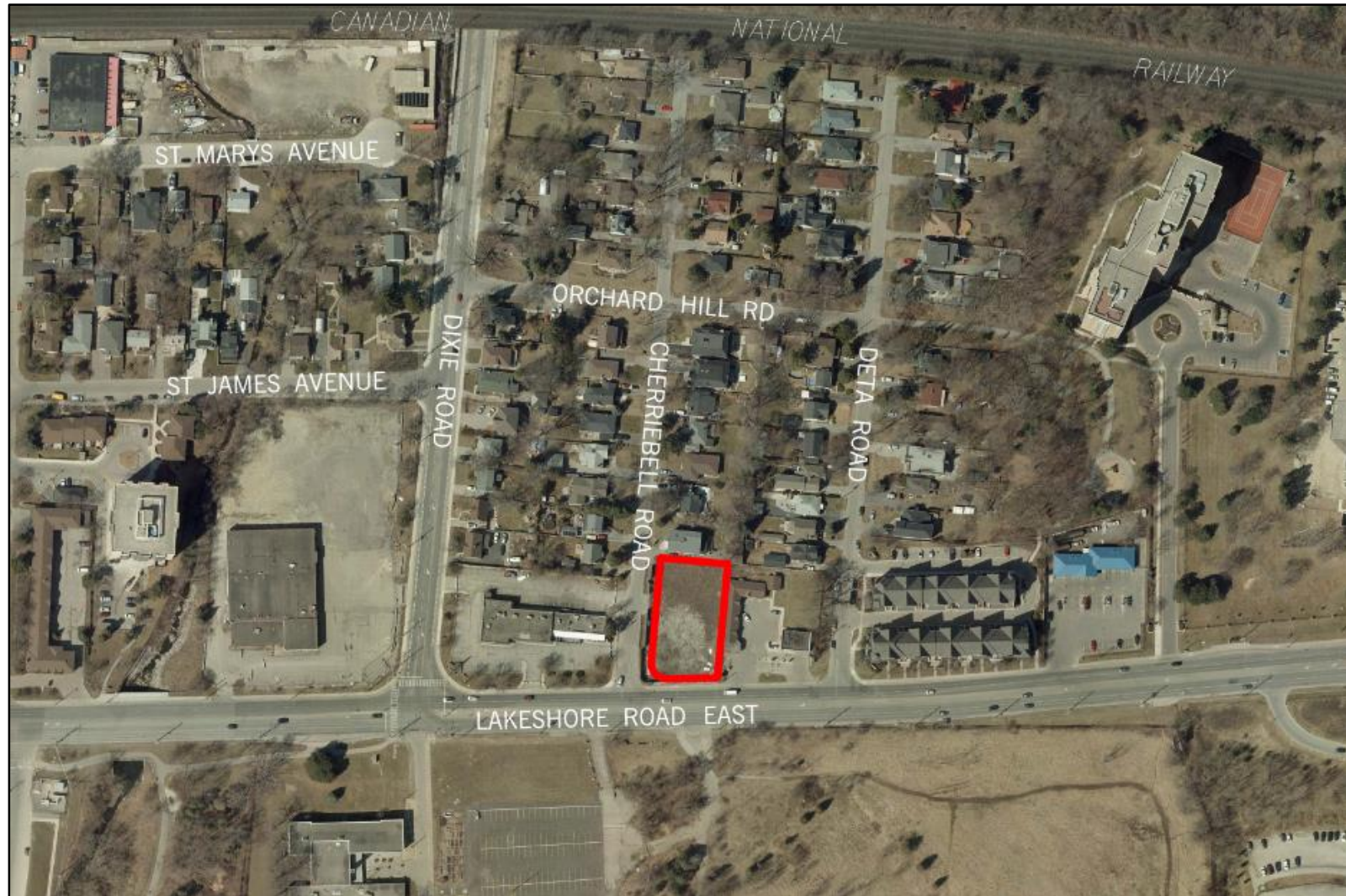
950-968 East Avenue

Other Development Applications

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

- OZ/OPA 20/005 W1 – 958-960 East Avenue – applications were approved for a 7 storey rental apartment building containing 151 residential units in June 2021.
- OZ/OPA 21/020 W1 – 1303 Lakeshore Road East – applications in process for a 10 storey residential apartment building containing 169 units.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The application has been appealed by the applicant.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8050 dwelling units. Project is known as the “Lakeview Village”.
- OZ/OPA 20/009 W1 – 420 Lakeshore Road East – application refused for an 11 storey apartment building with ground floor commercial space containing 166 units. The application has been appealed by the applicant.

- OZ/OPA 22/012 W1 – 1041 Lakeshore Road East – applications in process for a 10 storey apartment building with ground floor commercial space.
- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H and Site Plan applications.
- SP 19/068 W1 – 425 Lakeshore Road East – application approved for a 4 storey apartment building with ground floor commercial containing 68 units in May 2021.



Aerial Photo of 1407 Lakeshore Road East

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% 5.5 (source CMHC).

Community and Transportation Services

The area is well served by City parks including Lakeshore Park, Marie Curtis Park (City of Toronto), Lakeview Park and the Lakefront Promenade, all of which are in an approximately one kilometre radius of the subject property. Further north of the subject property is the Lakeview Golf Course and Toronto Golf Club.

The following MiWay bus route services the subject property:

- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.
- Route 5 – running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and

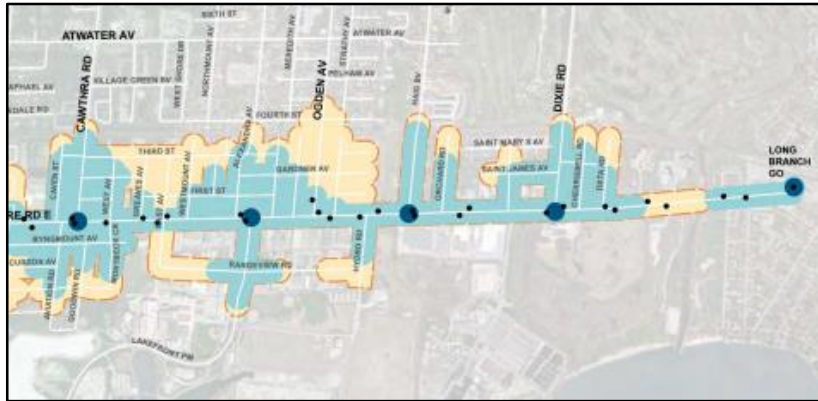
connect with Long Branch GO Station.

Lakeshore Road Transportation Corridor

Lakeshore Road is identified as a Corridor in the Mississauga Official Plan Urban System and as Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network.

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any infrastructure improvements. The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor, in which the subject property is located in. The City is currently conducting its implementation strategy to realize the vision of the Master Plan.

In the immediate vicinity of the subject property, the Master Plan for this section of the Lakeshore Corridor recommends a separated cycle lane and exclusive transit within the median of the right-of-way. The Master Plan proposes a stop at the Dixie Road and Lakeshore Road intersection, which is immediately west of the subject site.



Lakeshore Connecting Communities Proposed BRT Stops

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations located at Alexandra Road, Haig Boulevard and Dixie Road, aligning with the express stops identified in the Lakeshore Road Connecting Communities Master Plan.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors. While the above noted new stations are MTSA's, as it will enjoy Bus Rapid Transit that is exclusive to its own lane, the Alexandra Road, Haig Boulevard and Dixie Road MTSA's are not on a Priority Transit Corridor.

Lakeshore Corridor Study – Building Heights

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. The subject property falls within this study area. The following are some highlights to changes that have been applied to this section of the corridor:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m in height can be obtained for properties that have an overall depth of 60 m or more.
- Step back from the 4th storey streetwall on Lakeshore Road must be provided.
- Overall mainstreet character is to be retained and reinforced.

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property.

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>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e) <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	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>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3 c)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed	The ROP identifies the subject lands as being located within Peel's Urban System.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

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 Lakeview Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a combination of residential and commercial uses.

The subject property is within 100 m (2,625 ft.) of the planned Dixie-Lakeshore BRT Station, which is considered a non-priority transit corridor MTSA. The boundaries for the Dixie-Lakeshore BRT Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

In addition, the property is within 800 m (2, 624.8 ft.) of the Long Branch GO Station, which is identified as a Priority Transit Corridor MTSA in the Growth Plan. Current draft City of Toronto delineation boundary lines do not cross over into the jurisdiction

of the City of Mississauga and therefore, the subject property is not located within the boundaries of that MTSA.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 9 storey apartment building with ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Lakeview Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>

	General Intent
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. 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)</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>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design</p>

	General Intent
	<p>excellence (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.1)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.8)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
Chapter 11 General Land Use Designations	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor</p>

	<p>General Intent</p> <p>vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</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)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 1.0 How To Read The Plan	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
Chapter 5.0 Vision	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> • Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. • Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.2)</p> <p>Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.3)</p>
Chapter 6.0 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and planned context. (Section 6.1.3)</p> <p>Intensification will occur through infilling or redevelopment. (Section 6.2.1)</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. (Section 6.2.2)</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront. (Section 6.2.3)</p>
Chapter 8 Complete Communities	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.2)

Chapter 10 Build A Desirable Urban Form	<p>General Intent</p> <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0)</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk. (Section 10.2)</p>
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Mississauga Zoning By-law

Existing Zoning

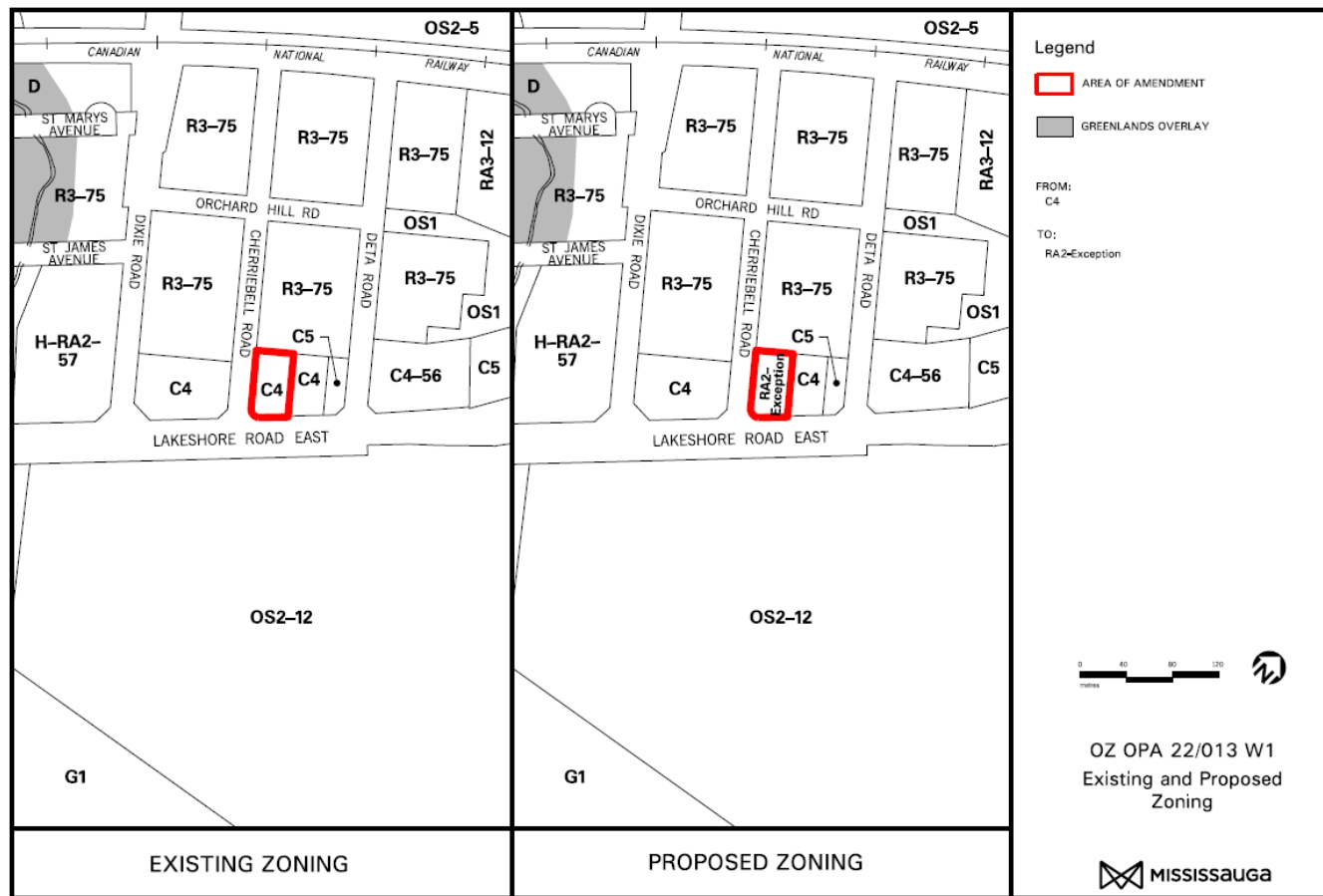
The subject property is currently zoned **C4** (Mainstreet Commercial) which permits a combination of residential and commercial uses.

Proposed Zoning

The applicant is proposing to zone the property **RA2 - Exception**

(Apartments) to permit a 9 storey apartment building with ground floor commercial.

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 5

Proposed Zoning Regulations

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, C4 – Mainstreet Commercial Uses
Maximum Floor Space Index (FSI)	1.0	3.35
Maximum height	26.0 m (85.3 ft.) and 8 storeys	30.0 m (98.43 ft.) and 9 storeys
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.0 m (9.84 ft.)
Minimum exterior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 7.5 m (24.61 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 8.5 m (27.89 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 9.5 m (31.17 ft.) greater than 26.0 m (85.3 ft.) in height : 10.5 m (34.45 ft.)	3.0 m (9.84 ft.)

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Minimum interior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 4.5 m (14.76 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 6.0 m (19.69 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 7.5 m (24.61 ft.) greater than 26.0 m (85.3 ft.) in height : 9.0 m (29.53 ft.)	Portion of a building that is: less than 12.5 m (41.01 ft.) in height : 0.00 m (0.00 ft.) 12.5 m to 18.5 m (41.01 ft. to 60.7 ft.) in height : 1.4 m (4.59 ft.) greater than 18.5 m (60.7 ft.) in height : 5.5 m (18.04 ft.)
Minimum loading spaces	2 loading spaces , 1 for residential uses and 1 for non-residential uses	1 loading space for residential and non-residential uses
Minimum amenity area to be provided outside at grade	55.0 m ² (53.8 ft ²)	Amenity area to be wholly contained within the 10 th storey
Required parking spaces Condominium Apartment	1 parking space per studio unit 1.25 parking spaces per one bedroom unit 1.40 parking spaces per two bedroom unit 1.75 parking spaces per three bedroom unit 0.20 visitor parking spaces per unit	0.73 resident spaces per unit 0.18 commercial and visitor spaces
Required parking spaces non-residential uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) of retail space to 16.0 parking spaces per 100 m ² (1,076 ft ²) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications		

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
<p>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.</p> <p>The applicant has not completed a draft exception schedule that is required in order to depict buildable area and provide clarity to the setbacks required. The concept plan shown in Section 1.0 of the Appendix gives an outline as to the proposed layout of the site plan that would roughly be reflected in any draft exception schedule.</p> <p>Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 2 which has the following rates: Apartment Condo, 1.0 spaces per unit, Apartment Condo Visitor 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</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 submitted Housing Report is still under review by staff.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
8 Kindergarten to Grade 5	Janet I. McDougald PS	Allan A. Martin Sr. PS	Cawthra Park SS
3 Grade 6 to Grade 8	Enrolment: 496	Enrolment: 448	Enrolment: 1285
2 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 0	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	Queen of Heaven Elementary School	St. Paul Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 361	Enrolment: 538
	Capacity: 579	Capacity: 807
	Portables: 0	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. 15 residents attended the meeting.

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

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

- Concern with the potential traffic impacts that may be experienced by patrons accessing the site and the potential to utilize the local residential streets as a cut through route
- The applicant should consider the recommendations of the Lakeshore Corridor Study with respect to height and 5th floor setback along the Lakeshore Road East
- The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented
- Concern with the ratio of parking spaces provided
- The ground floor commercial space should be well thought out and should aim to serve the community at large
- The applicant should ensure the unit mix of the building considers all types of resident users, including families

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 27, 2022)	<p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual and the following conditions being met and labelled on the Site Plan:</p> <p>Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.</p> <p>If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes. The Turning Radius from the centre line must be a minimum of 13 m on all turns. This includes the turning radii to the entrance and exit of the site. Please label on the Waste Management Plan.</p> <p>An existing 300 mm diameter water main is located on Lakeshore Rd E. An existing 400 mm diameter water main is located on Lakeshore Rd E. An existing 150 mm diameter water main is located on Cherriebell Rd. Due to the size and function of the 400 mm watermain on Lakeshore Rd E, connection will not be permitted (Watermain Design Criteria 6.1). This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1).</p> <p>An existing 250 mm diameter sanitary sewer is located on Cherriebell Rd. An existing 250 mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 1500mm diameter sanitary sewer is located on Lakeshore Rd E. Due to the size and function of the 1500mm diameter sanitary sewer on Lakeshore Rd E, connection will not be permitted (Sanitary Sewer Design Criteria 8.4). All works associated with the servicing of this site will be at the applicants expense.</p>
Peel District School Board (May 31)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:</p> <ol style="list-style-type: none"> 1. 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. 2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement: <ol style="list-style-type: none"> a) Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Boards Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.

Agency / Comment Date	Comments
	<p>b) The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012).</p> <p>3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Boards Transportation Policy.</p>
Dufferin-Peel Catholic District School Board (May 25, 2022)	<p>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. The City of Mississauga school accommodation condition need not be applied.</p> <p>The applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
City Community Services Department – Park Planning Section (May 25, 2022)	<p>The proposed development is within walking distance of Orchard Hill Park, P-145 which is 210.0 m from the subject property. This .57 ha (1.4 ac) park provides an accessible play site. The park is zoned OS1 (Open Space - Community Park) and is located on the east side of Delta Road in Lakeview neighbourhood east of the subject site. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department (July 13, 2022)	<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>

Agency / Comment Date	Comments
	<p>A Functional Servicing & Stormwater Management Report prepared by C.F. Crozier & Associates Inc. and dated April, 2022 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post development discharge.</p> <ul style="list-style-type: none"> • The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post-development discharge. Further technical information to be provided by the applicant under the 'H' provision and associated Development Agreement. <p>Traffic A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated April 2022, 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 as it does not consider the Lakeshore Connecting Communities Transportation Master Plan and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Review the driveway access to ensure both Cherriebell Road and the internal driveway can operate efficiently; • Provide the future property line due to the required daylight triangle; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2021, and a Groundwater Monitoring and Sampling Letter, dated February 28, 2022, both prepared by EXP Services Inc., were submitted in support of the proposed development. The documents indicate no further subsurface investigation is required; however, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One ESA Update report and the Groundwater Monitoring and Sampling Letter; • a written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • a Temporary Discharge to Storm Sewer Commitment Letter; and, • a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Agency / Comment Date	Comments
	<p>Noise</p> <p>A Noise Feasibility Study prepared by S.S. Wilson Associates dated April 5, 2022, was received for review. The study evaluates the potential impact of environmental noise 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 and rail traffic and offsite stationary noise. Noise mitigation will be required in the form of upgraded building components and acoustic barriers. A revised noise study is required as part of the next submission to address staff comments.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which 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"> - Fire - Forestry - Enbridge - Heritage Planning - GTAA - Canada Post - Peel Regional Police - Alectra - CS Viamonde - Metrolinx
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Rogers - THP

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.

8. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

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 the project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

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

City of Mississauga

Corporate Report



<p>Date: July 15, 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: CD.21.INT W11</p>
	<p>Meeting date: August 8, 2022</p>

Subject

RECOMMENDATION REPORT (WARD 11)

Motor Vehicle Commercial Land Use Study

Mississauga Road, south of the Canadian Pacific Railway

File: CD.21. INT W11

Recommendation

1. That the proposed amendments to Mississauga Zoning By-law 0225-2007, to remove permissions for a take-out restaurant and associated drive-through facilities and to restrict development to what is legally existing on the property at 5235 Mississauga Road, as detailed in the Corporate Report dated July 15, 2022, titled "Recommendation Report (Wards 11) – Motor Vehicle Commercial Land Use Study" from the Commissioner of Planning and Building, be approved.
2. That the implementing Zoning By-law be brought forward to a future City Council meeting.

Executive Summary

- An information report was received at a public meeting on June 20, 2022
- The subject lands and existing buildings comply with the **C5** zone regulations that apply and, in most cases, exceed the by-law minimums
- The introduction of a take-out restaurant and drive-through facility on the property could have undesirable impacts on the property, surrounding road network and abutting residential land uses
- Staff recommend amendments to the zoning by-law that would have the effect of restricting further development on the property and removing any permissions for a take-out restaurant and drive-through facility

Background

A public meeting was held by the Planning and Development Committee on June 20, 2022, at which time an Information Report was received. Recommendation PDC-0057-2022 was then adopted by Council on July 6, 2022:

That the report dated May 27, 2022, from the Commissioner of Planning and Building regarding Motor Vehicle Commercial Land Use Study – Mississauga Road, south of the Canadian Pacific Railway, under File CD.21.INT W11 be received for information.

The Information Report can be accessed at the following link: (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=27962>) and in Appendix 1.

COMMUNITY ENGAGEMENT

All property owners within 120 m (393 ft.) of the study area (being those lands subject to Interim Control By-law 0221-2021) were notified of the passing of Interim Control By-law 0221-2021 on November 8, 2021. A virtual community meeting was held by Ward 11 Councillor, George Carlson, on November 30, 2021 and approximately eight residents were in attendance. A second virtual community meeting was held on June 7, 2022 and six people attended the meeting.

The public meeting was held on June 20, 2022. Nobody from the public made a deputation regarding the study.

Six written submissions, from 2 parties, were received regarding the study. Responses to the issues raised at the community meeting and from correspondence received can be found in Appendix 2.

Comments

PLANNING ANALYSIS

Refer to the Information Report in Appendix 1 for a summary of the applicable planning policies, regulations and guidelines which were used in the following planning analysis.

MISSISSAUGA OFFICIAL PLAN (MOP)

The subject lands are located within the Central Erin Mills Neighbourhood Character Area and are designated **Motor Vehicle Commercial**, which permits a gas bar; motor vehicle repair; motor vehicle service station; and, motor vehicle wash. Retail stores and take-out restaurants which may include a drive-through are permitted accessory to motor vehicle commercial uses. Additionally, the subject lands are part of the designated Mississauga Road Scenic Route, which applies to those lands that front, flank and/or abut Mississauga Road, between the CP Railway and Lakeshore Road West.

The Central Erin Mills Neighbourhood Character Area section of MOP does not include any specific policies pertaining to the subject lands, nor does it include any specific policies pertaining to motor vehicle commercial uses.

The general land use designation policies of MOP specifically encourage motor vehicle commercial uses be located at intersections, except where such locations are important or sensitive in terms of city image, area character, streetscape or significant natural features (Section 11.2.10.3). The subject lands do not serve an important function in terms of the city's image, nor do they contain any significant natural features. In terms of area character and streetscape, the lands are located on the Mississauga Road Scenic Route. MOP includes specific policies that apply to lands along the Mississauga Road Scenic Route that are intended to preserve its historic streetscape character and appearance. These policies are predominantly geared towards residential land uses which are to consist of detached homes on large lots, with generous building setbacks, upgraded building elevations and preservation of existing vegetation and landscape features (Section 9.3.3.11). The lands at the northerly terminus of the Scenic Route, between the CP Railway and Melody Drive (including the subject lands) are subject to their own specific set of policies in Section 9.3.3.12 of MOP. The existing and planned non-residential use of these lands highlights their uniqueness along the Scenic Route and the transition that they provide between the residential uses south of Melody Drive and Streetsville's historic mainstreet north of the CP Railway. These lands are to be developed with the highest design and architectural quality and will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the commercial conversions of residential buildings in Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks are to also be provided along Mississauga Road. These policies are reflective of the transitional nature of this property, relative to the remainder of the Mississauga Scenic Route; whereby, the policies seek to incorporate architectural qualities of commercial buildings in Streetsville's historic core, while also providing the generous setbacks and landscaping of the low density residential uses south of Melody Drive.

While the City's vision for these lands is to redevelop in a manner that echoes the character of Streetsville's historic commercial core, this can only be imposed through the processing of a development application, specifically a site plan application. Since the new gas bar use occupies the existing building and only proposed minor changes, the City did not have the ability to require a full site plan application for the subject lands. With this said, the existing gas bar with accessory convenience kiosk and motor vehicle repair facility are arguably consistent in scale and massing to the historic mainstreet commercial core in that it is not an excessively large building with significant building height. Furthermore, the building occupies only a small portion of the property, maintaining the generous front and exterior side yard setbacks, which is consistent with the Mississauga Road Scenic Route policies.

No changes are proposed to MOP policies as they relate to the subject lands.

Zoning By-law 0225-2007

The **C5-3** (Motor Vehicle Commercial - Exception) zone permits a gas bar, motor vehicle service station, and motor vehicle repair facility – restricted. Both the gas bar and motor vehicle service station uses allow for a convenience retail and service kiosk as an accessory use thereto. The definition of a convenience retail and service kiosk further allows for an accessory take-out restaurant with or without an associated drive-through facility.

As shown in the following table, the site and existing building and structures are compliant with the in effect **C5** zone regulations that apply to the property, with the exception of the minimum landscaped buffer along a small portion of the north lot line, in the area of the existing driveway. All of the minimum setbacks are exceeded, in some cases, four to five times the minimum requirements. The landscaped buffers, specifically along the Mississauga Road frontage and the exterior side lot line abutting Melody Drive, are considerably greater than the minimum zoning by-law requirements.

Zone Regulations	C5 Zone Regulations	Existing Conditions
Minimum Lot Frontage – Corner Lot	48.0 m (157.5 ft.)	51.8 m (169.9 ft.)
Minimum setback from a lot-line to a fuel pump	6.0 m (19.7 ft.)	18.8 m (61.7 ft.)
Minimum Front Yard	4.5 m (14.8 ft.)	23.6 m (77.4 ft.)
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	18.8 m (61.7 ft.)
Minimum Interior Side Yard (for any zone that is not a residential zone)	4.5 m (14.8 ft.)	11.5 m (37.7 ft.)
Minimum Rear Yard (for any zone that is not a residential zone)	4.5 m (14.8 ft.)	15.3 m (50.2 ft.)
Maximum Height	6.0 m (19.7 ft.) and 2 storeys	1 storey (height in metres unavailable)
Minimum depth of a landscaped buffer measured from a lot line that is a street line	4.5 m (14.8 ft.)	10.7 m (35.1 ft.) Along Melody Drive 18.0 m (59.1 ft.) Along Mississauga Road
Minimum depth of a landscaped buffer measured from any other lot line	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)* *This is a legal non-complying condition, for which there is no landscape buffer along the north lot line in proximity to the driveway entrance.

In recognition of the impacts certain land uses may have on residential uses, the City's Zoning By-law establishes minimum separation distances between these uses and residential zones. None of the uses permitted in the **C5-3** zone are subject to a minimum separation distance from a residential use. This implies that all of the uses permitted in a **C5-3** zone do not cause unacceptable impacts on residential land uses. It should be noted that a take-out restaurant does require a minimum separation distance of 60.0 m (196.9 ft.) from a residential use. In the case of the subject lands, this minimum separation distance would not apply because the take-out restaurant use is only permitted as an accessory use to a permitted motor vehicle commercial use and is not permitted as a standalone use.

Proposed amendments to the Zoning By-law are summarized in the subsequent section.

City of Mississauga Cultural Heritage Landscape Project

The recommendations of the City's Cultural Heritage Landscape (C.H.L.) Project do not impact staff's recommendations for the subject lands. Although the project does acknowledge the importance of the Mississauga Road Scenic Route and concludes that it is a Significant C.H.L., it does not speak to land use, rather it recommends that policies be incorporated into the City's new Official Plan related to identified heritage attributes throughout the landscape.

Summary

Historically, the intended use of these lands has always been some form of automotive related use; with the site zoning consistently including permissions for motor vehicle commercial uses since Zoning By-law 5500 came into effect in 1966. The size and configuration of the lands are such that motor vehicle commercial uses can be adequately accommodated, except for those which require significant vehicle stacking, such as a motor vehicle wash facility, which is not a permitted use on the property.

Staff is of the opinion that all of the motor vehicle commercial uses that are permitted in the **C5-3** zone are comparable in terms of the intensity of their use, hours of operation and type of user. Therefore, the establishment of any of these uses on the site would have negligible impacts on the property and surrounding area. Of greater concern, would be the introduction of a take-out restaurant with or without a drive-through facility, which could have a significant impact on the subject lands, surrounding road network and abutting residential land uses. A take-out restaurant could significantly increase the frequency of visits to the site as a user may simply attend the site for the take-out restaurant and not for one of the existing motor vehicle commercial uses. This increase in customer visits would impact the amount of traffic entering and exiting the site, site circulation, pedestrian safety and the amount of parking required to accommodate the additional use. An associated drive-through facility could further exacerbate these concerns and add the need to accommodate a stacking lane for vehicles. Furthermore, the introduction of a drive-through facility may also create unacceptable noise impacts from order boards.

Recognizing the impacts of drive-through facilities, and in particular, the design and location of drive-through lanes and their impact on traffic circulation (both within a development site and in the public right-of-way), the Planning and Building Department undertook a study in 2001, which included a survey of drive-through facilities throughout the City. A corporate report from the Planning and Building Department dated December 18, 2001 summarized the design issues with drive-throughs, including:

- Additional traffic movements created on the site with often circuitous and intersecting traffic conditions
- Increased slowing and/or stopping of vehicles, resulting in congestion and traffic back-ups which can impact road traffic
- Additional site area required to accommodate vehicle stacking
- Pedestrian convenience and safety can be compromised
- Possible impacts on safe and efficient parking layouts and integration of the site with the public boulevard

The study also noted the detrimental impacts on corner sites in particular, where on-site vehicular congestion backing onto the public right-of-way can affect traffic movements at the abutting intersection.

In order to ensure that the relatively small building footprint and generous building setbacks that are characteristic of the Mississauga Road Scenic Route are preserved, staff are also recommending that restrictions be implemented to limit any further development on the property.

Based on the foregoing, staff maintain their initial position:

1. The gas bar and motor vehicle repair facility that currently occupy the property were legally established in accordance with the City's Zoning By-law, prior to the passing of the Interim Control By-law.
2. Site Plan approval was not required nor could it be required under the provisions of the *Planning Act*, with respect to the new pavement or curbs.
3. Staff recommend that the Zoning By-law be amended as it relates to the subject lands, to remove any land use permissions for a take-out restaurant and drive-through facility and to restrict any further development on the property either through the construction of new buildings or structures or enlargements to existing buildings or structures.

Financial Impact

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

Conclusion

In summary, the proposed amendments to the Zoning By-law will restrict the use of the subject lands to motor vehicle commercial uses that are comparable in terms of their impacts on the subject lands and surrounding area. The recommendation to remove any land use permissions for a take-out restaurant and drive-through facility, as well as restricting any further development on the property would minimize unacceptable impacts from these uses. The proposed amendments to Zoning By-law 0225-2007 represents good planning and should be approved.

Attachments

Appendix 1: Information Report

Appendix 2: Community Comments and Response Matrix



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

Prepared by: Ashlee Rivet-Boyle, RPP, MCIP, Development Manager, North

City of Mississauga

Corporate Report



Date: May 27, 2022 To: Chair and Members of Planning and Development Committee	Originator's file: CD.21.INT W11
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: June 20, 2022

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Motor Vehicle Commercial Land Use Study - Mississauga Road, south of the Canadian Pacific Railway

File: CD.21.INT W11

Recommendation

That the report dated May 27, 2022, from the Commissioner of Planning and Building regarding Motor Vehicle Commercial Land Use Study – Mississauga Road, south of the Canadian Pacific Railway, under File CD.21.INT W11 be received for information.

Background

On October 13, 2021, Council passed Resolution No. 0192-2021, directing Planning and Building staff to undertake a land use study of Zoning By-law 0225-2007 provisions and related Mississauga Official Plan policies for the lands zoned Motor Vehicle Commercial – Exception (C5-3) fronting, flanking, and/or abutting Mississauga Road, south of the Canadian Pacific Railway, for the purposes of determining appropriate permitted uses, regulations, and applicable land use policies.

Resolution No. 0192-2021 also directed Council to enact an interim control by-law for those lands subject to the land use study. Interim control by-law 0221-2021 was passed October 13, 2021 and has the effect of permitting only uses legally existing on the date of passing of the by-law for a period of one year, pending the completion of the abovementioned land use study.

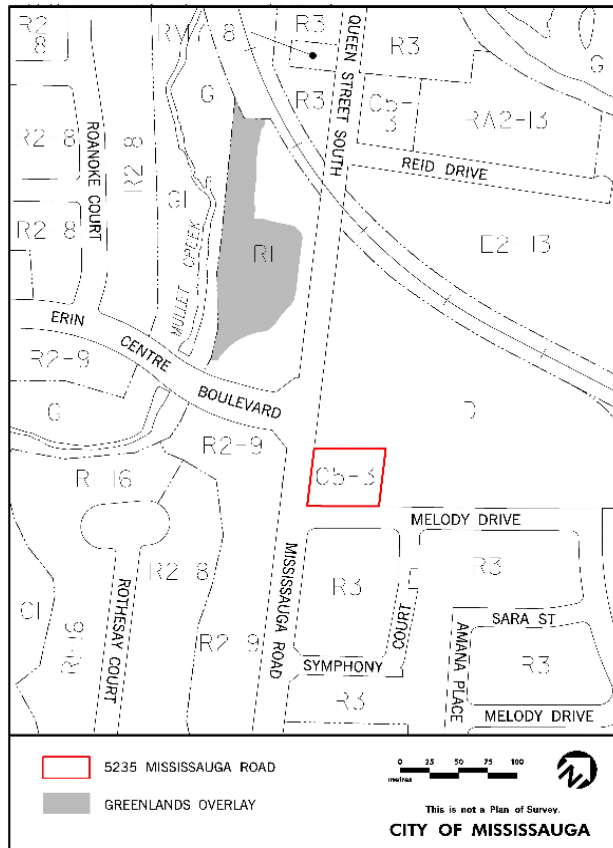
Refer to Appendix 2 for Council Resolution No. 0192-2021 and Appendix 3 for Interim control by-law 0221-2021.

The purpose of this report is to present the relevant land use policies, regulations, guidelines and other planning considerations that apply to the subject lands; to present proposed amendments to the zoning by-law resulting from the planning analysis; and, to hear comments from the public on the proposed changes.

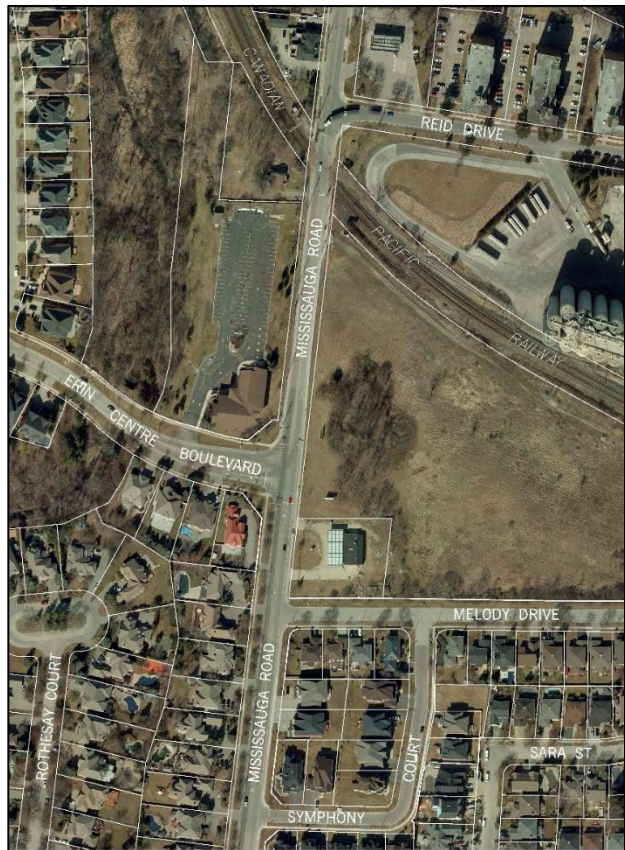
Comments

The land use study resulting from Council Resolution No. 0192-2021, applies to all properties currently zoned **C5-3** (Motor Vehicle Commercial – Exception), which front, flank, and/or abut Mississauga Road, south of the Canadian Pacific (CP) Railway.

There is one property within the study area that is zoned **C5-3** (Motor Vehicle Commercial – Exception), which is located at 5235 Mississauga Road. This property has operated as a motor vehicle repair facility since the 1960s. Recent development activity on the property has resulted in Council directing Planning and Building staff to undertake a land use study to determine the appropriate permitted uses, regulations and applicable land use policies, bearing in mind the location of the property on Mississauga Road, a designated Scenic Route in Mississauga Official Plan (MOP).



All Lands Zoned **C5-3** (Motor Vehicle Commercial – Exception) within the Study Area



Aerial Image of Study Area

LAND USE POLICIES AND REGULATIONS

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.

In addition to reviewing the relevant policies of Mississauga Official Plan, Planning and Building staff have also reviewed the applicable regulations of Zoning By-law 0225-2007, the Urban Design Guidelines for Mississauga Road Scenic Route and the findings and recommendations of the City of Mississauga's Cultural Heritage Landscape Project.

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

Engagement and Consultation

A virtual community meeting was held on November 30, 2021 and approximately 8 residents were in attendance. A second community meeting has been scheduled for June 7, 2022. The issues raised by residents at the November 30, 2021 meeting are summarized in Appendix 1, Section 5. Resident comments from the two community meetings and June 20, 2022 statutory public meeting will be summarized in the recommendation report to be presented at a future Planning and Development Committee meeting.

Conclusion

Staff are recommending amendments to the zoning by-law that would have the effect of restricting development on the property to what is legally existing and removing permissions for a take-out restaurant and associated drive-through facilities on the subject lands.

Once the community meeting and public meeting have been held, the Planning and Building Department will make a recommendation regarding the proposed amendments at a future Planning and Development Committee meeting.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

Appendix 2: Council Resolution No. 0192-2021

Appendix 3: Interim Control By-law 0221-2021



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

Prepared by: Ashlee Rivet-Boyle, MCIP, RPP, Development Manager, North

Detailed Information and Preliminary Planning Analysis
Motor Vehicle Commercial Land Use Study - Mississauga Road South
of the Canadian Pacific Railway

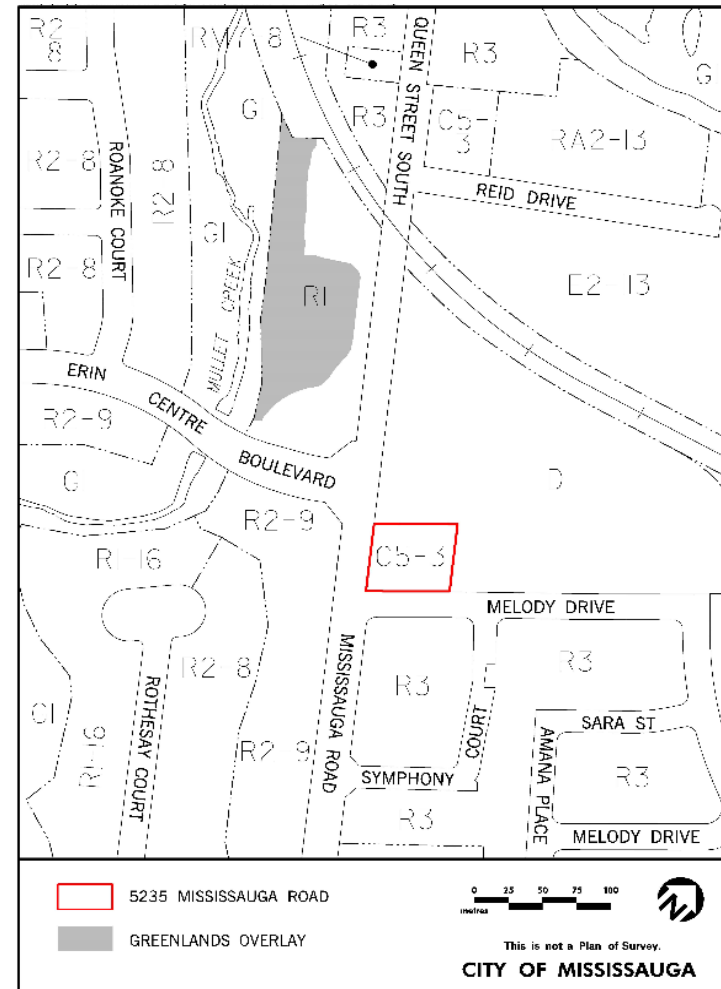
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1. Study Area

Council Resolution No. 0192-2021 applies to all properties currently zoned **C5-3** (Motor Vehicle Commercial – Exception), which front, flank, and/or abut Mississauga Road, south of the Canadian Pacific (CP) Railway and north of Melody Drive.

5235 Mississauga Road is the only property that fronts Mississauga Road, between the CP Railway and Melody Drive. This property is zoned **C5-3** (Motor Vehicle Commercial – Exception) and has operated as a motor vehicle service station (repair facility) since the 1960s. Recent development activity on the property has resulted in Council directing Planning and Building staff to undertake a land use study to determine the appropriate permitted uses, regulations and applicable land use policies, while being cognisant of the location of the property on Mississauga Road, a designated Scenic Route in Mississauga Official Plan (MOP).



All Lands Zoned **C5-3** (Motor Vehicle Commercial – Exception) within the Study Area

2. Site Description and History

Site Description

The property at 5235 Mississauga Road is located at the northeast corner of Mississauga Road and Melody Drive.

The property is currently occupied by an Esso gas bar with accessory convenience kiosk and a **motor vehicle repair facility – restricted** (LA Auto Repairs). The property has two driveways from Mississauga Road and surface parking between the building and south property line. There is minimal vegetation on the property, with a few privately owned trees along the Mississauga Road frontage.



Current view of 5235 Mississauga Road

Frontages:	51.8 m (169.9 ft.)
Depth:	61.1 m (200.5 ft.)
Gross Lot Area:	0.3 ha (0.8 ac.)
Existing Uses:	Esso gas bar with accessory convenience kiosk and a motor vehicle repair facility - restricted

Site History

- Early to mid- 1960s – subject lands developed as a motor vehicle service centre (i.e. repair facility)
- January 26, 1966 – Zoning By-law 5500 came into force and effect. The subject lands are zoned **M1** (Industrial), permitting a variety of industrial uses, including an automobile repair garage facility
- December 16, 1985 – As a result of an Ontario Municipal Board (OMB) hearing, Council adopted By-law 1203-85; rezoning the lands to **AC-1395** (Automobile Commercial – Exception). This site specific zone allowed an automobile service centre (i.e. sale of automotive service components (batteries, spark plugs, etc.), and/or the minor repairs of small-motor vehicles) as an additional permitted use; while removing the permission for the sale of gasoline (gas bar)

- June 20, 2007 – Zoning By-law 0225-2007 came into force and effect. Zoning By-law 0225-2007 consolidated six previous **AC** (Automobile Commercial) zones, as well as their associated permitted uses, into the singular **C5** (Motor Vehicle Commercial) zone; with the subject lands ultimately zoned **C5-3** (Motor Vehicle Commercial – Exception). As a result of this consolidation, a gas bar was reinstated as a permitted use on the subject lands. This exception zone specifically prohibits a **motor vehicle wash facility-restricted**
- September 2017 – Mississauga Road Scenic Route Urban Design Guidelines were established to protect the special character of Mississauga Road in response to increasing redevelopment pressure
- February 8, 2019 – Mississauga Road Scenic Route policies are incorporated into Mississauga Official Plan through MOPA 64
- April 9, 2020 – Building Permit (BP 9SMAL 20-718) issued for an extension of the existing front canopy. The application description specifies that no change in use is proposed from the existing service station
- February 27, 2020 – Site Plan Approval Express Application (SPAX 20-026 W11) approved an extension to the existing unilluminated canopy on-site for the continued use of the property for an **motor vehicle service station**
- September 14, 2020 – Building Permit (BP 9SMAL 20-2142) issued for a small one storey rear addition and interior alterations for the existing **motor vehicle service station**. The small rear addition was intended to replace an existing shed at the rear of the building. The application description specifies that no change in use is proposed from the existing service station
- September 17, 2021 – Technical Standards and Safety Authority (TSSA) approvals were obtained to permit the installation of gasoline pumps and tanks on the property*. With the installation of these facilities, the existing structure was repurposed to operate as an Esso gas bar with an accessory convenience kiosk
- December 17, 2021 – Minor Variance Application (A66/22) submitted to allow a motor vehicle sales-restricted use on the property to sell five vehicles at any given time, whereas **motor vehicle sales- restricted** is not a permitted use. The application was withdrawn

*There are no requirements for the TSSA to notify local municipalities of applications received or approvals granted for fuel storage and/or distribution infrastructure.



5235 Mississauga Road, September 2007
 (source: Google Streetview)



5235 Mississauga Road, January 2021
 (source: Google Streetview)



5235 Mississauga Road, September 2019
 (source: Google Streetview)

3. Site Context

Surrounding Land Uses

The subject lands, combined with the vacant property that surrounds it to the north and east, act as a transitional area between the residential lands south of Melody Drive and the Streetsville Village Core, which is located north of the CP Railway.

5267 Mississauga Road is a large vacant parcel that surrounds the subject property to the north and east. This parcel has been subject to official plan amendment, rezoning and draft plan of subdivision applications (OZ/OPA 11/019 W11 and 21T-M 11/006 W11) over the past several years. These applications, which proposed ten lots on Melody Drive to accommodate detached homes and three, 1 storey, retail, service commercial

and office buildings on the remainder of the property, were refused by City Council. The applicant appealed Council's decision to the Ontario Municipal Board (OMB), who ultimately approved a modified version of the proposal. The OMB's final order has been withheld pending receipt of a revised zoning by-law that implements the Board's direction. At the time of writing this report, a zoning by-law has not been finalized and a final Board order has not been issued.

On the west side of Mississauga Road, between the CP railway and Erin Centre Blvd is a detached home and the Kingdom Hall of Jehovah's Witnesses. South of Erin Centre Boulevard are detached homes, fronting Mississauga Road, on large lots with generous setbacks.

Neighbourhood Context

The subject property is located in the Central Erin Mills Neighbourhood Character Area, an area bounded by the Streetsville Community Node and Britannia Road West to the north, Winston Churchill Boulevard to the west, the Credit River to the east and Highway 403 to the south. The Central Erin Mills Neighbourhood Character Area is occupied predominantly by residential land uses, mainly in the form of detached, semi-detached and townhomes, with a few apartment buildings dispersed throughout. There are also some retail and service commercial uses dispersed throughout the Character Area.

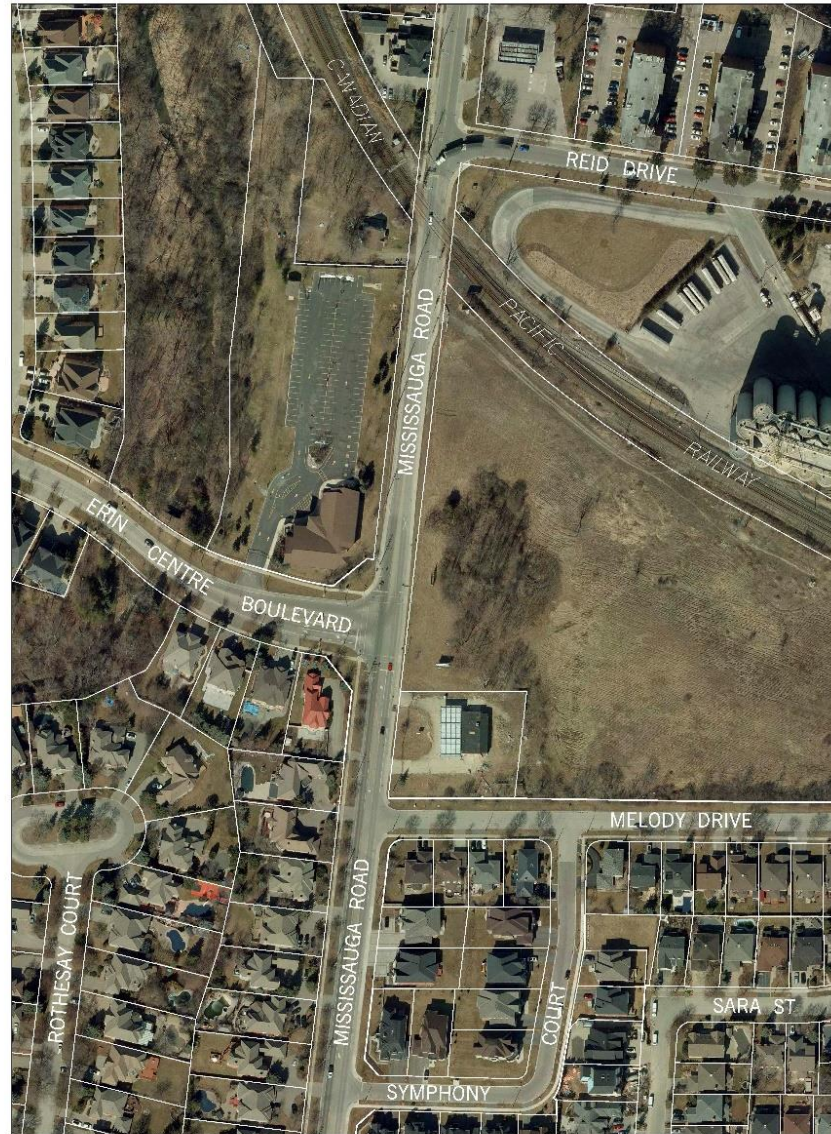
The lands on both sides of Mississauga Road, from Melody Drive/Erin Centre Boulevard to Eglinton Avenue West are

occupied primarily by large detached homes on large lots with generous building setbacks and mature vegetation.

The Streetsville Neighbourhood Character Area is located north of the CP Railway. This change in Character Area coincides with the southern limits of the Streetsville Village Core and the renaming of Mississauga Road to Queen Street. Aside from the Ardent Mill and a Husky gas station on the east side of Mississauga Road, immediately north of the CP railway, the east and west side of Queen Street are occupied by detached and some semi-detached homes, many of which have been converted into offices.

Mississauga Road is a designated Scenic Route in Mississauga Official Plan (MOP). Given the significance of Mississauga Road in the City's history, the vast majority of properties that front, flank and/or abut Mississauga Road are either Listed or Designated Heritage Properties and are captured within the Mississauga Road Scenic Route Cultural Heritage Landscape.

The CP Railway crossing at Mississauga Road/Queen Street South is currently a level crossing. With long-term plans to increase commuter service on the Milton GO Transit line, an assessment will be required to determine the appropriateness of a grade separated crossing at this intersection. Adjacent lands would be required to accommodate a grade separated crossing, should one be necessitated.



Aerial Image of Study Area

4. Summary of Applicable Policies, Regulations, and Guidelines

Mississauga Official Plan

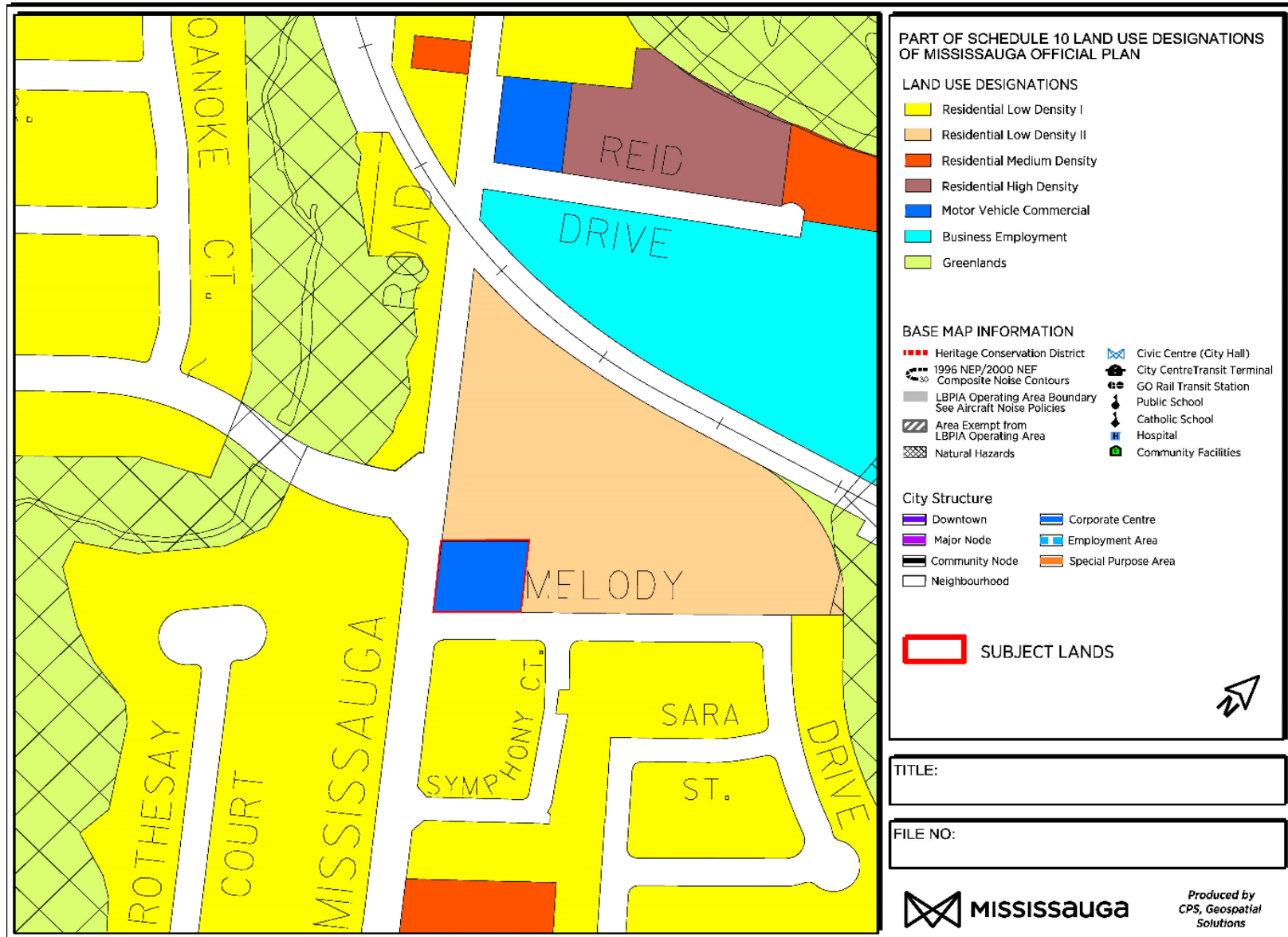
The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting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

Current Designation

The subject lands are located within the Central Erin Mills Neighbourhood Character Area and are designated **Motor Vehicle Commercial**. The **Motor Vehicle Commercial** designation permits a gas bar; motor vehicle repair; motor vehicle service station; and, motor vehicle wash. Retail stores and take-out restaurants which may include a drive-through are permitted accessory to motor vehicle commercial uses.

The lands fronting, flanking and/or abutting Mississauga Road, between the CP Railway, located south of Reid Drive, and Lakeshore Road West, are part of the designated Mississauga Road Scenic Route, as delineated on Schedule 5 (Long Term Road Network) of MOP. MOP includes specific policies that apply to lands along the Mississauga Road Scenic Route that

are intended to preserve the historic streetscape character and appearance.



Excerpt of the Central Erin Mills Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable to the land use study. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. (Section 5.3.5.7)</p>
Chapter 7 Complete Communities	<p>Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and streetscapes of historical, architectural or archaeological significance. (Section 7.1.8)</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area. (Section 7.1.10)</p> <p>Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and, as such, are imperative to conserve and protect. Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest. These include, but are not limited to:</p> <ul style="list-style-type: none"> • environments such as landscapes, streetscapes, flora and fauna within a defined area, parks, heritage trails and historic corridors; (Section 7.4.1) <p>Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources. (Section 7.4.1.7)</p>

	General Intent
	<p>Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws. (Section 7.4.1.15)</p> <p>Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas. (Section 7.6.1.1)</p>
Chapter 9 Build a Desirable Urban Form	<p>Mississauga will promote a built environment that protects and conserves heritage resources. (Section 9.1.7)</p> <p>Cultural heritage resources are valued and should be preserved for future generations. Heritage properties, districts and landscapes create a unique sense of place and local identity. In addition to their historic associations, cultural heritage resources are landmarks and focal points that contribute to the overall city image. (Section 9.2.4)</p> <p>Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street. (Section 9.3.3.10)</p> <p>Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated scenic route. These lands will be subject to the following:</p> <ul style="list-style-type: none"> a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan; b. direct vehicular access to Mississauga Road will be encouraged; c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road; f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots; h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged; i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees; j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged;

	General Intent
	<ul style="list-style-type: none"> k. utilities will be located to minimize the impact on existing vegetation; l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged (Section 9.3.3.11) <p>The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will maintain the character of the rest of Mississauga Road as outlined in the scenic route policies of this Plan. (Section 9.3.3.12)</p> <p>Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:</p> <ul style="list-style-type: none"> a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces. (Section 9.5.1.15)
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Motor Vehicle Commercial will also permit the following uses:</p> <ul style="list-style-type: none"> a. gas bar; b. motor vehicle repair; c. motor vehicle service station; and d. motor vehicle wash. (Section 11.2.10.1) <p>Retail stores and take-out restaurants which may include a drive-through facility will be permitted accessory to Motor Vehicle Commercial uses. (Section 11.2.10.2)</p>

	<p>General Intent</p> <p>Motor Vehicle Commercial uses will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of city image, area character, streetscape or significant natural features. (Section 11.2.10.3)</p> <p>Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development. (Section 11.2.10.4)</p> <p>Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible. (Section 11.2.10.5)</p> <p>Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street. (Section 11.2.10.6)</p>
Chapter 16 Neighbourhoods	<p>There are no Character Area specific policies pertaining to the subject lands in the Central Erin Mills Neighbourhood Character Area.</p>
Chapter 19 Implementation	<p>City Council may pass an Interim Control By-law prohibiting the use of land, buildings or structures within the city or within a defined area of the city for a limited period of time as specified by the Planning Act. Interim Control measures may be considered and enacted for the purposes of undertaking studies where development pressures warrant a review of zoning. (Section 19.10.1)</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; (Section 19.4.3)

Mississauga Zoning By-law

The **C5** (Motor Vehicle Commercial) zone permits a **gas bar, motor vehicle service station, motor vehicle wash facility – restricted, and motor vehicle repair facility – restricted**. The **C5-3** (Motor Vehicle Commercial – Exception) zone has the effect of removing **motor vehicle wash facilities – restricted**, as a permitted use.

The Zoning By-law includes specific regulations for buildings and structures used for a gas bar, motor vehicle service station, motor vehicle wash facility – restricted, or a motor vehicle repair facility – restricted. These regulations are summarized as follows:

Table 6.1.2.1 - Regulations for Motor Vehicle Service Uses in a Commercial Zone

Line	Regulations	
1.4	Minimum Lot Frontage – Corner Lot	48.0 m (157.5 ft.)
2.1	Minimum setback from a lot line to a fuel pump	6.0 m (19.7 ft.)

Current Zoning

Additionally, the following zoning regulations apply to the **C5** (Motor Vehicle Commercial) zone:

Table 6.2.1 - C5 Zone Regulations

Line	Regulations	
4.0	Minimum Front Yard	4.5 m (14.8 ft.)
6.0	Minimum Exterior Side Yard	4.5 m (14.8 ft.)
8.5	Minimum Interior Side Yard (for any zone that is not a residential zone)	4.5 m (14.8 ft.)
9.5	Minimum Rear Yard (for any zone that is not a residential zone)	4.5 m (14.8 ft.)
11.1	Maximum Height	6.0 m (19.7 ft.) and 2 storeys
12.1	Minimum depth of a landscaped buffer measured from a lot line that is a street line	4.5 m (14.8 ft.)
12.4	Minimum depth of a landscaped buffer measured from any other lot line	4.5 m (14.8 ft.)

The following zoning by-law definitions are relevant:

Convenience Retail and Service Kiosk	means a building, structure or part thereof, accessory to a motor vehicle service station , a gas bar , a motor vehicle wash facility - commercial motor vehicle or a motor vehicle wash facility - restricted , with a maximum gross floor area of 300 m ² (3,229.2 ft ²), and where goods may be stored or offered for sale, and may include as accessory thereto a banking machine and/or a take-out restaurant with or without a drive-through, excluding seating, and not exceeding a gross floor area of 30 m ² (322.9 ft ²).
Gas Bar	means a building, structure , area or part thereof, where fuel for motor vehicles is dispensed and may include accessory thereto a convenience retail and service kiosk and the sale of propane cylinders .
Motor Vehicle Service Station	means a building, structure or part thereof, used for the servicing and repairing of motor vehicles and for the sale of fuel, oils, and accessories for motor vehicles , and may include accessory thereto a convenience retail and service kiosk and the sale of propane cylinders .
Motor Vehicle Wash Facility-Restricted	means a building, structure or part thereof, used for the washing of motor vehicles with automatically operated equipment located wholly within an enclosed building, structure or part thereof, but shall not include time-pay washing facilities, coin-operated washing facilities, wand washing facilities or other manually operated equipment or facilities for the washing of motor vehicles .
Motor Vehicle Repair Facility – Restricted	means a building, structure or part thereof, where mechanical repairs are made to motor vehicles and shall include the repair and installation of motor vehicle windshields, motor vehicle equipment, rustproofing and may include accessory thereto a motor vehicle diagnostic centre and motor vehicle cleaning/detailing facility.
Take-Out Restaurant	means a building, structure or part thereof, that shall not include a drive-through where food, prepared on or off the premises, is offered for sale to the public with consumption of food on or off the premises, and a maximum of six seats shall be permitted.

Urban Design Guidelines: Mississauga Road Scenic Route

In response to increasing redevelopment pressures, Urban Design Guidelines for the Mississauga Road Scenic Route were developed to ensure that new development is designed to be compatible with and sensitive to the established character of the Scenic Route and to minimize undue impacts on adjacent properties.

The Urban Design Guidelines characterize the built form and landscape features along the Scenic Route as being:

- largely rural in character with large 'estate' lots
- a narrow and winding road alignment
- primarily residential uses
- an architecture that reflects its historic past
- established and mature vegetation and significant tree canopy
- a variety of heritage, cultural and landscape features

The design principles in the Urban Design Guidelines for the Mississauga Road Scenic Route have been incorporated into Mississauga Official Plan in policies 9.3.3.11 and 9.3.3.12 (Refer to the Relevant Official Plan Policies table above).

City of Mississauga Cultural Heritage Landscapes Project

The Provincial Policy Statement defines a Cultural Heritage Landscape (C.H.L.) as a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as

buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

The City of Mississauga recently undertook a review of its Cultural Heritage Landscape Inventory (2005). The project was undertaken in two phases, with Phase One evaluating eight landscapes and two cultural features prioritized by the City, including the Mississauga Road Scenic Route. A final report was prepared that presents the results of both phases of the project and provides an implementation plan and interpretation strategy. Volume 1 of the final report, titled "Conserving Heritage Landscapes: Cultural Heritage Landscape Project", describes the Mississauga Road Scenic Route as:

Mississauga Road is one of Mississauga's oldest north-south transportation corridors and has historically connected some of the City's oldest communities, including Port Credit, Erindale, and Streetsville. While the roadway extends the entire north-south extent of Mississauga, the Mississauga Road C.H.L. runs from Lakeshore Road West in the south to Britannia Road in the north. In the southern half of the C.H.L., the road follows an Indigenous trail along the top of bank of the Credit River. This C.H.L. is known for its scenic quality with views to the Credit River and associated valley, varied topography and land use,

significant residential neighbourhoods, and mature trees and natural vegetation.

The project concluded that the Mississauga Road Scenic Route is a Significant C.H.L. and recommended a series of strategies to ensure that it is conserved through the appropriate protection measures, including identifying the Mississauga Road Scenic Route as a Significant C.H.L. in the City's new Official Plan (Official Plan review currently underway) through appropriate mapping and incorporating policies related to the identified heritage attributes. In addition to the recommended strategies to conserve the Significant C.H.L.s, the final report also prioritized Significant C.H.L.s based on speed of implementation of the conservation strategies or based on the degree of potential threat of loss of the elements that contribute to the significance of the C.H.L. The Mississauga Road Scenic Route is identified as medium priority for implementation of the recommended conservation strategies, which recognizes that there is a potential threat to the heritage attributes of the C.H.L. However, this area is less prone to development that would result in detrimental change to the C.H.L. due to existing policies, regulations and guidelines that already apply to the Mississauga Road Scenic Route.

5. Community Questions and Comments

A community meeting was held by Ward 11 Councillor, George Carlson on November 30, 2021. Written submissions from two separate parties have also been received.

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

- Questioning the elimination of the land use restrictions resulting from the 1985 OMB decision which removed a gas bar as a permitted use
- Objection to the operation of a gas station so close to residential properties
- Concerns regarding current traffic congestion on Mississauga Road, including backups at the CP Railway tracks
- Concerns regarding the impacts that a grade separation at Mississauga Road and the CP Railway to accommodate increased GO service would have on redevelopment of the lands in this area
- Concerns with view from Melody Drive and property maintenance
- Can vehicular access to Melody Drive be prevented?
- Can a fence and/or planting be required along the Melody Drive frontage?

6. Preliminary Recommendation

The existing gas bar and motor vehicle repair facility have been legally established in accordance with the City's Zoning By-law, prior to the passing of the Interim Control By-law.

Site Plan approval was not required nor could it be required under the provisions of the *Planning Act*, with respect to the new pavement or curbs.

With respect to future development and use of the property, staff are recommending amendments to the zoning by-law that would have the effect of restricting further development on the property to that which is legally existing and removing any land use permissions for a take-out restaurant and associated drive-through facility.

7. Next Steps

Subject to any comments received on the above-noted preliminary recommendations, as well as applicable policies, regulations and guidelines that have been summarized above, 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 Planning and Development Committee will make a decision on staff's recommendation.

A motion to enact an Interim Control By-law under section 38 of the Planning Act, R.S.O. 1990 c.P.13 as amended along Mississauga Road south of the Canadian Pacific Railway (Ward 11)

RESOLUTION 0192-2021

Moved By Councillor G. Carlson

Seconded By Councillor M. Mahoney

WHEREAS Mississauga Official Plan states that special care will be taken with development along scenic routes to preserve and complement the scenic historic character of the street;

AND WHEREAS Mississauga Official Plan identifies lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West as part of a designated scenic route;

AND WHEREAS Mississauga Official Plan states that the existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality;

AND WHEREAS Zoning By-law 0225-2007 permits a range of uses in the Motor Vehicle Commercial (C5) and Motor Vehicle Commercial - Exception (C5) zones;

AND WHEREAS recent motor vehicle service development activity along Mississauga Road has raised awareness about the potential incompatibility of uses in Motor Vehicle Commercial - Exception (C5 - 3) zone along the Mississauga Road scenic route related to matters such as the preservation of the scenic historical character of the street, number of driveway entrances and building design, massing and setbacks;

AND WHEREAS the opportunity to implement the Mississauga Road scenic route planning vision is an important priority for the City;

AND WHEREAS that in order to protect the planning vision for the Mississauga Road scenic route from being undermined due to incompatible development it is in the public interest to enact an interim control by-law in order to create breathing space for an appropriate planning study to be carried out to review whether the existing zoning and Official Plan policies warrant amendments in light of the scenic route policy objectives;

THEREFORE BE IT RESOLVED that: 1. The Planning and Building Department be directed to undertake a study of Zoning Bylaw 0225-2007 provisions, as amended, and related Mississauga Official Plan policies for the lands zoned Motor Vehicle Commercial - Exception (C5 - 3) fronting, flanking and/or abutting Mississauga Road south of the Canadian Pacific Railway to determine appropriate permitted uses, regulations and applicable land use policies. 2. City Council enact an interim control by-law pursuant to Section 38 of the Planning Act for a period of one year for the lands zoned Motor Vehicle Commercial - Exception (C5 - 3) fronting, flanking and/or abutting Mississauga Road, south of the Canadian Pacific Railway as the City conducts the land use study described in paragraph 1.

YES (10): Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor C. Parrish, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor P. Saito, Councillor S. McFadden, and Councillor G. Carlson

ABSENT (2): Mayor Crombie, and Councillor K. Ras

Carried (10 to 0)



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0221-2021

An Interim Control By-law

under section 38 of the *Planning Act*, R.S.O. 1990 c.P.13 as amended.

WHEREAS pursuant to section 38 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass an Interim Control By-law for a period of time which shall not exceed one year from the date of passage of the By-law where the council has directed that a review or study be undertaken in respect of land use planning policies in the municipality or in any defined area or areas thereof;

AND WHEREAS Council of The Corporation of the City of Mississauga has directed by resolution that a study be undertaken to examine the motor vehicle commercial land use policies and zoning provisions for certain lands abutting the Mississauga Scenic Route (the "Study");

AND WHEREAS the Council of the Corporation of the City of Mississauga has directed by resolution that while the Study is undertaken an interim control by-law be enacted for a period of one year for certain lands abutting Mississauga Road south of the Canadian Pacific Railway as part of a designated scenic route, pursuant to section 38 of the *Planning Act*;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the lands, buildings and structures zoned "C5-3" in By-law 0225-2007, as amended, abutting Mississauga Road, south of the Canadian Pacific Railway, as shown on Schedule "A" to this By-law, shall not be used for any uses except such uses legally existing on the date of passing of this By-law.

3. This By-law expires one year from the date of its passage by Council.

PASSED this 13th day of October, 2021.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date: October 13, 2021
File: CD.21-INT



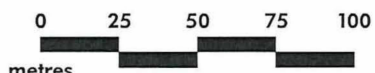
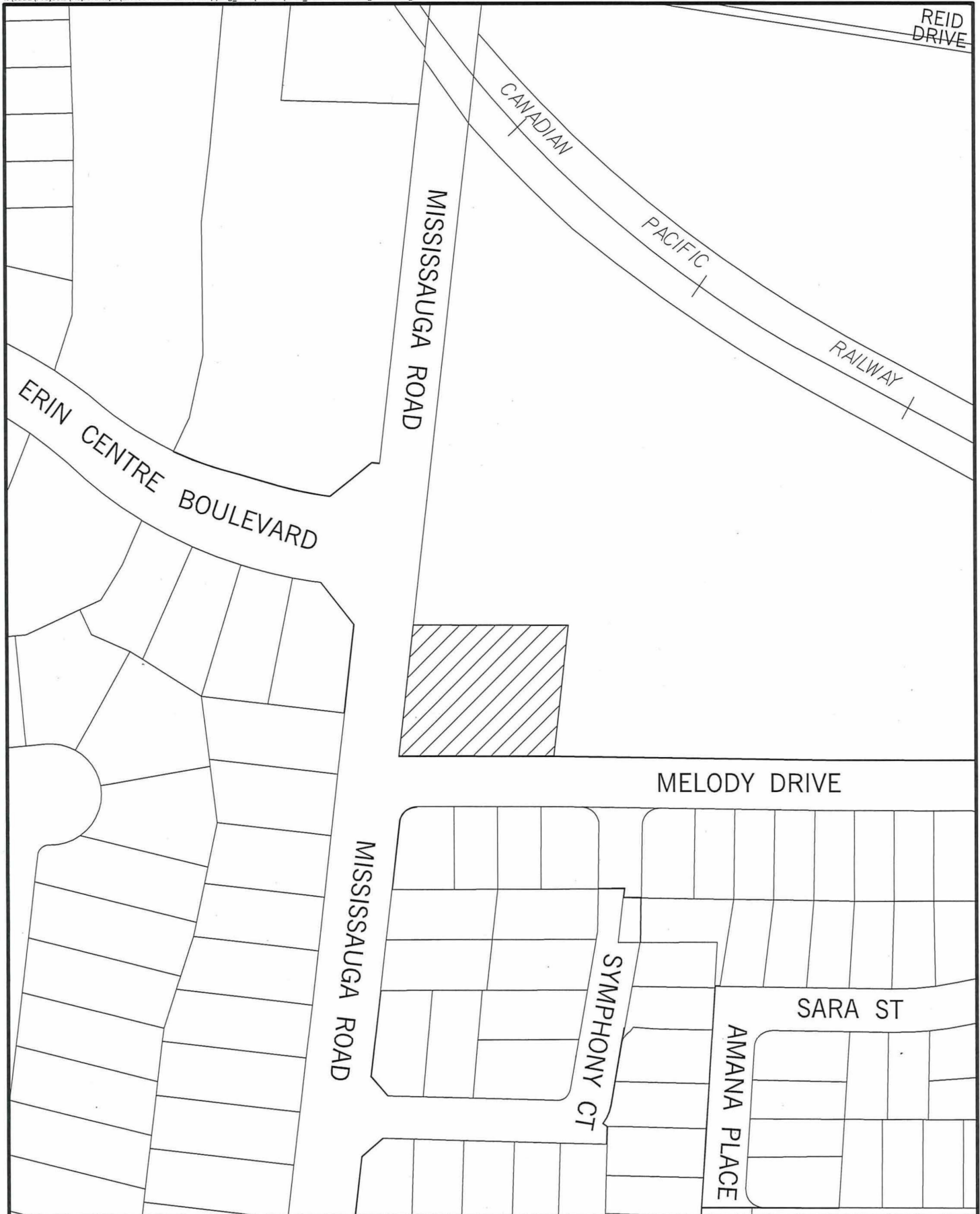
ACTING

MAYOR



CLERK

I:\cadd\Projects\ReportMaps\217196 C5-3 Zone Mapping_RPT\Vector\ICBL 5235 Mississauga Road.dgn



APPENDIX "A" TO BY-LAW NUMBER 0221-2021

Explanation of the Purpose and Effect of the By-law

This By-law restricts the use of certain lands zoned "C5 - 3" (Motor Vehicle Commercial - Exception) abutting Mississauga Road, south of the Canadian Pacific Railway abutting the Mississauga Scenic Route for a period of one year, pending the completion of a review of Mississauga Official Plan policies and zoning permitted uses.

Location of Lands Affected

Lands along Mississauga Road south of the Canadian Pacific Railway in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Aiden Stanley of the City Planning and Building Department at 905-615-3200 ext. 3897.

<http://teamsites.mississauga.ca/sites/18/bylaws/cd.21-int.icb.as.docx>

Recommendation Report
Community Comments and Response Matrix
Motor Vehicle Commercial Land Use Study –
Mississauga Road South of the Canadian Pacific Railway

Comments from the Community Meetings and Public Meeting, as well as the written submissions, were generally directed towards the introduction of the gas bar use and its impacts, regard for the Mississauga Road Scenic Route policies, traffic impacts on Mississauga Road, and view of the property from Melody Drive. Below is a summary and response to the specific comments heard.

COMMENT	RESPONSE
<p>The 1985 agreement between City Council and community residents which resulted in the prohibition of gasoline sales on the subject property was not carried forward into the current zoning and has resulted in a gas station being established on the property.</p>	<p>The document notes is not an agreement, rather a letter from the community residents to the local Councillor, Ted Southorn, expressing their desire to prohibit the sale of gasoline on the subject property. This document has no legal standing.</p> <p>Zoning By-laws are changed regularly, either through site specific requests submitted by a land owner or City initiated amendments. Zoning By-law 0225-2007 is the City's first consolidated Zoning By-law, which came into effect after a long and arduous process of consolidating four separate Zoning By-laws that previously regulated the various parts of the City of Mississauga. Zoning By-law 0225-2007 specifically consolidated six AC (Automobile Commercial) zones and their permitted uses, into a singular C5 (Motor Vehicle Commercial) zone, with various exception zones to acknowledge specific site characteristics and regulations. For example, the C5-3 (Motor Vehicle Commercial – Exception) zone specifically prohibits a motor vehicle wash facility – restricted, as a result of its size and the noise generated by a car wash. At the time, City staff did not contemplate prohibiting a gas bar on the subject property because the impacts of a gas bar are similar to those of a motor vehicle repair facility – restricted and gas bars are not uncommon uses in residential neighbourhoods.</p>

COMMENT	RESPONSE
The existing gas station is too close to residential properties.	Zoning By-laws are intended to establish specific parameters and regulations to ensure land use compatibility between sensitive land uses (e.g. residential uses) and those uses that create undesirable impacts. Zoning By-law 0225-2007 does not contain minimum separation distances between residential zones and gas bars. There are numerous examples throughout the City of Mississauga where gas bars immediately abut residential properties, whereas in this instance, the gas bar is separated from residential uses by public roads.
The view from Melody Drive is undesirable and property maintenance is a concern. Can a fence and/or planting be required along the Melody Drive frontage?	Councillor Carlson is in the process of investigating opportunities to have a privacy fence installed and trees planted within the boulevard on Melody Drive, adjacent to 5235 Mississauga Road to screen views into the subject lands.
Can vehicular access to Melody Drive be prevented?	In order for an access to be provided to Melody Drive an Access Modification Permit would be required from the City's Transportation and Works Department. Given the proximity of this driveway to both Mississauga Road and Symphony Court, it is unlikely that a driveway would be approved in this area.
The gas station use is inconsistent with the Mississauga Road Scenic Route objectives and policies. Were the Mississauga Road Scenic Route policies ignored or changed to suit the proposal?	The Mississauga Road Scenic Route policies recognize the unique non-residential use of the lands between the CP Railway and Melody Drive, including the subject lands. Although the policies envision the lands to develop with the highest design and architectural quality, while incorporating the character and architectural language found in the commercial conversions of residential buildings in Streetsville's historic mainstreet commercial core, a Site Plan application would be required for the City to implement these objectives. Staff are recommending restrictions be placed on the site specific Zoning for the property that would have the effect of limiting any development on the property to that which currently exists. This would ensure that the relatively small building footprint and generous setbacks that are consistent with the Mississauga Road Scenic Route are preserved.
The City approved a Site Plan Approval Express (SPAX) application (SPAX 20/026 W11) in February 2020. Could the City have not demanded a suitable Site Plan before	<p>Site plan control is a tool under section 41 of the <i>Planning Act</i> that allows a local municipality to control certain aspects on and around a site proposed for development, such as:</p> <ul style="list-style-type: none"> • Pedestrian and vehicular access • Lighting

COMMENT	RESPONSE
<p>allowing a business to commence operations?</p>	<ul style="list-style-type: none"> • Waste facilities • Landscaping • Drainage • Exterior design <p>Site plan control does not regulate matters covered by zoning by-laws (e.g. land use) or the Ontario Building Code (OBC), nor can it be used to regulate interior design. A SPAX application is a simplified Site Plan application that is reflective of the minor nature of a proposed development. The area Planning Manager determines the type of Site Plan application based on the information provided by the applicant.</p> <p>SPAX 20/26 W11 proposed an extension to the existing canopy on the front of the existing building. The information submitted by the owner's consultant specifically indicated that no change to the use of the building or the property was proposed. Based on this information, it was determined that a SPAX was the appropriate application type and the Site Plan that was provided was adequate for staff to complete their review of the minor proposal.</p>
<p>It is unbelievable that City staff was not aware of the intentions of the property owner to construct a gas station on the property. How did the City not know about the Technical Standards and Safety Authority (TSSA) approvals?</p>	<p>As stated above, all of the information provided by the owner's consultants indicated that no change in use was being proposed and the drawings provided were not reflective of what one would expect for a gas station use (i.e. no gas pumps or tanks were shown and no convenience commercial floorplan was provided).</p> <p>The TSSA does not approve land use, rather it administers and enforces technical standards in Ontario. It creates and enforces public safety rules in various areas, including fuel storage and handling. The TSSA is not required to notify local municipalities of the approvals that they grant pertaining to the storage and handling of fuel.</p>
<p>Does the City's Cultural Heritage project permit such a development?</p>	<p>The City's Cultural Heritage Landscape project does govern land use, as this is regulated through the Zoning By-law. The Cultural Heritage Landscape project recommends a series of strategies to identify the Mississauga Road Scenic Route as a Significant Cultural Heritage Landscape and to incorporate policies into the City's new Official Plan related to the identified heritage attributes.</p>

COMMENT	RESPONSE
Was the future Metrolinx grade separation (underpass) at Mississauga Road and CPR taken into consideration?	The gas bar use occupies the existing building, with minor modifications, and utilizes the existing driveway accesses to Mississauga Road. The potential future grade separation is not expected to impact the gas bar any more than the motor vehicle repair facility that already occupied the property. Furthermore, the timing and design of a future grade separation are unknown and consequently, any impacts from a grade separation are unknown.
Was Credit Valley Conservation Authority approached?	The lands at 5235 Mississauga Road is not captured with the Credit Valley Conservation Authority's regulated area and, therefore, are not subject to their regulations.
Have the serious traffic issues addressed prior to the proposed LA Auto development been ignored? Residents had requested Traffic Study numerous times.	A gas bar and motor vehicle repair facility are permitted uses under Zoning By-law 0225-2007. Traffic Impact Studies are typically required when an application is received to permit a new land use that is not currently contemplated in the zoning for a property.
Will approval of current proposal not set a precedent for proposed development of the 13 acre vacant land at 5265 Mississauga Road, the Gateway to Streetsville?	<p>The property at 5267 Mississauga Road is a large vacant parcel that surrounds the subject property to the north and east. This parcel has been subject to official plan amendment, rezoning and draft plan of subdivision applications (OZ/OPA 11/019 W11 and 21T-M 11/006 W11) over the past several years. These applications, which proposed ten lots on Melody Drive to accommodate detached homes and three, 1 storey, retail, service commercial and office buildings on the remainder of the property, were refused by City Council. The applicant appealed Council's decision to the Ontario Municipal Board (OMB), who ultimately approved a modified version of the proposal. The OMB's final order has been withheld pending receipt of a revised zoning by-law that implements the Board's direction.</p> <p>The development of these lands will reinforce the policies to recognize the transitional character of this portion of Mississauga Road. The gas bar and motor vehicle repair facility are compatible with the non-residential uses proposed at 5267 Mississauga Road.</p>
Will the staff suggest the removal of the fuel tanks?	No, the gas bar use was legally established in accordance with Zoning By-law 0225-2007 and, therefore, the City does not have the ability to have the use removed from the property.

COMMENT	RESPONSE
How are health and safety concerns being addressed (e.g. underground fuel storage tanks in neighbourhoods, fumes from pumping gas, number of entrances/exits, etc.)?	As stated above, Zoning By-law 0225-2007 does not contain minimum separation distances between residential zones and gas bars. There are numerous examples throughout the City of Mississauga where gas bars immediately abut residential properties. In this instance, the gas bar is separated from residential uses by public roads. The number of entrances and exits to the property was an existing condition.
There is a sign on the property advertising the sale of used vehicles.	This has been brought to the attention of Compliance and Licensing. The owner has been instructed to remove all advertisements for vehicle sales and advised that automobile sales are prohibited on the property.

City of Mississauga

Corporate Report



<p>Date: July 15, 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/OPA 20/019 W9</p> <hr/> <p>Meeting date: August 8, 2022</p>
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a 12 storey rental apartment building containing 184 units and 28 rental townhomes in addition to the existing 13 storey rental apartment building

6719 Glen Erin Drive, northeast corner of Aquitaine Avenue and Glen Erin Drive

Owner: Blackrock Acquitaine Limited

Files: OZ/OPA 20/019 W9

Recommendation

1. That the applications under File OZ/OPA 20/019 W9, Blackrock Acquitaine Limited, 6719 Glen Erin Drive, to amend Mississauga Official Plan to revise the **Residential High Density – Special Site 2** of Meadowvale Neighbourhood Character Area to permit a maximum floor space index (FSI) of 2.0; and to change the **RA4-45** zoning to permit the addition of a 12 storey rental apartment building containing 184 units and 28 rental townhomes with a maximum FSI of 2.0 be approved in conformity with the provisions outlined in the staff report dated July 15, 2022 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding symbol is to be removed from the **RA4-45** (Apartments) zoning applicable to the subject lands, by further amendment, upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated

July 15, 2022, from the Commissioner of Planning and Building have been satisfactorily addressed.

5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow for a 12 storey rental apartment building containing 184 units and 28 rental townhomes in addition to the existing 13 storey rental apartment building that occupies the property
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including removing five townhomes, removing the proposed “U” shaped driveway off Aquitaine Avenue and increasing the underground parking setback along the western property line
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

Previous applications for official plan amendment and rezoning under File OZ/OPA 14/002 W9 by Blackrock Aquitaine Limited, were approved on the subject property to permit 93, 3 and 4 storey townhouses and a maximum floor space index (FSI) of 1.34 on September 16, 2015.

A public meeting was held by the Planning and Development Committee on March 29, 2021, at which time an Information Report

(<https://pub-mississauga.escibemeetings.com/FileStream.ashx?DocumentId=10648>) was received for information. Recommendation PDC-0019 - 2021 was then adopted by Council on April 7, 2021.

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

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



Aerial Image of 6719 Glen Erin Drive

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Reducing the number of townhomes from 33 to 28
- Removing proposed “U” shaped driveway off Aquitaine Avenue
- Increasing the proposed distance between the western lot line and the proposed underground parking garage from 0 metres to 0.3 metres (1 ft.)

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on March 4, 2021. A virtual community meeting was held by Ward 9 Councillor Pat Saito on December 1, 2020. Approximately 20 people attended the meeting. Six written submissions were received.

Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on March 29, 2021. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to permit a 12 storey apartment building and 28 townhomes in addition to the existing 13 storey apartment building that occupies the property, with a maximum floor space index (FSI) of 2.0.

Strategic Plan

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

Financial Impact

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

Conclusion

The proposed development will add a 12 storey rental apartment building containing 184 units and 28 rental townhomes with a maximum FSI of 2.0. In summary, the proposed development is

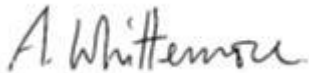
an opportunity to intensify an existing rental apartment site and efficiently use existing community infrastructure, servicing and transit services and contribute to the range of rental housing options in the City. The proposal has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses through the introduction of townhomes along the north and east property lines and a 12 storey apartment building at the southwest portion of the site. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga

Corporate Report



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

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a 12 storey apartment building and 33 townhomes in addition to the existing 13 storey apartment building 6719 Glen Erin Drive, northeast corner of Aquitaine Avenue and Glen Erin Drive

Owner: Blackrock Aquitaine Limited

Files: OZ 20/019 W9

Recommendation

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

Background

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

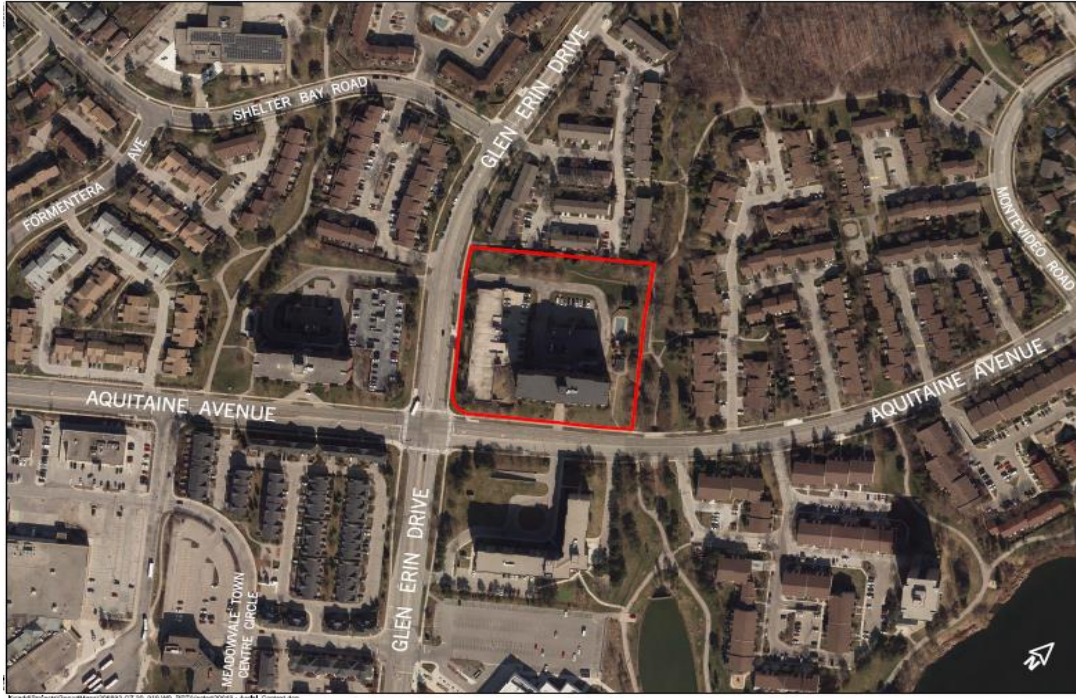
PROPOSAL

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

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

Comments

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



Aerial image of 6719 Glen Erin Drive



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

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: Blackrock Aquitaine Limited****6719 Glen Erin Drive****Table of Contents**

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1. Proposed Development

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

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

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

Supporting Studies and Plans

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

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

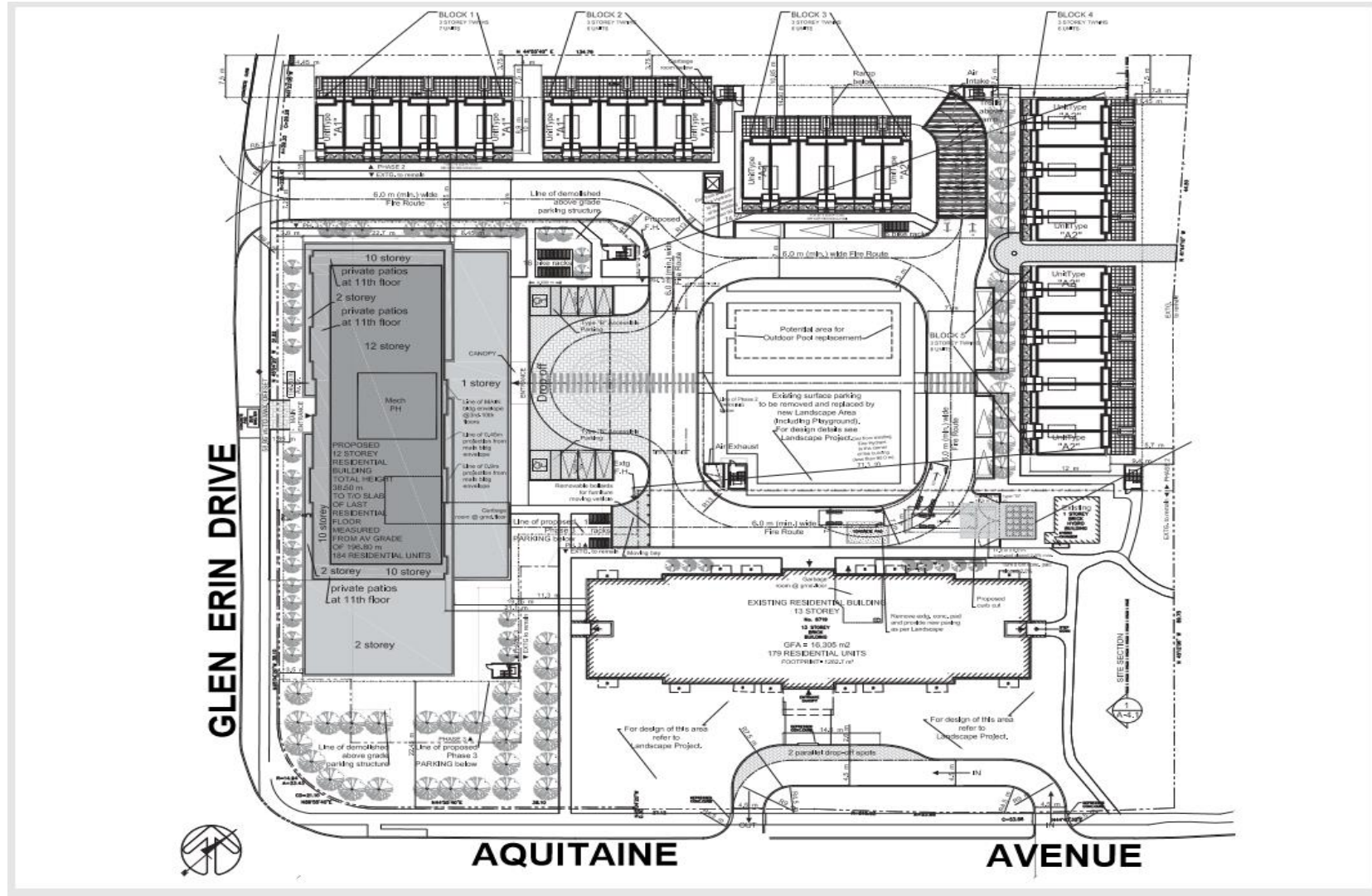
- List of Low Impact Design features
- Draft Official Plan Amendment
- Draft Zoning By-law

Application Status

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

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

Concept Plan and Elevations and Renderings



Site Plan



Applicant's Rendering

2. Site Description

Site Information

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



Aerial Photo of 6719 Glen Erin Drive

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



Photo from Glen Erin Drive facing east

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



Photo from Aquitaine Avenue facing north

Site History

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

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

3. Site Context

Surrounding Land Uses

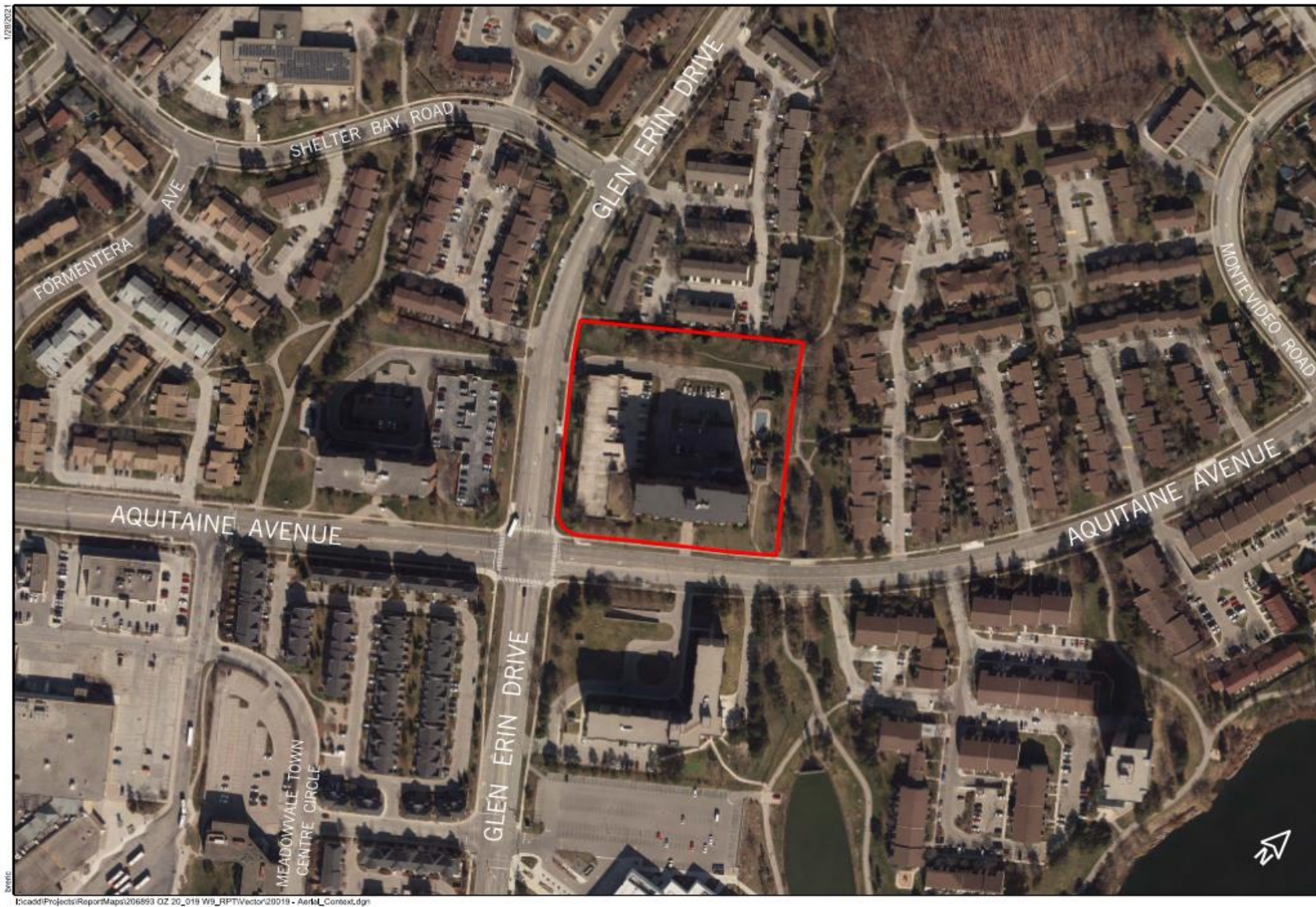
The immediate area consists of a mix of townhomes and apartment buildings. To the southeast of the property is the Lake Aquitaine Park. Directly north and east of the subject property there are 2 storey townhomes. To the south is an existing 9 storey apartment building and an 11 storey apartment building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

The surrounding land uses are:

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

Neighbourhood Context

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



Aerial Photo of 6719 Glen Erin Drive

Demographics

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

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

Other Development Applications

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

Community and Transportation Services

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

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

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

The following major MiWay bus routes currently service the site:

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

4. Summary of Applicable Policies,

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

Regulations and Proposed Amendments

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit and areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

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

Mississauga Official Plan

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

Existing Designation

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

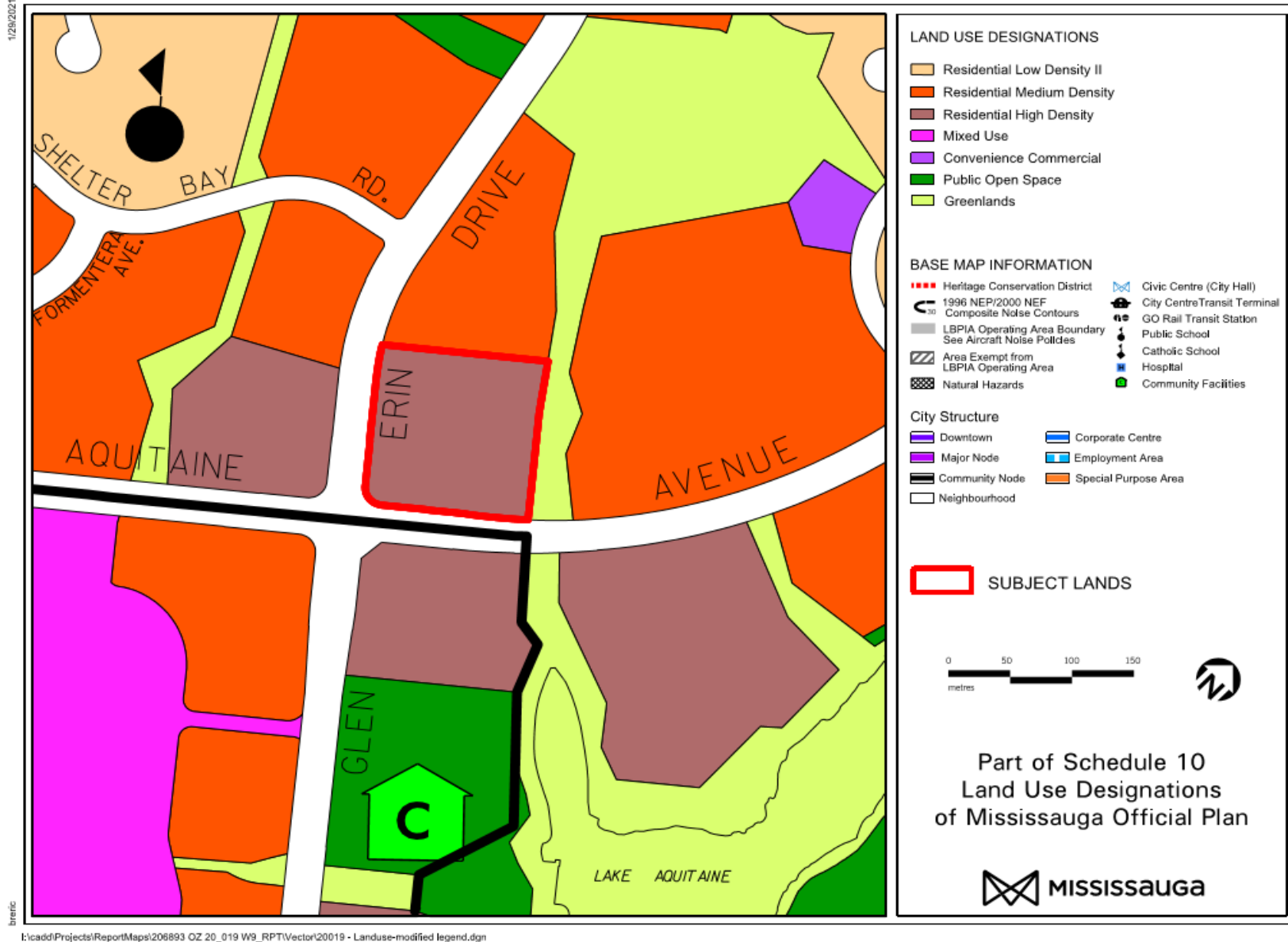
The subject property is not located within a Major Transit

Station Area. Area (MTSA).

Proposed Designation

The applicant is proposing to change the Special Site 2 designation of the **Residential High Density** to increase the FSI to 2.0 and to permit a 12 storey apartment building with 184 units and 33 three storey townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Meadowvale Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	<p>Mississauga will preserve the character, cultural heritage and livability of our communities. (Section 4.4.3)</p> <p>Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. (Section 4.4.6)</p> <p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga Official Plan will implement the following guiding principles: Direct Growth, Value the Environment, Complete Communities, Create a Multi-Modal City, Build a Desirable Form, Foster a Strong Economy, and Promote Collaboration. (Section 4.5)</p>
Chapter 5 Direct Growth	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031. (Section 5.1.2)</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner. (Section 5.1.3)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9).</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p>

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

	General Intent
	Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements. (Section 8.5)
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (Section 9.1.10) <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <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>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit the following use:</p> <ul style="list-style-type: none"> a. apartment dwelling (11.2.5.6)
Chapter 16 Neighbourhoods	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)

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

Mississauga Zoning By-law

Existing Zoning

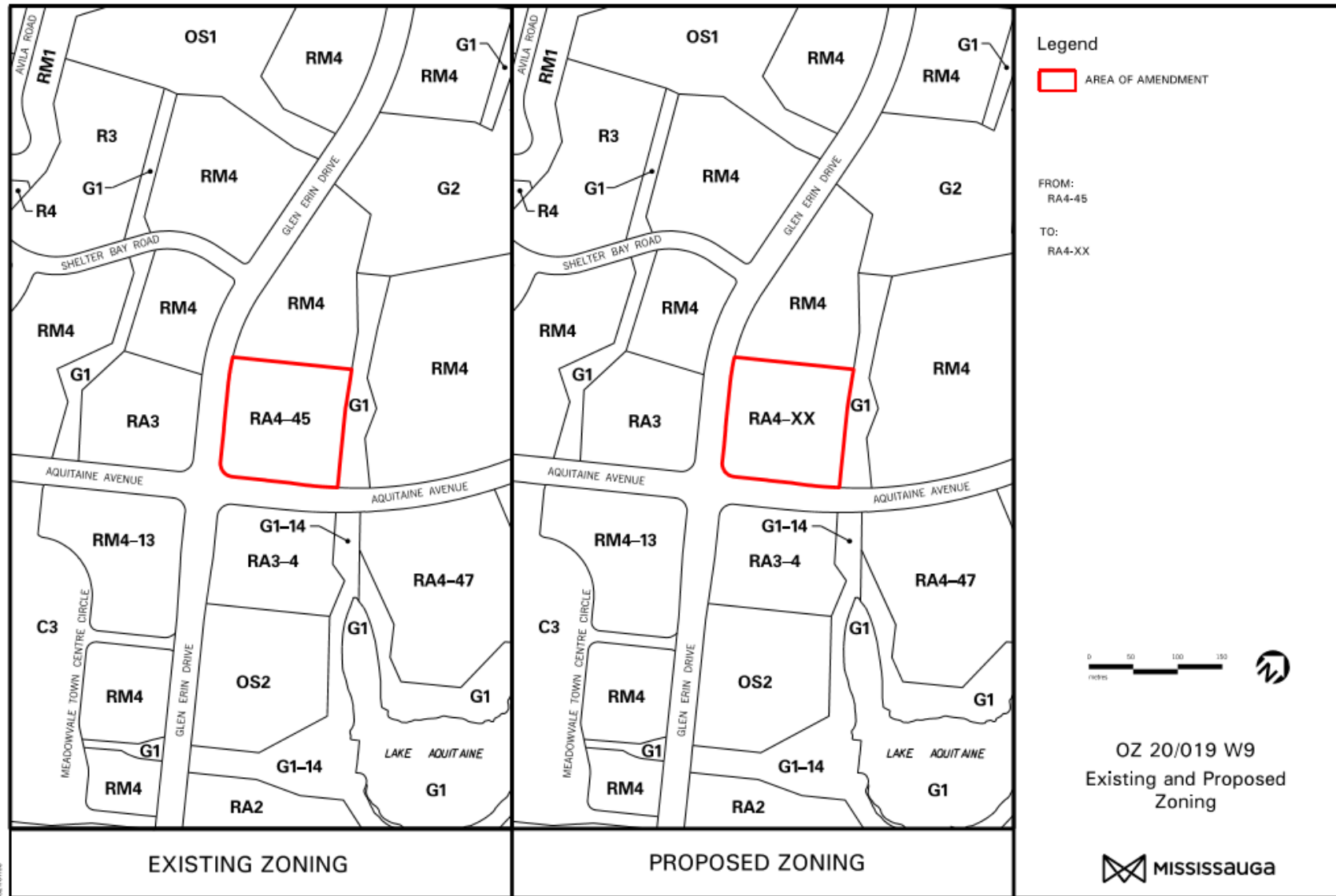
The subject property is currently zoned **RA4-45** (Apartments), which permits apartments, townhomes and back to back and stacked townhomes.

Proposed Zoning

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

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

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



Excerpt of Zoning Map

Proposed Zoning Regulations

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

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

Affordable Housing

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

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

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of

a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. As this proposal is for rental housing, the requirement for affordable housing is not applicable.

5. School Accommodation

The Peel District School Board

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

The Dufferin-Peel Catholic District School Board

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

6. Community Questions and Comments

A community meeting was held by Ward 9 Councillor Pat Saito

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

The following comments made by the community as well as

any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

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

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

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 5, 2020)	A Functional Service Report (FSR) was submitted and additional information has been requested including the multi-use demand table, information for the high-rise and townhomes with respect to fire demands and flows and hydrant flow test. Front end collection of garage and recyclable materials to both apartment units and townhome units will be provided and additional design details are required.
Dufferin-Peel Catholic District School Board and the Peel District School Board (December 8, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (December 8, 2020)	In comments dated December 2020, this Department notes that the subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which is zoned Open Space/Greenlands. This trail connection to the subject property provides access to Lake Aquitaine Park (P-102), zoned Open Space/Greenlands, which is 14.25 hectares (35.22 acres) of parkland. This neighbourhood park is within walking distance (100 metres) of the subject property and offers a variety of open space opportunities such as a community playground, picnic area, basketball courts and trails. Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 metres of frontage on Gateway Boulevard in accordance with current City standards on Glen Erin Drive and Aquitaine Avenue.

Agency / Comment Date	Comments
	<p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>Furthermore, should the application be approved, securities for hoarding, fencing, and clean up works for the adjacent Greenbelt/Park lands will be required and secured through the development review process.</p>
<p>City Transportation and Works Department (December 23, 2020)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Report prepared by Skira and Associates Ltd., dated August 18, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. At this time, no on-site mitigation measures have been proposed, and therefore the applicant is to revise the submission accordingly.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Propose on-site stormwater management to satisfy sub-watershed criteria; • Demonstrate the feasibility of the proposed storm sewer; and • Demonstrate that there will be no impact on the City's existing drainage system, including how groundwater will be managed on-site. <p>Traffic A Traffic Impact Study (TIS), prepared by Starwood Group Inc., dated August 2020, was submitted in support of the proposed development, and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • Regarding the proposed one-way access on Aquitaine Avenue, please show methods to enforce the one-way operation;

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

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

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

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

9. Next Steps

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

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

massing and building height?

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

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

Recommendation Report Detailed Planning Analysis

Owner: Blackrock Acquitaine Limited

6719 Glen Erin Drive

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1. Community Comments

Comments from the public were generally directed towards increased density, adequate community centre and school capacity and increased traffic. Below is a summary and response to the specific comments heard.

Comment

Concern with increased traffic and pedestrian safety.

Response

The second Traffic Impact Study (TIS) submission provided by C.F. Crozier & Associates Inc. dated October 2021 in support of the proposed development was deemed satisfactory by the City's City Planning Strategies Department. It has been determined that the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Comment

Concern with reduced resident and visitor parking rates. Will there be enough parking on-site?

Response

A parking justification was provided by C.F. Crozier & Associates Inc. dated August 2020. The Transportation and Works Department reviewed and commented on the report. The revised proposed parking rates were found satisfactory based on the current parking utilization rates on the site.

Comment

Is there enough water, sewer, and stormwater capacity to support the proposed development?

Response

The Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Skira & Associates Ltd., dated February 1, 2022 was deemed satisfactory by the Transportation and Works Department and Region of Peel. Additional details will be required prior to Site Plan Approval.

Comment

Is there enough capacity in the community centre and schools to support the proposed development?

Response

Both Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. Community Services responded that the network of neighbouring community centres will be able to accommodate the development.

Comment

Are design and unit upgrades proposed for the existing building/site?

Response

Design and unit upgrades are not proposed to the existing building. However several improvements are proposed to the existing site.

Comment

Will the units be affordable?

Response

The applicant is proposing market rate rental units through this development application.

Comment

Concern with number of previous applications on the site.

Response

The proposed development will supersede previous development applications for the site. Furthermore, the *Planning Act* does not limit the number of development applications that can be submitted for a property.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The revised applications were circulated to all City departments and commenting agencies on May 3, 2021, October 26, 2021 and April 5, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental

compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Stormwater

The Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Skira & Associates Ltd., dated February 1, 2022 indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area and any impact to the receiving municipal drainage system from the proposed development, on-site stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept. On-site water re-use and infiltration are being pursued. Further details related to the stormwater tank, re-use component for water balance requirements, as well as overall refinement of the stormwater management report can be addressed prior to Site Plan approval.

Traffic

Two Traffic Impact Study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. Each submission was reviewed and assessed by the City's Transportation and Works Department. The second submission, dated October 2021, complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that in 2025 the proposed development is anticipated to generate 64 (15 in; 49 out) and 73 (44 in, 29 out) two-way site trips for the weekday AM and PM peak hours, respectively.

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

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) dated June 19, 2020 and a Phase 2 ESA report dated June 24, 2021, both prepared by DS Consultants Ltd. were submitted in support of the proposed development. No further action is required.

Noise

A Noise Feasibility Study prepared by HGC Engineering Ltd., dated March 24, 2022, was submitted for review. The study evaluates the potential impact to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The evaluated noise source that may impact this development is road traffic noise from Aquitaine Avenue and Glen Erin Drive. Noise will be mitigated through central air conditioning in all apartment units, with provisions for air conditioning in the townhouse units flanking Glen Erin Drive. Further mitigation is also to be provided via upgraded building materials. Final details related to noise requirements will be addressed with the final design of the building as part of a detailed noise study at the Site Plan stage.

Engineering Plans and Drawings

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans, etc.). Based on the review of the materials submitted to date, some additional technical details and minor revisions to the engineering

drawings will be required to confirm drainage is contained within the property.

No new municipal infrastructure (roads or services) are required as a result of this development. An 'H' Holding Provision is being requested by the Planning & Building Department which is to include a condition for the applicant to enter into Development Agreement. Further information including any additional technical reports, drawings, and details of the site grading will be addressed prior to Site Plan approval.

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 March 5, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposed development will utilize surrounding community infrastructure, has adequate access to servicing and is located in close proximity to transit infrastructure. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. The subject

site and proposal represents an opportunity to intensify and increase the range of housing in the area. As outlined in this report, the proposed development supports the general intent of the PPS.

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.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying an underutilized high density site and utilizing existing municipal infrastructure.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated March 5, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Meadowvale Neighbourhood Character Area, to permit a 12 storey rental apartment building

containing 184 units and 28 townhomes, in addition to the existing 13 storey rental apartment building that occupies the site, with a maximum floor space index (FSI) of 2.0. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

Directing Growth

The subject site is located in the Meadowvale Neighbourhood Character Area, a Neighbourhood in the City's Urban Structure. Where higher density uses are proposed they should be located in conjunction with existing apartment sites (Section 5.3.5.3).

The subject site is currently designated **Residential High Density – Special Site 2**, which permits apartment buildings with a maximum floor space index (FSI) of 1.4.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods will generally occur through infilling (Section 5.3.5.2) and may be considered where the proposed development is compatible in built form and scale to surrounding development and enhances the existing or planned development (Section 5.3.5.5). Development will be sensitive to the existing and planned context (Section 5.3.5.6). The site is located within the Meadowvale Neighbourhood Character Area. Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses (Section 16.1.2.4). The neighbourhood generally consists of residential uses. The lands surrounding the subject site are designated Residential High Density, Residential Medium Density and Greenlands, which permits apartments, townhomes/low rise apartments and passive recreational uses, respectively. The property is surrounded by two storey

townhomes to the north and east of the site and by 9 and 11 storey apartment buildings to the south and west of the site. Townhomes have been proposed along the north and east property lines to create an appropriate transition to neighbouring properties, while the proposed 12 storey apartment building is to be located at the southwest portion of the site. This placement across Glen Erin Drive from the neighbouring 11 storey apartment building, establishes another appropriate transition. The proposed amendment will allow the addition of a 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey apartment building with a maximum floor space index (FSI) of 2.0.

Services and Infrastructure

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

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

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

- Number 44, 48, 57 and 90 on Aquitaine Avenue
- Number 42 and 104 on Glen Erin Drive

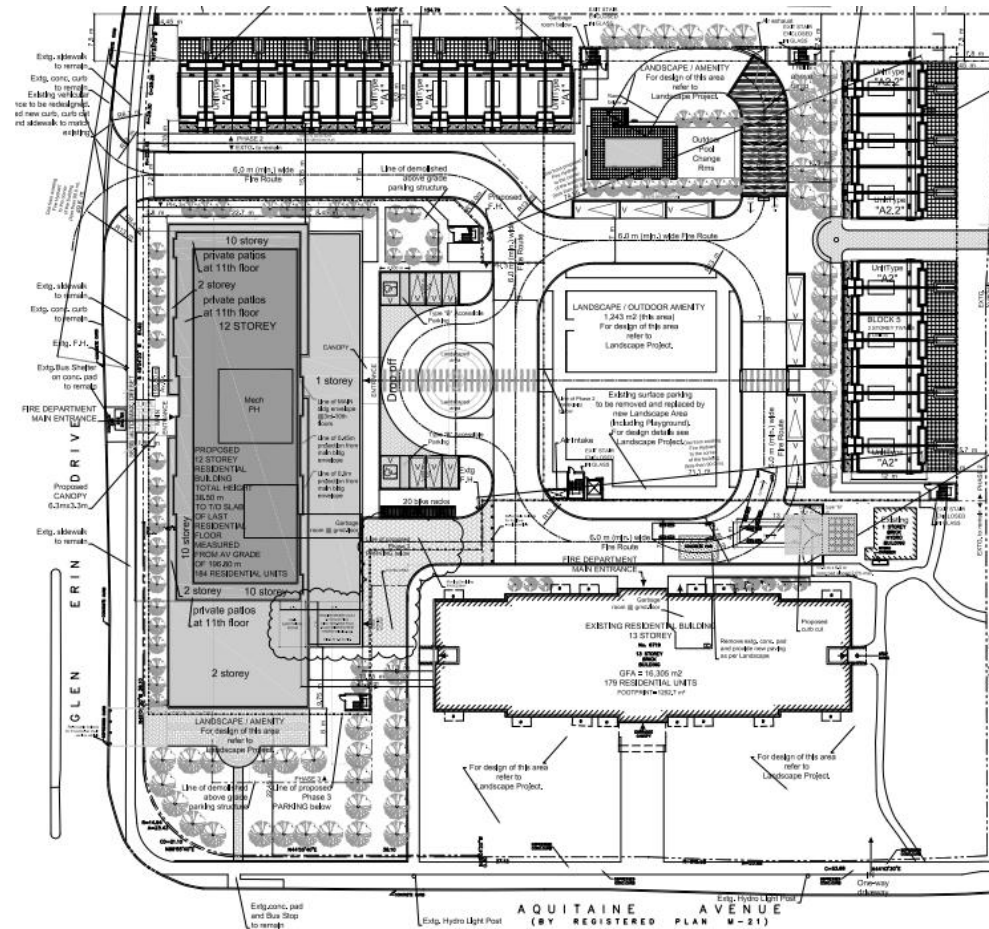
There is a transit stop on Aquitaine Avenue and Glen Erin Drive directly adjacent to the site.

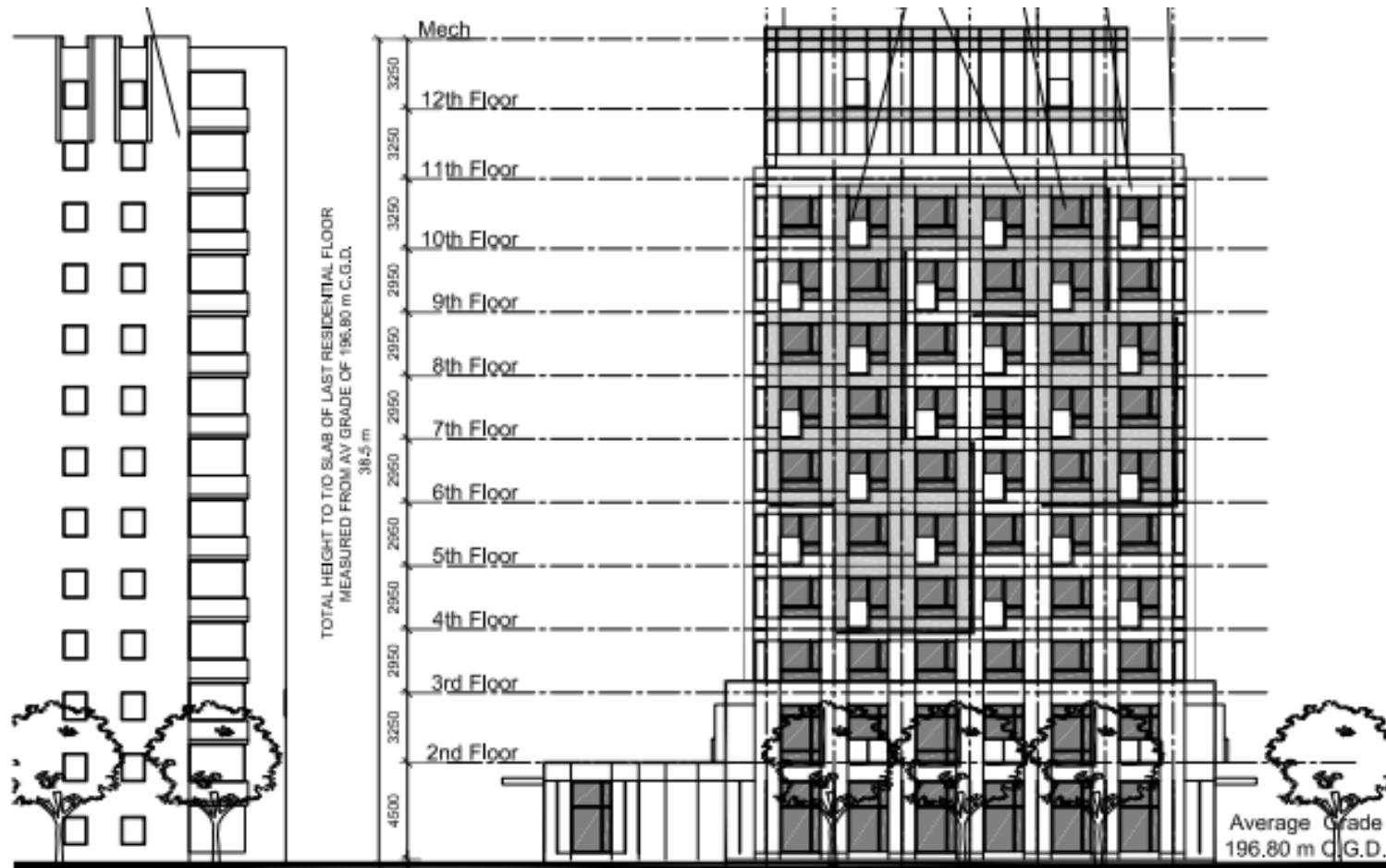
The site is serviced by the Meadowvale Town Centre, Major Transit Terminal, which is an 8 minute walk, approximately 700 m (2,296 ft.) from the site. The Town Centre provides a range of services including a gas station, drug store, banks, restaurants and retail stores. In addition, the Meadowvale Go Station is located approximately 1 km (0.62 miles) northeast of the site. The area is well served by major City of Mississauga facilities including the Meadowvale Community Centre and Library which is within a 7 minute walk and approximately 500 metres (1 640 ft.). The subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which connects to the subject property and provides access to Lake Aquitaine Park (P-102), which is 14.3 hectares (35.3 acres) and includes a playground, picnic area, basketball courts and trails. This park is a 6 minute walk, approximately 450 metres (1 476 ft.) from the subject property.

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

8. Revised Site Plan and Elevations

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

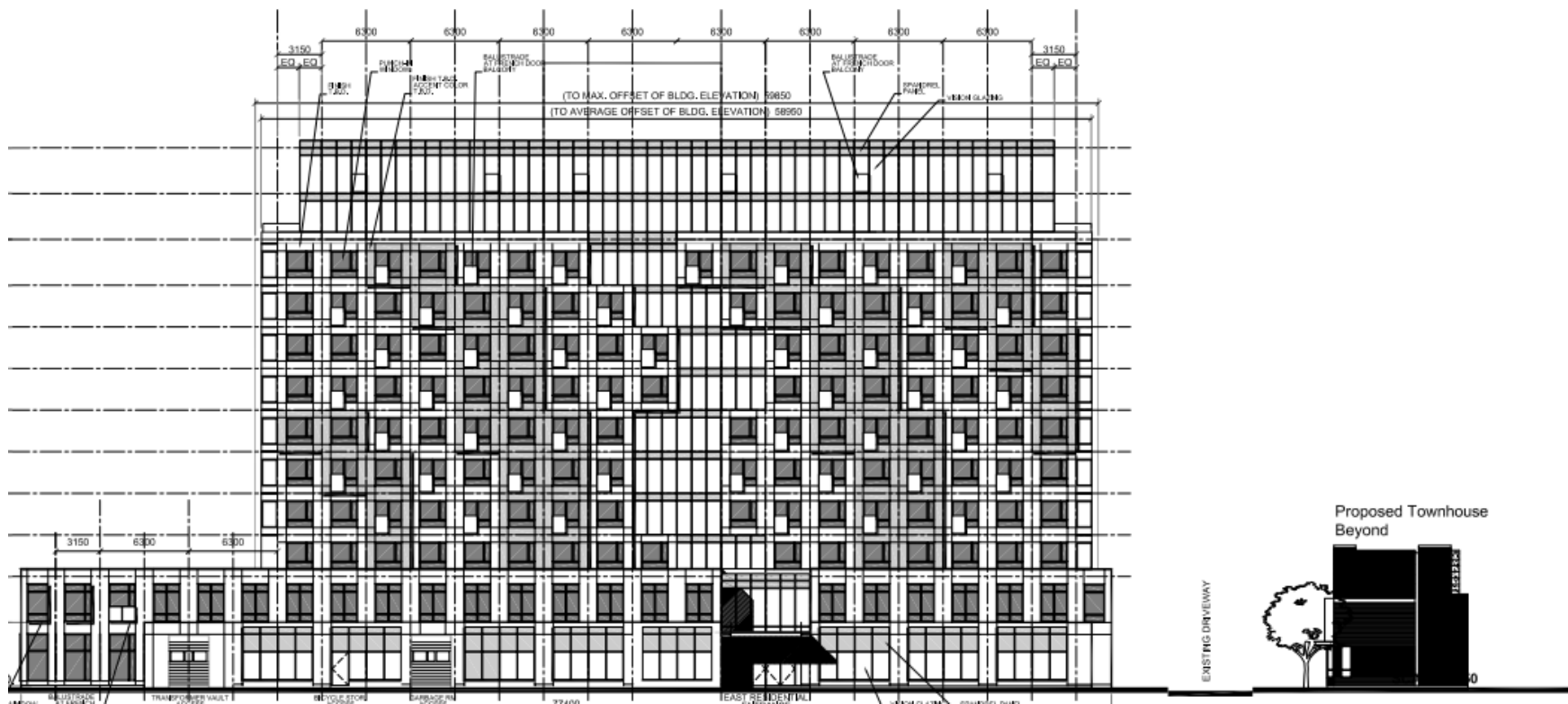




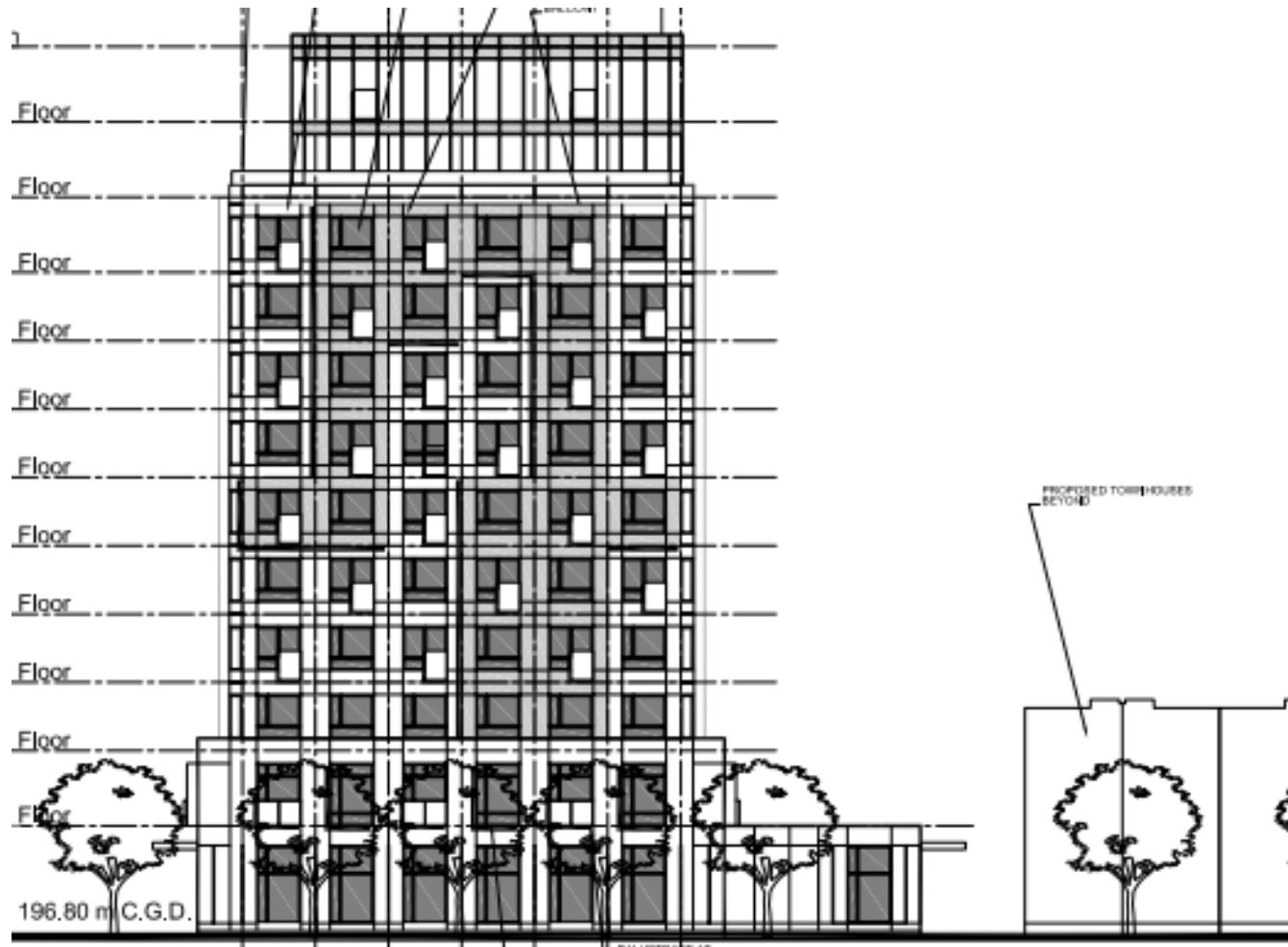
North Elevation of Proposed Apartment Building



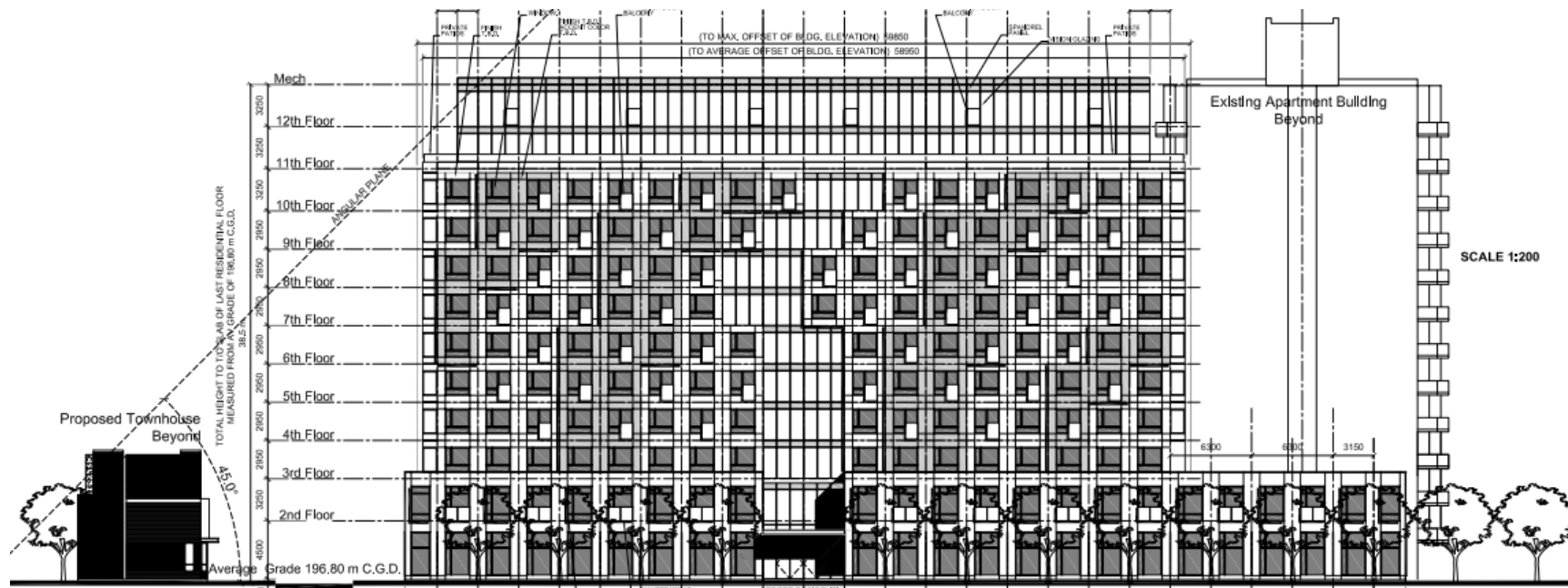
North Elevation of Proposed Townhomes



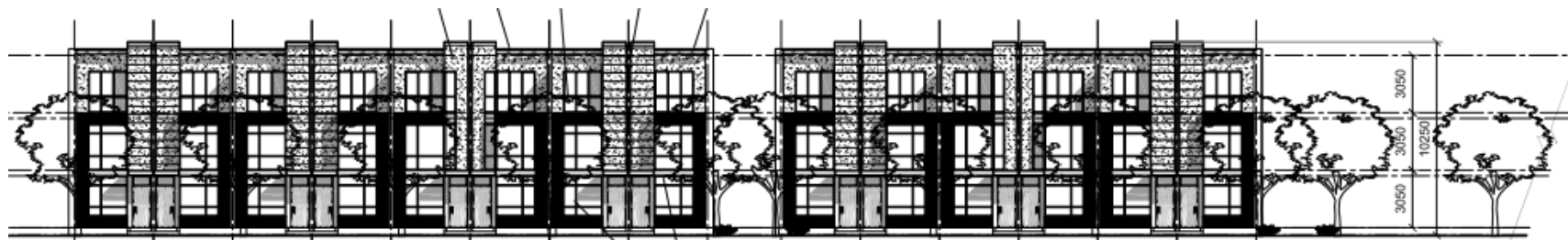
East Elevation of Proposed Apartment Building and Townhomes



South Elevation of Proposed Apartment Building (From Aquitaine Avenue)



West Elevation of Proposed Apartment Building and Townhomes (From Glen Erin Drive)



South Elevation of Proposed Townhomes

9. Zoning

The proposed **RA4-45** (Apartments - Exception) is appropriate to accommodate the proposed 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey rental apartment building with a maximum floor space index (FSI) of 2.0.

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

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-45 Zone Regulations
Additional Uses	N/A	Townhouses
Maximum number of dwelling units	N/A	365
Maximum number of townhouse dwelling units	N/A	28
Maximum Floor Space Index (FSI)	1.8	2.0
Minimum Exterior Side Yard	8.5 m (27.9 ft.)	3.5 m (11.5 ft.)
Minimum above grade separation between buildings (apartments)	15.0 m (49.2 ft.)	11.3 m (37.1 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed RA4-45 Zone Regulations
Minimum above grade separation between buildings (townhomes)	15.0 m (49.2 ft.)	3.0 m (9.8 ft.)
Minimum number of resident parking spaces per 1 and 2 bedroom rental dwelling unit	1 bedroom – 1.18 2 bedroom – 1.36	0.89
Minimum number of resident parking spaces per 3 bedroom rental dwelling unit	1.50	1.50
Minimum number of resident parking spaces per 3 bedroom townhouse rental dwelling unit	1.41	1.40
Minimum number of visitor parking spaces	0.20 per apartment dwelling unit 0.25 per townhouse dwelling unit	0.15 per apartment and townhouse unit
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with section 37 of the Planning Act, as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force, and associated Official Plan policies, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. The 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). Council passed Community Benefits Charges By-law 0134-2022 on June 22, 2022. In accordance with the transition provisions in section 37.1 of the Planning Act, the former height and density bonusing regime continues to apply to lands subject to a zoning by-law that included a requirement to provide community benefits passed prior to the CBC By-law.

On September 16, 2015, applications for official plan amendment and rezoning under File OZ/OPA 14/002 W9 by Blackrock Aquitaine Limited were approved for the subject property to permit 83, three and four storey townhomes and a maximum floor space index (FSI) of 1.34. The subject lands are currently zoned RA4-45 (Apartments) which permits apartments, and 83 standard, back to back and stacked townhouses. The existing RA4-45 zone allows apartments with a maximum height of 18 storeys and a maximum floor space index (FSI) of 1.8. The applicant is seeking to further amend the

RA4-45 zone to permit a 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey apartment building with a maximum floor space index (FSI) of 2.0. As additional density is proposed, the project meets the minimum threshold for a Section 37 contribution.

The lands are currently subject to a Section 37 agreement, where the owner will be required to pay to the City prior to the issuance of the first above grade building permit, the sum of \$427,189.00 to be used towards:

- Maplewood Park in the amount of \$17,032;
- Lake Aquitaine Trail in the amount of \$248,789;
- Hunter Green Park in the amount of \$156,368; and
- Tree planting in the amount of \$5,000.

If the applications are approved, the zoning by-law will reflect a requirement to provide the same contribution outlined above and supplemented by additional benefits to reflect the additional density in accordance with City policy. Ultimately, the existing Section 37 agreement that applies to the property will be amended to secure these additional benefits. The provision of density bonusing (Section 37) is required as a condition of approval.

11. "H" Holding Symbol

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

- The execution of a revised Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement to the satisfaction of the City

12. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as noise abatement measures, drainage, stormwater management and vent locations. Through the site plan process, further refinements are anticipated for the design of the building entrance / drop off area, central outdoor amenity area, landscaping and grading.

15. Conclusions

In conclusion, City staff has evaluated the application to permit the proposed 12 storey rental apartment building containing 184 units and 28 rental townhomes in addition to the existing 13 storey rental apartment building with a maximum floor space index (FSI) of 2.0 against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal is acceptable from a planning standpoint and can be supported, based on the following:

- the proposed development represents an opportunity to intensify an existing apartment site and efficiently use existing community infrastructure, servicing and transit services
- while the site is located within a Neighbourhood, which are generally not intended to accommodate a significant amount of growth, Mississauga Official Plan allows for intensification within Neighbourhoods through infilling of existing apartment sites
- the proposal is compatible in built form and scale to surrounding development and enhances the existing development. Appropriate transitions to adjacent residential uses have been proposed through the introduction of townhomes along the north and east property lines and a 12 storey apartment building at the southwest portion of the site
- lastly, the proposal contributes to the range of housing choice in Meadowvale Neighbourhood Character Area.

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City of Mississauga

Corporate Report



<p>Date: July 15, 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/OPA 21-4 W7</p>
	<p>Meeting date: August 8, 2022</p>

Subject

RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses 255 Dundas Street West, northwest corner of Dundas Street West and Parkerhill Road
Owner: 2683340 Ontario Inc.
File: OZ/OPA 21-4 W7.

Recommendation

1. That the applications under File OZ/OPA 21-4 W7, 2683340 Ontario Inc., 255 Dundas Street West to amend Mississauga Official Plan to **Residential High Density** and **Greenlands**; to change the zoning to **H-RA4-Exception** and **G1** to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses, and a buffer to Mary Fix Creek be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated July 15, 2022 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the "H" holding symbol is to be removed from the **H-R14-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated July 15, 2022 from the Commissioner of Planning and Building have been satisfactorily addressed.
4. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses.
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including increased articulation of the building and the removal of a walkway from the buffer to Mary Fix Creek.
- It has been concluded that the proposed development is supportable from a planning perspective.
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved.

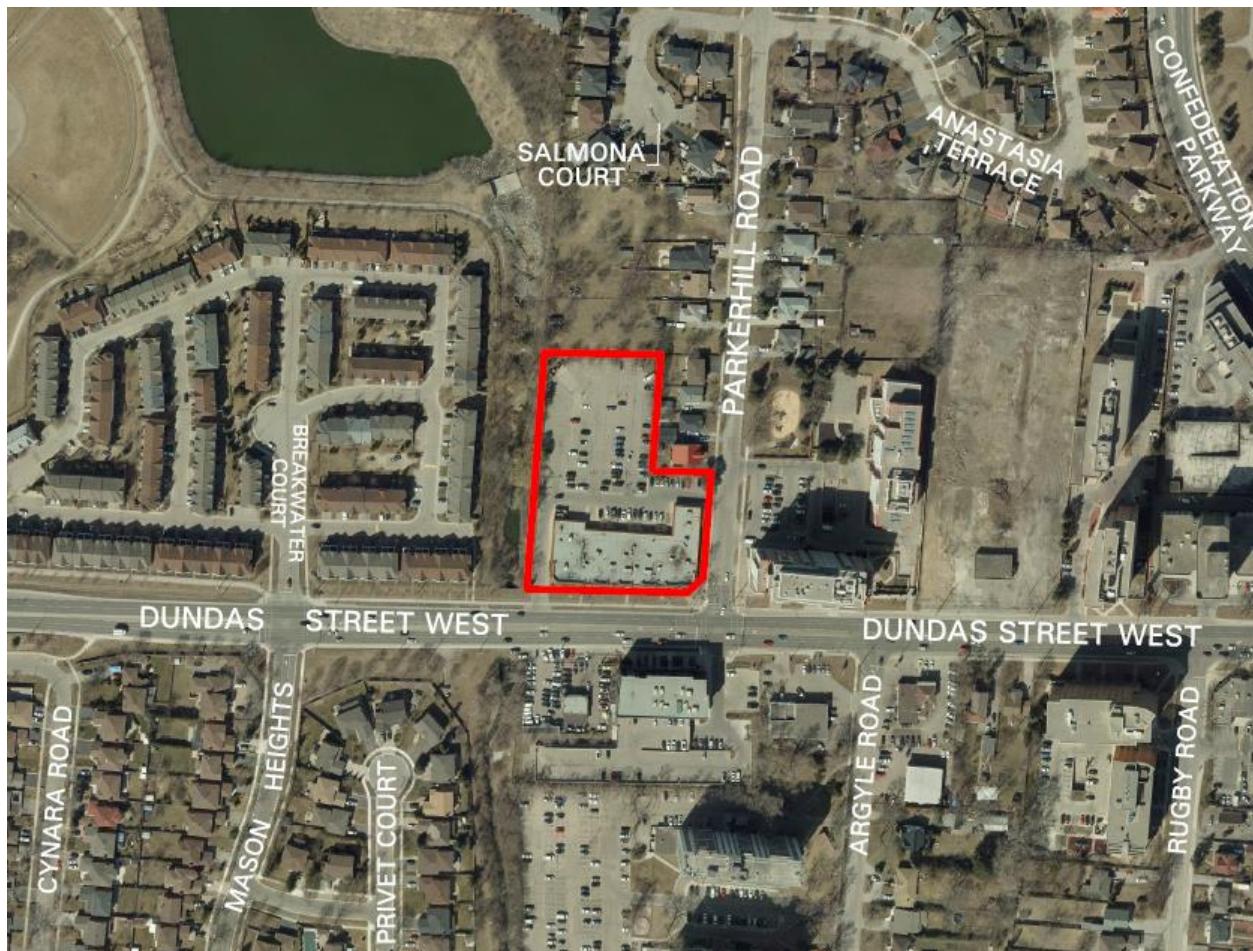
Background

A public meeting was held by the Planning and Development Committee on January 10, 2022 at which time an Information Report

(<https://pub-mississauga.escibemeetings.com/filestream.ashx?DocumentId=18423>) was received for information. Recommendation PDC-0059-2022 was then adopted by Council on January 19, 2022.

PDC-0059-2022

1. That the report dated December 17, 2021, from the Commissioner of Planning and Building regarding the applications by 2683340 Ontario Inc. to permit a 14 storey (stepped) apartment-building with a 6 storey podium containing ground floor commercial uses, under File OZ/OPA 21-4 W7, 255 Dundas Street West, be received for information.



Aerial Image of 255 Dundas Street West

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Increased articulation provided to the terracing of the building
- Revised elevations to provide an enhanced aesthetic
- Walkway was removed from the buffer between the Mary Fix Creek and the proposed apartment building.

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 17, 2021. A community meeting was held by Ward 7 Councillor, Dipika Damerla, on November 10, 2021. Two residents attended the meeting. One written submission was received. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The statutory public meeting was held on January 10, 2022. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

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

Strategic Plan

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

Engagement and Consultation

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 17, 2021. A community meeting was held by Ward 7 Councillor, Dipika Damerla, on November 10, 2021. Two people attended the meeting. One written submission was received. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on January 10, 2022. Two 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.

Financial Impact

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

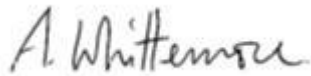
Conclusion

In summary, the proposed development intensifies an underutilized parcel of land, has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential and commercial uses. The subject site is located along an Intensification Corridor and Higher Order Transit Corridor and the compact development is transit supportive. The proposal provides a built form that supports a mix of housing types, tenures and varying price points to accommodate households of many income levels. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved, subject to the conditions contained in this report.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Andrea Dear MCIP, RPP, Development Planner

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 Whitemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 21-004 W7</p>
	<p>Meeting date: January 10, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses 255 Dundas Street West, northwest corner of Dundas Street West and Parkerhill Road
Owner: 2683340 Ontario Inc.
Files: OZ/OPA 21-4 W7

Recommendation

That the report dated December 17, 2021, from the Commissioner of Planning and Building regarding the applications by 2683340 Ontario Inc. to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses, under File OZ/OPA 21-4 W7, 255 Dundas Street West, 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).

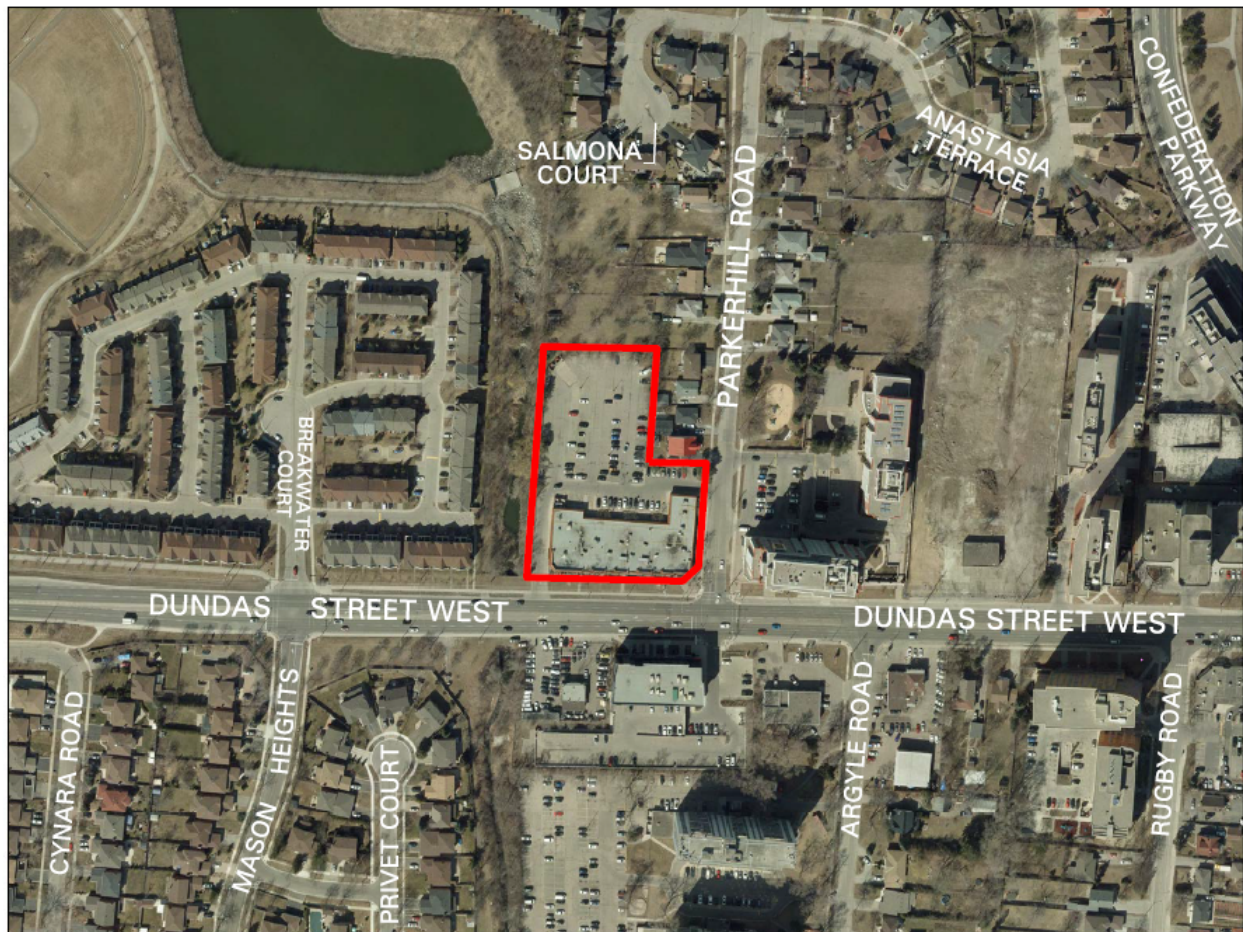
PROPOSAL

The official plan amendment and rezoning applications are required to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses. The 14 storey apartment building gradually steps down to 8 storeys at the east property line and 4 storeys along the north property line. The applicant is proposing to redesignate the property from **Mixed Use** to **Residential High Density** to permit a 14 storey (stepped) apartment building with ground floor commercial uses. The zoning by-law will also need to be amended from **C3-26** (General Commercial) to **RA4-Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located at the northwest corner of Dundas Street West and Parkerhill Road within the Cooksville Neighbourhood Character Area. The site is currently occupied by a one storey commercial plaza and associated surface parking.



Aerial image of 255 Dundas Street West



Applicant's rendering of the proposed 14 storey mixed use building

LAND USE POLICIES AND REGULATIONS

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

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

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

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel

Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Andrea Dear RPP, MCIP, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 2683340 Ontario Inc.

255 Dundas Street West

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1. Proposed Development

The applicant proposes to develop the property with a stepped 4 to 14 storey apartment building containing 393 dwelling units and ground floor commercial uses within a 6 storey podium along the Dundas Street West frontage. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: May 4, 2021 Deemed incomplete: June 3, 2021 Deemed complete: June 17, 2021	
Developer/ Owner:	2683340 Ontario Inc. (c/o Domenic Poretta)	
Applicant:	Blackthorne Development Corp. (c/o Maurizio Rogato)	
Number of units:	393 residential units	
Existing Gross Floor Area:	2,194.70 m ² (23,616 ft ²)	
Proposed Gross Floor Area:	31,468.00 m ² (338, 718.73 ft ²) residential 1,293.00 m ² (13,917.73 ft ²) commercial	
Height:	14 storeys / 48.63 m (159.54 ft.)	
Lot Coverage:	40 %	
Floor Space Index:	3.48	
Landscaped Area:	46%	
Road Type:	Public	
Anticipated Population:	861* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required: 393	Provided: 333

Development Proposal		
visitor spaces	Required: 59	Provided: 58
Total	452	391
Green Initiatives:	<ul style="list-style-type: none"> • Storm Water will be re-used for irrigation in summer months • Dry swale 	

Supporting Studies and Plans

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

- Planning Justification Report
- Concept Plan and Elevations
- Urban Design Study
- Acoustic Study (Environmental Noise)
- Sun/shadow Study
- Pedestrian Level Wind Study
- Arborist Report (Tree Inventory/Preservation Plans)
- Archaeological Assessment (Clearance)
- Draft Official Plan and Zoning By-law Amendments
- Transportation Impact Study with Parking Utilization Study
- Transportation Demand Strategy
- Functional Servicing Report
- Phase I Environmental Report
- Grading and Servicing Plans

The application was reviewed by the Urban Design Advisory Panel on November 24, 2020. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

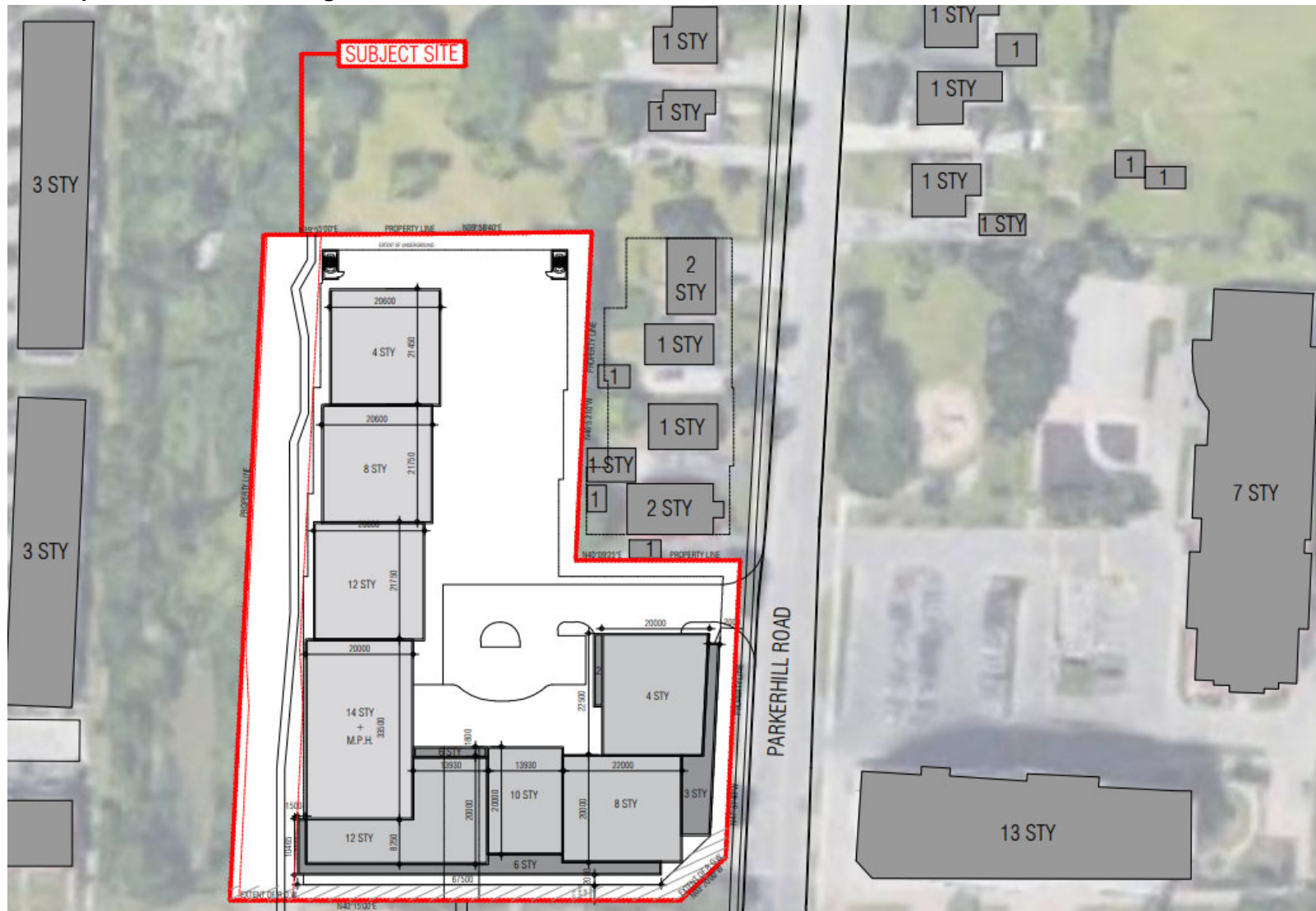
Application Status

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

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

A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan and Renderings



Concept Plan



Rendering looking north



Rendering looking south



South Elevation



East Elevation

2. Site Description

Site Information

The property is located at 255 Dundas Street West, at the northwest corner of Dundas Street West and Parkerhill Road. The site is bound by Dundas Street West to the south, Parkerhill Road to the east, low density residential to the north and Mary Fix Creek to the west, within the Cooksville Neighbourhood Character Area. The site is currently occupied by a one storey retail commercial plaza with associated surface parking.



Aerial Photo of 255 Dundas Street West

Property Size and Use	
Frontage:	83.54 m (274.08 ft.)
Depth:	123.83 m (406.26 ft.) 116.10 m (380.90 ft.)
Gross Lot Area:	0.94 ha (2.32 ac.)
Existing Uses:	1 storey retail commercial plaza with associated surface parking



Streetview of the existing plaza

Site History

June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3-26** (General Commercial - Exception). The **C3-26** zone permits a variety of retail and commercial uses, including but not limited to restaurant, veterinary clinics, medical offices, personal service shops, commercial schools,, college or university, overnight accommodation and entertainment establishment to a maximum of 2,650 m² (28,524.4 m²) of gross floor area.

- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Mixed Use in the Cooksville Neighbourhood Character Area.

3. Site Context

Surrounding Land Uses

The subject site is an “L” shaped property located on the north side of Dundas Street West and the west side of Parkerhill Road. Immediately north and east of the property are low density residential uses (single detached homes). There is a 13 storey mixed use building and a seven storey residential building on the east side of Parkerhill Road. On the south side of Dundas Street West is a four storey office/commercial building. On the west side of the subject site is Mary Fix Creek and beyond is a complex of three storey stacked townhomes.

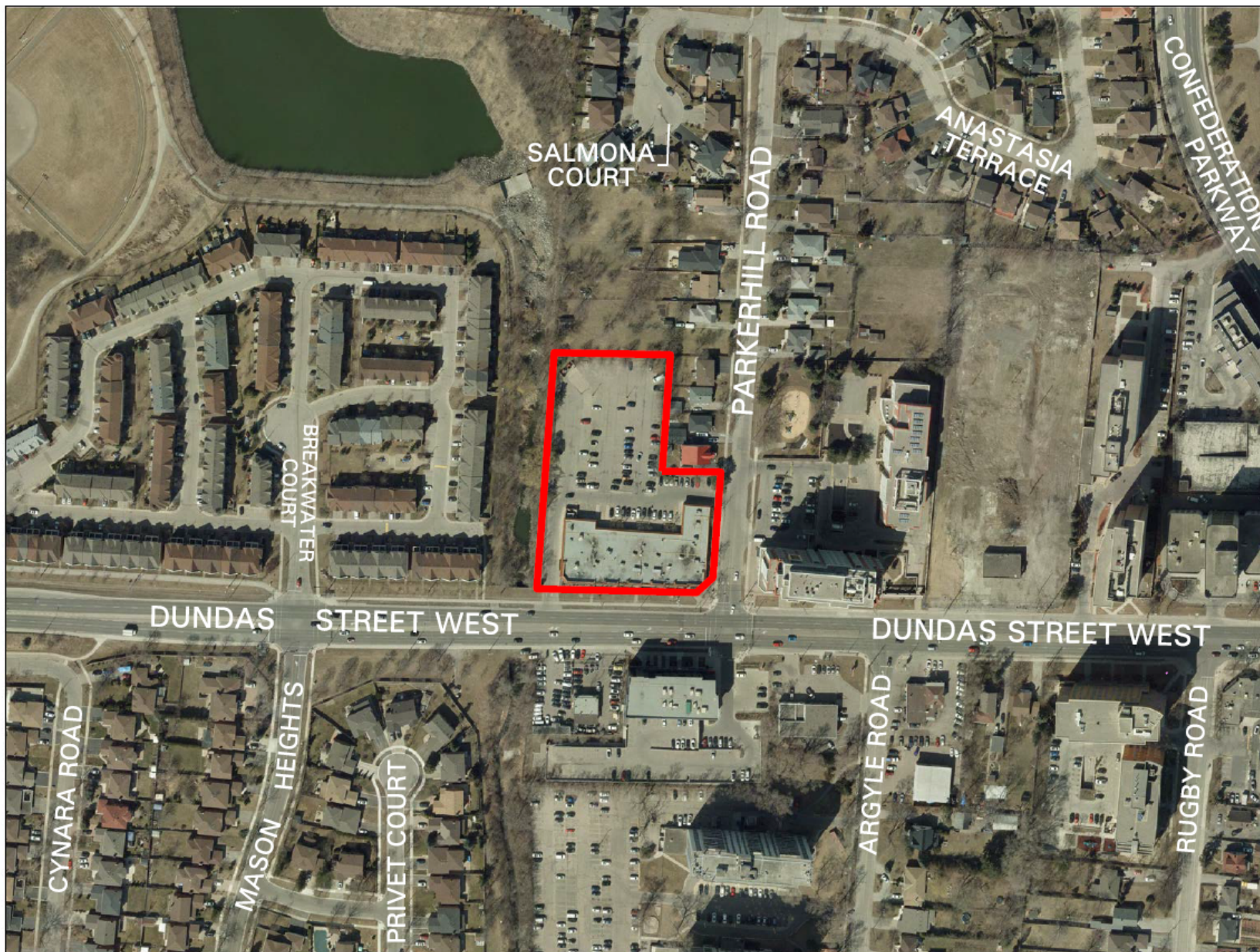
The surrounding land uses are:

North: Low density, single detached dwellings
East: A 13 storey mixed use building and a seven storey apartment building
South: A four storey office/commercial building
West: Mary Fix Creek and associated hazard lands, with three storey stacked townhomes just beyond.

Neighbourhood Context

The subject property is located in the Cooksville Neighbourhood Character Area. The surrounding area contains a mix of residential and commercial uses located on Dundas Street West and Parkerhill Road. The character contains a variety of residential building types including single detached, townhouse and apartment dwellings developed between 1970 and 2000.

The site is located on the northwest corner of Dundas Street West and Parkerhill Road. Dundas Street West is identified as an Intensification Corridor in the Mississauga Official Plan (MOP). This section of Dundas Street West contains residential uses as well as a variety of commercial and retail uses. In June 2018, Council endorsed the Dundas Connects Master Plan. This Plan will help to guide future urban growth and intensification along the Dundas Street Corridor.



Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood Character Area (West) is 15,240 with a median age in this area being 43 (roughly the same as the City's median age). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,800 and 17,020 respectively. The average household size is 2 persons with 31% of people living in single detached homes. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 1,357. Total employment combined with the population results in a PPJ for the Cooksville Neighbourhood Character Area (West) of 42 persons plus jobs per ha (2.47 acres).

**Mississauga's growth forecasts provides population, employment and housing forecasts for the period 2021 to 2051. These growth forecasts have been endorsed by Mississauga's Council for infrastructure and land use planning purposes. These forecasts will undergo formal approvals as part of Peel's Municipal Comprehensive Review towards the middle of 2022*

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

Other Development Applications

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

- File #OZ/OPA 21-009 W7 – 189 Dundas Street West – applications in process for one mixed use 20 storey apartment building and two apartment buildings (18 and 32 storeys)
- File #OZ 20-017 W7 – 2570 and 2590 Argyle Road – application in process for a 15 storey apartment building
- File #OZ/OPA 19-017 W7– 85-95 Dundas Street West and 98 Agnes Street – application approved for an 18 storey mixed use building with 428 residential units and ground floor commercial. Application was approved in July 2021

These applications are within the anticipated population forecasted for the node.

Community and Transportation Services

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

This site is adjacent to city owned lands identified as a tributary of Mary Fix Creek, which are zoned G1 (Greenlands Natural Hazards) as part of the City owned lands. The subject site will also be served by Parkerhill Park (P-380), zoned **OS1** (Open Space - Community Park), this park is 0.15 ha (0.38 ac) in size which contains a Play Site and is located less than 130 m (426.5 ft.) from the subject lands. It is recommended that

the proposed 10 m-(32.8 ft.) setback to the Stable Top of Slope from the Greenlands Natural Hazard, be dedicated to the City as parkland and zoned accordingly. Should this application be approved, the City owned lands shall include hoarding and fencing along the new boundary of the Greenlands.

There are a variety of convenient shopping opportunities including grocery stores, pharmacies and banks in the surrounding area. The site is serviced by parks, including Parkerhill Park, Brickyard Park, and Sgt. David Yakichuk Park. There are also a number of elementary, middle and secondary schools in the area.

The site is within 900 m (2,953 ft.) of the Cooksville GO station, which provides two-way, peak service and two-way off-peak bus service to downtown Toronto.-The following major MiWay bus routes currently service the site:

- Route 1 – Dundas and Parkerhill
- Route 28 – Dundas and Confederation
- Route 101 and 101A – Dundas Express
- Route 103 – Hurontario Street

Dundas Street is planned for Bus Rapid Transit (BRT). The Hurontario Street LRT, which will be completed by 2024, will connect Port Credit GO Station up to the City of Brampton to the north. To facilitate land use changes in support of the LRT, the Hurontario / Main Street Corridor Master Plan envisioned the development of Hurontario Street as an intensified, mixed use, higher order transit corridor that supports the Province's Growth Plan initiatives for developing along Major Transit Station Areas.

There are signed bicycle routes along Hillcrest Avenue and Fairview Road West, and other dedicated bicycle lanes on Confederation Parkway and Kirwin Avenue. The surrounding parks, including Brickyard Park, Dr. Martin Dobkin Park and Richard Jones Parks are equipped with multi-use trails.

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> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	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.	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 (West) and are designated **Mixed Use**. The **Mixed Use** designation permits a variety of commercial, retail and personal service shops along with residential uses that is are in conjunction with other permitted uses.

The subject property is within 900 m (2,952 ft.) of the Cooksville GO Station and OZ-OPA 21-4 W7 and the Dundas BRT and therefore may be located within a "planned" Major

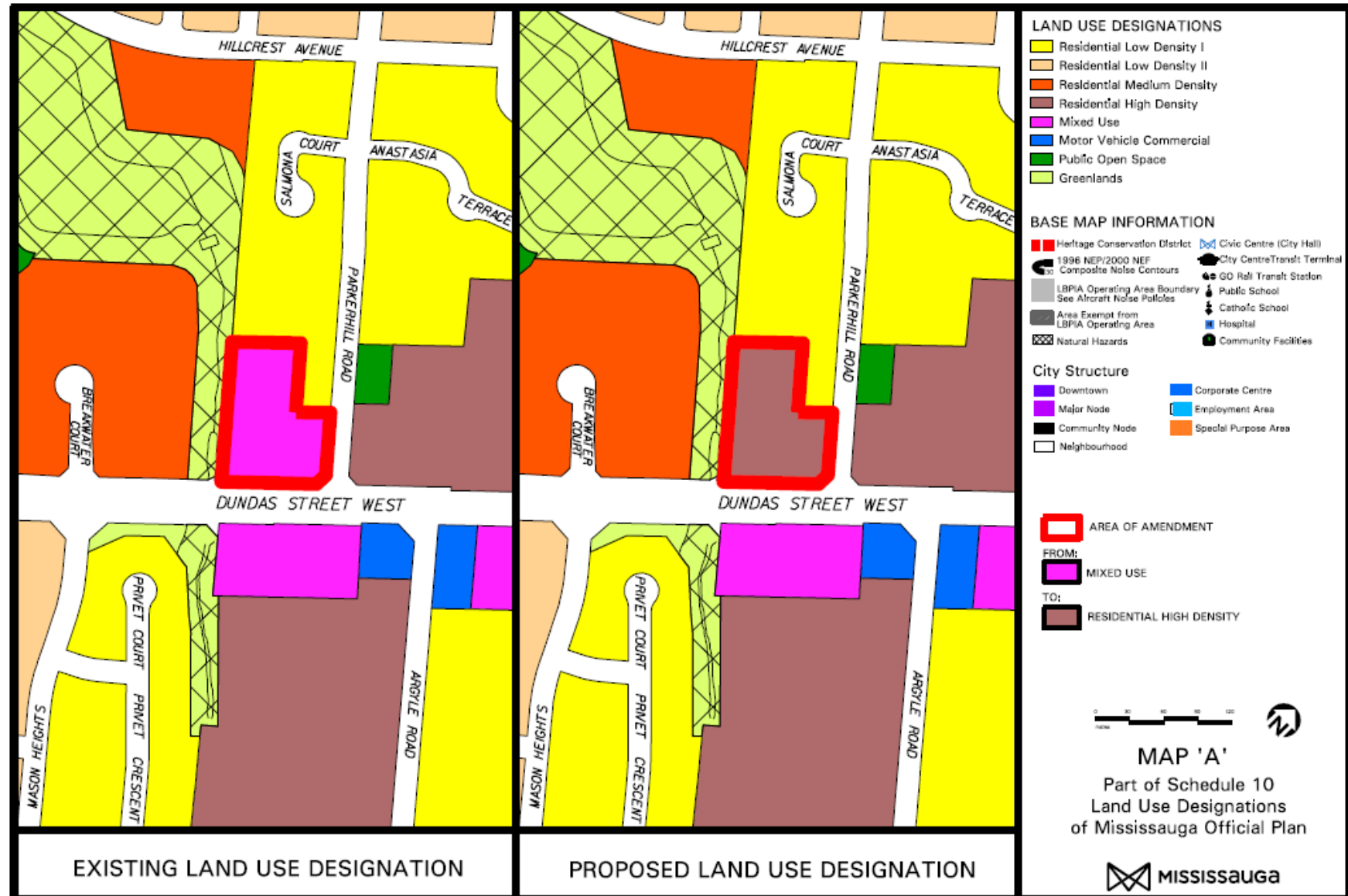
Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the MTSA's will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit up to a 14 storey mixed use building with a floor space index of 3.5. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

Existing and Proposed Land Use Designations



Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment. (Section 5.3.5.4)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>5.5.5 Development will promote the qualities of complete communities. (Section 5.5.5)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use</p>

	General Intent
	residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)
Chapter 6 Value The Environment	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (Section 6.3.47)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p>

	General Intent
	<p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (Section 9.2.1.3)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (Section 9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (Section 9.2.1.12)</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. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (Section 9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (Sections 9.2.1.23, 24 and 25)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns; Respect the continuity of front, rear and side yard setbacks; Respect the scale and character of the surrounding area; Minimize overshadowing and overlook on adjacent neighbours; Incorporate stormwater best management practices; Preserve mature high quality trees and ensure replacement of the tree canopy; and Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)

	General Intent
	<p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. (Section 9.3.1.7)</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages. (Section 9.3.1.8)</p> <p>Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture. (Section 9.3.3.2)</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7)</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation. (Section 9.3.5.9)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>

	General Intent
Chapter 11 General Land Use Designations	<p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p>
Chapter 16 Neighbourhoods	Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur. (Section 16.6.2.1)
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; and • 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

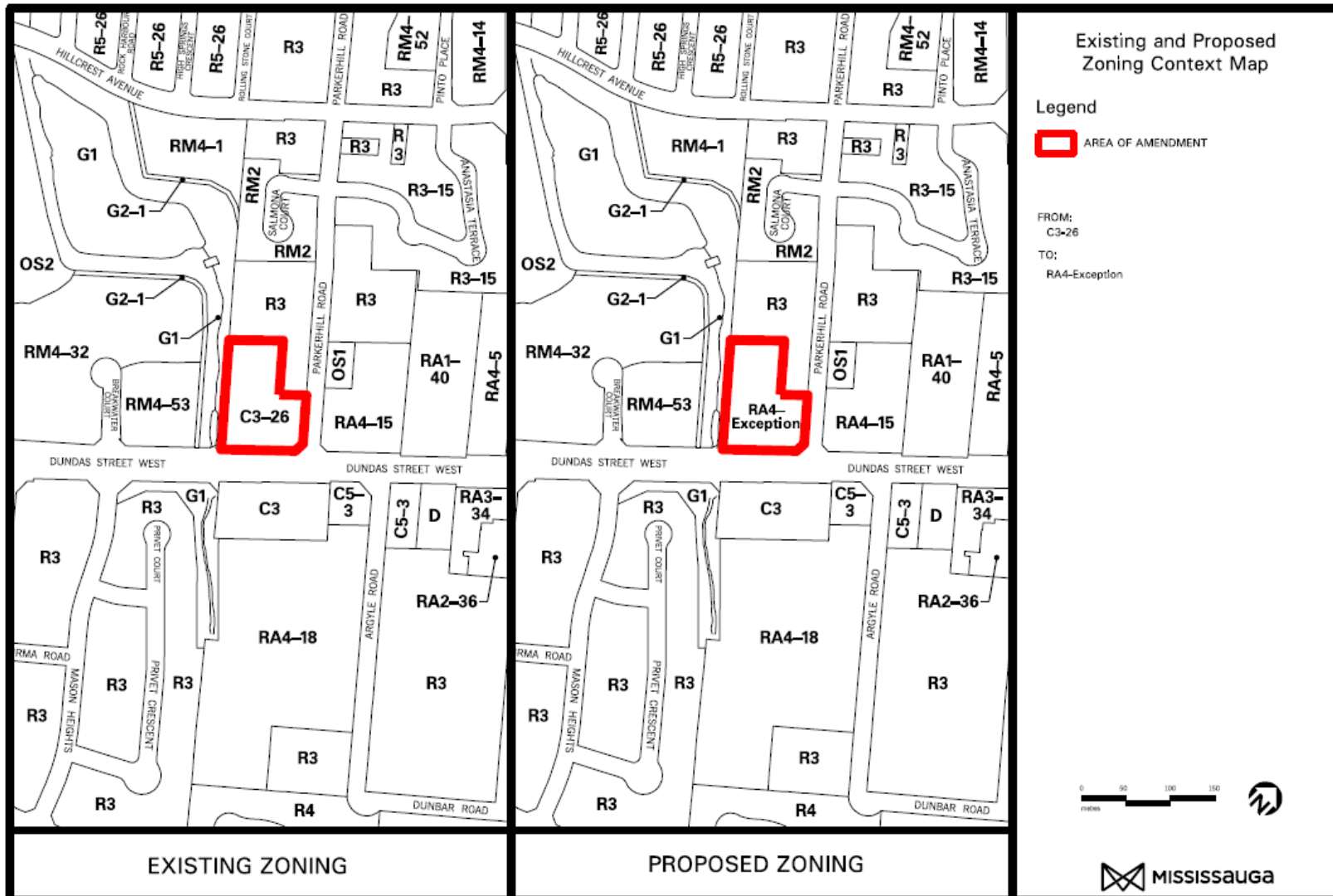
Existing Zoning

The subject property is currently zoned **C3-26** (Mixed Use – Exception), which permits a range of retail, commercial, personal service, office and recreational entertainment uses with a maximum of 2,650 m² (28,524 ft²) of non-residential floor area and no residential uses.

Proposed Zoning

The application is to zone the property **RA4 – Exception** to permit a stepped 4 to 14 storey apartment building with ground floor commercial/retail uses.

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 Z22

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4 Amended Zone Regulations
Additional permitted accessory uses	Apartment Long Term Care Building Retirement Building	Restaurant Retail Take Out Restaurant
Maximum Floor Space Index – Apartment Zone	1.8	Shall not apply
Maximum floor space index – Apartment dwelling zone, measured over the lot area prior to road widening(s)	No Requirement	3.5
Maximum Number of Dwelling Units	No requirement	395
Maximum total gross floor area - apartment dwelling zone	No requirement	31,500 m ² (339,063 ft ²)
Minimum front yard and exterior side yards	For that portion of the dwelling with a height less than or equal to 13.0 m - 7.5 m (24.6 ft)	Shall not apply
	8.2 For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m - 8.5 m (27.8 ft)	Shall not apply
	For that portion of the	Shall not apply

Zone Regulations	RA4 Zone Regulations	Proposed RA4 Amended Zone Regulations
	dwelling with a height greater than 20.0 m and less than or equal to 26.0 m - 9.5 m (31.1 ft)	
	8.4 For that portion of the dwelling with a height greater than 26.0 m - 10.5 m (34.4 ft)	Shall not apply
Minimum front yard and exterior side yard setback		2.0 m (6.56 ft.)
Minimum number of resident parking spaces per dwelling unit	Section 3 – <ul style="list-style-type: none"> 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 	0.85
Minimum number of visitor parking spaces per dwelling unit	Section 3 – <ul style="list-style-type: none"> 0.20 visitor spaces per unit 	0.15
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot	3.0 m (9.8 ft)	Shall not apply

Zone Regulations	RA4 Zone Regulations	Proposed RA4 Amended Zone Regulations
line		
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 m

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 City is seeking to ensure that a minimum of 10% of units are affordable to middle income households. The 10% rate is not applied to the first 50 units. Based on the existing proposal, the City is seeking to ensure that a minimum of 35 units are middle income affordable units.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
40 Kindergarten to Grade 6	Cashmere Avenue Public School	Elizabeth Senior Public School	TL Kennedy Secondary School
8 Grade 7 to Grade 8			
7 Grade 9 to Grade 12	Enrolment: 359 Capacity: 461 Portables:	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 716 Capacity: 1275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
7 Kindergarten to Grade 8	Father Daniel Zanon Catholic Elementary School	Father Michael Goetz
6 Grade 9 to Grade 12	Enrolment: 308 Capacity: 470 Portables: 0	Enrolment: 1131 Capacity: 1593 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 2021. There were 2-3 members of the public in attendance and no questions or comments were received at that time.

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.

Some residents have expressed concerns about the height, density, massing of the building as well as it's compatibility with the existing neighbourhood. They have also raised concerns regarding the amount of parking being proposed and the potential overflow effect that may occur on Parkerhill Road. Other concerns include existing crime in the area and that added population may create additional crime. One other resident was concerned about the Environmental Site Assessment.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 21, 2021)	<p>A Regional Official Plan will not be required.</p> <p>An existing 200 mm (7.87 in.) diameter water main is located on Parkerhill Rd-An existing 300 mm (11.8 in.) diameter water main is located on Dundas St. W. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. For this type of development proposal, we recommend, where possible, the consideration of a domestic water and fire system looped to municipal water. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Parkerhill Road. An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Dundas St W. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>The applicant shall verify the location of the existing service connections to the subject site. Please contact Records at PWServiceRequests@peelregion.ca. In addition, requests for underground locates can be made at: https://www.ontarioonecall.ca/portal/. All Servicing and Grading drawings shall reflect Local Municipality's road widening requirements. Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines. Regional Site Servicing connection approvals are required prior to the local municipality issuing building permit.</p> <p>A satisfactory Functional Servicing Report is required prior to Site Plan Approval. Please refer to the Region's Functional Servicing Report Criteria within the Functional. We have received the FSR dated 2021-03-15 and prepared by UrbanWorks Engineering Corporation/Taras Dumyn P.Eng. A hydrant flow test is required to complete modelling.</p> <p>Lines of influence of proposed underground permanent structure shall not encroach onto the existing Watermain and Sanitary sewer. Infrastructure located within Parkerhill Rd. and Dundas St. W. (as per Region of Peel Water Design Criteria 2.8) and Sanitary Sewer Design Criteria 6.4).</p> <p>The submitted streetscaping drawings do not show underground infrastructure/services. Please revise the drawings with that information shown. If streetscaping proposed over Region of Peel infrastructure. Streetscaping over Regional infrastructure will not be accepted. Please work with City urban design, landscaping/streetscaping staff to remove any encroachments over the Region's sanitary sewer and/or watermain.</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board (June 23, 2021)	<p>This school board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p style="padding-left: 40px;">a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p style="padding-left: 40px;">b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
Peel District School Board (July 5, 2021)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Engineering Agreement:</p> <p>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.</p> <p>The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:</p> <p style="padding-left: 40px;">a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p style="padding-left: 40px;">b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board."</p> <p>The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.</p>
City Community Services Department – Park Planning Section (June 24, 2021)	<p>An Arborist Report with a Tree Inventory Plan prepared by Palmer, dated February 26, 2021 was submitted and has been reviewed. The information provided is incomplete and a satisfactory Tree Inventory Plan is required to assess existing site conditions.</p>

Agency / Comment Date	Comments
Economic Development Office (August 5, 2021)	The proposed grade related commercial uses have been reviewed and staff are requesting to add permissions for additional commercial/office uses at grade.
City Transportation and Works Department (June 23, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Functional Servicing and Stormwater Management Report dated March 2021, prepared by UrbanWorks Engineering Corp. was submitted for review. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.</p> <p>The applicant is proposing to utilize existing sewer infrastructure to service the development lands, and to implement on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> • the 100-year ponding depth; • whether any external flow from the adjacent properties need to be accommodated; and • that the existing storm sewer and outlet are in good condition. <p><u>Traffic</u> Traffic Impact Study (TIS) prepared by LEA Consulting Ltd. dated March 2021 was submitted in support of the proposed development and a full review has been completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • An updated TIS addressing all staff comments; • Satisfactory plans for the future internal road right-of-way widths and road configuration; and • Address any traffic concerns from the community related to the proposed development. <p><u>Environmental Compliance</u> Phase One Environmental Site Assessment (ESA)(ref# 2003-E004), Dated April 28, 2020, prepared by Soil Engineers Ltd. Was submitted for review. This ESA indicated that there may be contamination on the site and as such, a Phase Two ESA is required.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information as part of a subsequent submission, including:</p> <ul style="list-style-type: none"> • Phase Two ESA • Reliance Letter for the Phase I ESA report • Dewatering Commitment Letter • Monitoring Wells Decommissioning Letter <p>Please note that a Record of Site Condition (RSC) filing for the property is required prior to By-law enactment.</p> <p><u>Noise</u> An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated March 25, 2021, was submitted for review. The noise study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road, light rail, aircraft traffic, nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. Noise mitigation measures will be required. The applicant is required to update the report with further information in order to evaluate the feasibility of proposed mitigation measures and confirm how noise levels from light rail and other stationary sources may affect this development.</p> <p>A future Site Plan application is required and will ensure the mitigation measures are installed.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Credit Valley Conservation (August 17, 2021)	<p>The subject site is located adjacent to Mary Fix Creek. This portion of the creek plays an important linkage function in the City's natural heritage, and flood mitigation system. An Environmental Impact Study (EIS) prepared by Palmer, dated March 3, 3031 was submitted and reviewed, and staff have request additional information be provided.</p> <p>The following plans were also reviewed and are required to be amended and/or updated:</p> <ul style="list-style-type: none"> • A Storm Water Management Plan • A Restoration/Landscape Plan • Erosion and Sediment Control (ESC) • Geotechnical Assessment • Site Grading Plan
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"> - GO Transit - Metrolinx - Greater Toronto Airport Authority - HULRT Office - Enbridge Gas

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Alectra Utilities - Canada Post - Rogers Cable
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Ministry of Transportation - Trillium Health Partners

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.

8. Section 37 Community Benefits (Bonus Zoning)

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

9. Next Steps

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

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

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.

Recommendation Report Detailed Planning Analysis

Owner: 2683340 Ontario Inc.

255 Dundas Street West

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1. Community Comments

Comments from the public were generally directed towards the appropriateness of the built form in this location, loss of view, loss of privacy due to overlook, shadow impacts, noise, spillover parking on Parkerhill Road, loss of the commercial plaza and anticipated disruption/nuisance from construction. Below is a summary and response to the specific comments.

Comment

Intensification and high density should be directed to the downtown area near Square One.

Response

The proposed height and density was evaluated against the intensification policies in Mississauga Official Plan (MOP) and found to be appropriate. The building's height is focused on the Dundas Street West frontage and steps down toward the lower density neighbourhood to the north. The proposed development intensifies an underutilized parcel within the Cooksville Neighbourhood Character Area (West) in accordance with the Residential High Density designation of MOP. The subject site is located along an Intensification Corridor and Higher Order Transit Corridor and the proposed compact development is transit supportive.

Comment

Concern with the loss of the existing view of the creek and privacy due to overlook and shadow impacts.

Response

The building's height is focused on the Dundas Street West frontage and steps down toward the lower density neighbourhood to the north, reducing the overlook and shadowing impacts on adjacent lands. See the revised site plan and elevations under Section 8 of this Appendix.

Comment

There will be increased traffic and on-street parking on the street that will lead to decreased safety, especially for children who may be at the nearby park.

Response

A Traffic Impact Study (TIS) submission provided by LEA Consulting Ltd. dated March 2021 and revised in March 2022 in support of the proposed development, was deemed satisfactory by the City's Transportation and Works Department. It has been determined that the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

A parking justification was provided as part of the TIS by LEA Consulting Ltd. dated March, 2021. The Transportation and Works Department reviewed and commented on the report. The proposed parking rates were found satisfactory based on the anticipated parking utilization rates on the site. The proposed development is located on Dundas Street West, which is identified as an intensification corridor and is planned for higher order transit. If on-street parking becomes an issue, the City can consider imposing parking restrictions.

Comment

Concern with anticipated disruption and nuisance from construction.

Response

The City requires the submission of a Construction Management Plan that will require the owner to ensure minimal disturbance to the surrounding neighbourhood. Should there be cause for complaint, residents can call 311 and City staff will respond accordingly.

Comment

Loss of commercial plaza.

Response

Although it is not complete replacement, some commercial uses are proposed on the ground floor of the proposed building.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on April 14, 2021. A subsequent submission were circulated on April 1, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports and drawings have been submitted 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.

Storm Drainage

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

Additional technical information is required on the stormwater servicing concept to determine how the 5 mm (0.2 in.) retention requirement will be met. Water reuse on site is being pursued and a green roof is proposed as a low impact development design feature. Additional information is required to demonstrate a satisfactory groundwater management strategy through the submission of a Hydrogeological Report.

Environmental Compliance

The Phase One Environmental Site Assessment (ESA) report, dated April 28, 2020, prepared by Soil Engineers Ltd. indicates that further investigation is required. The requirements regarding a Phase Two ESA, a Temporary Discharge to Storm

Sewer Commitment Letter and written confirmation (a plan or proof of decommissioning) for the existing monitoring wells remain outstanding. In addition, a certification letter by a Qualified Person will be required, stating that the land to be dedicated to the City is environmentally suitable for the proposed use.

As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition is required to be filed in accordance with O. Reg. 153/04 as a condition of lifting the “H” holding provision. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.

Traffic

Two (2) traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City’s Transportation and Works Department. The second submission, dated March 2022, complied with the City’s TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 200 new two-way auto trips (78 inbound, 122 outbound) in the weekday AM peak hour, and 223 new two-way auto trips (124 inbound, 99 outbound) in the weekday PM peak hour. However, applying the trip reduction for the existing use, the projected trips are 56 (0 inbound, 56 outbound) in the AM and 19 (23 inbound, -3 outbound) in the PM peak hour.

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

The applicant is required to provide a draft reference plan showing the future right of way widths and sight triangle to the satisfaction of the Transportation and Works Department prior to lifting of the ‘H’ symbol.

Noise

An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated March 25, 2021, was submitted for review. The noise study evaluates the potential impact both to and from the proposed development and road traffic on Dundas Street West, Confederation Parkway and Parkerhill Road. Noise mitigation will be required in the form of upgraded building components and mitigation measures to reduce any negative impacts. Final details related to noise mitigation requirements will be further addressed at the site plan stage and will ensure the mitigation measures are installed.

Construction

While some disturbances associated with construction can be expected, the impacts will be temporary. Should the applications be approved, a Construction Management Plan (CMP) will be required prior to building activities on site. Mud tracking will be managed through the City’s Lot Grading and Municipal Services Protection By-law and construction will also

be subject to the City's Noise Control By-law, which regulates the period of time when construction equipment can be in operation within residential areas.

Other Engineering Matters

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which will be further addressed as part of future 'H' removal application. A Development Agreement will be required to capture any municipal infrastructure works, land dedication and easements as well as any additional requirements, provisions and clauses related with the development of the lands.

"H" Holding Symbol

Should the rezoning application be approved in principle, the outstanding technical matters noted above, including the requirement for a Development Agreement, are to form part of the conditions to remove the 'H' holding symbol.

Credit Valley Conservation (CVC)

Comments updated in June 2022 state that revisions are required to a number of drawings to appropriately delineate the existing flood line. In addition, the proposed dry swale is to be relocated outside of the Long Term Stable Slope Line. Certain other stormwater management control features are also recommended to be relocated to allow proper distance from Mary Fix Creek. While the Environmental Impact Study is generally acceptable, some additional information has been

requested. CVC is also recommending amendments to the landscape plan to include more native species and acceptable erosion control within the buffer adjacent to Mary Fix Creek. These outstanding matters will be included as a condition of the 'H' holding symbol removal on the lands.

Community Services

The 10.0 m (32.8 ft.) setback adjacent to Mary Fix Creek has been deemed acceptable. The setback is to be split with a 7.0 m (22.9 ft.) naturalized buffer measured from the largest constraint (top of bank, stable slopes) that will be dedicated gratuitously to the City and zoned **G1**, and a 3.0 m (9.8 ft.) landscape buffer, which can be used to accommodate grading, drainage and tiebacks to ensure no encroachment into the **G1** Zone. All proposed grading/drainage features, shoring, tiebacks and maintenance must be located within the 3.0 m (9.8 ft.) landscaped buffer, which will remain in private ownership along the west property line.

School Accommodation

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

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational

facilities have been made between the developer/applicant and the School Boards for the subject development.

In comments, dated June 30, 2022, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated December 17, 2021 (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 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and development proposal represents an opportunity to intensify the use of the land, increase the range of housing options in the area while avoiding environmental

health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The 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 2.2.1.2 c) states the 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.
- 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.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. The proposed development conforms to the Growth Plan as it is intensifying an underutilized site and utilizing existing

municipal infrastructure and supporting transit use as it is located on an intensification corridor and a higher order transit corridor.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated January 10, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve pedestrian friendly and transit supportive intensification.

The proposed development conforms to the ROP as it is an appropriate development that is transit supportive and efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Cooksville Neighbourhood Character Area (West), to permit up to a 14 storey mixed use

building with a floor space index of 3.66, and a naturalized 7.0 m (22.9 ft.) buffer adjacent to Mary Fix Creek. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

Directing Growth

The subject site is located in the Cooksville Neighbourhood Character Area (West), on the north side of Dundas Street West, west of Parkerhill Road.

The subject site is designated **Mixed Use** which permits a variety of commercial, retail and personal service shops along with residential uses that are in conjunction with other permitted uses.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Cooksville Neighbourhood Character Area (West), on an Intensification Corridor intended for Higher Order Transit. A range of uses are permitted in the node including both residential and retail commercial. The surrounding lands are designated **Residential High Density** to the east, which permits residential apartment dwellings, **Mixed Use** to the south, which permits a range of residential and retail commercial, and **Greenlands** to the west which permits conservation and flood management. The proposed building has been designed with the majority of the height and massing being located along the Dundas Street West frontage and Mary Fix Creek. The building then steps down toward the existing low density residential to the north. This design reduces shadow impact and overlook issues making this an appropriate transition to the adjoining lands. The proposed development

results in a land use that is compatible with the existing and planned context of Dundas Street West.

The Dundas Connects Master Plan was approved by PDC on July 5, 2022 with the implementing documents scheduled for the Council meeting on August 10, 2022. Dundas Connects recommends a maximum height of 12 storeys for this site. After a detailed analysis of the materials submitted in support of this application, staff are able to support the additional 2 storeys being proposed. The majority of the building falls within the 12 storey maximum, with only a small portion at the southwest corner that rises 2 storeys above. The thirteenth and fourteenth storey also have floor plates of 670 m² (7,211.8 sq. ft.) and 621 m² (6,684.3 sq. ft.) respectively. The building's design maximizes the efficiency of the property and the stepping down of the building heights toward the north allows for an appropriate transition to the existing neighbourhood.

Services and Infrastructure

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

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

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

- Route 1 on Dundas Street West having direct access to the Kipling GO and TTC Subway Station

- Route 28 on Confederation Parkway that leads to City Centre Transit Terminal to the north and Trillium Health Centre to the south
- Route 101 and 101A along the Dundas Express route which terminated at U of T Mississauga to the west and Kipling GO and TTC Subway Station to the east

There is a transit stop on Dundas Street West within 75 m (246 ft.) of the site.

Dundas Street is planned for Bus Rapid Transit (BRT). The Dundas Connects Master Plan (2018) was undertaken to take a coordinated view of the corridor from a land use and transportation perspective ([Dundas Connects Master Plan – City of Mississauga](#)) in support of higher order transit along Dundas Street. The City has built upon the previous Dundas Connects Master Plan (2018) and is currently developing the preliminary design and obtaining Environmental Assessment approvals to proceed with the implementation of the Dundas BRT corridor. Furthermore, the City has made a submission for implementation funding through the Investing in Canada Infrastructure Program for the initial segment between Confederation Parkway and Etobicoke, and a decision is pending.

There are signed bicycle routes along Hillcrest Avenue and Fairview Road West and other dedicated bicycle lanes on Confederation Parkway and Kirwin Avenue. The surrounding parks, including Brickyard Park, Dr. Martin Dobkin Park and Richard Jones Park are equipped with multi-use trails.

There are a number of restaurants, commercial and retail locations along Dundas Street West and Confederation Parkway.

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

8. Revised Site Plan and Elevations

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



Site Plan



South Elevation



East Elevation

9. Zoning

The proposed **RA4 – Exception** (Apartments) is appropriate to accommodate the proposed 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses, with an FSI of 3.7. The proposed **G1** (Greenlands) zone is appropriate to accommodate a naturalized buffer between the property and Mary Fix Creek.

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

Proposed Zoning Regulations

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 - Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	3.7
Minimum Front and Exterior Side Yard	<p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.) - 7.5 m</p> <p>For that portion of the dwelling with a height greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m - 8.5 m</p> <p>For that portion of the dwelling with a height</p>	2.0 m (6.5 ft.)

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 - Exception Zone Regulations
	<p>greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.) - 9.5 m (31.1 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.) -10.5 m</p>	
Permitted accessory Uses	Limited to a retail store, personal service establishment, financial institution, office and medical office - restricted	To add restaurant and take-out restaurant to the list of permitted accessory uses
Minimum setback from a sight triangle		0.0 m (0.0 ft.)
Minimum number of resident parking spaces	<p>1.00 resident space per studio unit</p> <p>1.25 resident spaces per one-bedroom unit</p> <p>1.40 resident spaces per two-bedroom unit</p> <p>1.75 resident spaces per three-bedroom unit</p>	0.85 per unit

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 - Exception Zone Regulations
Minimum number of non-residential/visitor parking spaces	0.20 visitor spaces per unit	0.15 per spaces per unit
Part 4: Residential Zones		
Accessory Uses	Accessory uses are limited to a retail store, personal service establishment, financial institution, office and medical office - restricted	Shall not apply
Maximum Floor Space Index – Apartment Zone	1.8	Shall not apply
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	Shall not apply
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

11. "H" Holding Symbol

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

- Arrangements to be made with respect to the Community Benefits Charge to the satisfaction of the City
- Receipt of satisfactory Functional Servicing Report (FSR)
- Receipt of a Phase Two Environmental Site Assessment
- Receipt of a Temporary Discharge to Storm Sewer Commitment Letter
- Receipt of written confirmation (a plan or proof of decommissioning) for the existing monitoring wells
- Receipt of a Record of Site Condition
- Receipt of a signed Development Agreement
- Receipt of a satisfactory Draft R Plan showing future right of way widths and sight triangle
- Receipt of satisfactory Grading and Servicing Plans
- Finalization of the lands to be dedicated for a naturalized buffer along Mary fix Creek to the satisfaction of the Community Services Department and the CVC
- Receipt of an Environmental Impact Study to the satisfaction of Credit Valley Conservation and the City's Transportation and Works Department
- Receipt of an amended Sun/Shadow Study to the satisfaction of Development Planning Department
- Receipt of an amended Noise Study to the satisfaction of Development Planning Department

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. Site Plan application SP 21-67 W7 has been circulated and comments have been provided.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions to the site plan may be needed to address matters such as stormwater management, building materiality and landscape features.

13. Green Development Initiatives

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

- Green roof
- Low Impact Development techniques to address stormwater management
- Buffer to Mary Fix Creek will be restored and dedicated to the City

14. Conclusions

In conclusion, City staff has evaluated the applications to permit a 14 storey (stepped) apartment building with a 6 storey podium containing ground floor commercial uses, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the Cooksville Neighbourhood Character Area (West) in accordance with the **Residential High Density** designation of MOP. The subject site is located along an Intensification Corridor and Higher Order Transit Corridor and the compact development is transit supportive. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households of many income levels.

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

City of Mississauga

Corporate Report



<p>Date: July 15, 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/OPA 17-021 W1</p>
	<p>Meeting date: August 8, 2022</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit 18 townhomes on a common element condominium road

1575 Hurontario Street, east side of Hurontario Street, south of South Service Road

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

File: OZ/OPA 17-021 W1

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ/OPA 17-021 W1, 10422967 Canada Corp., 1575 Hurontario Street to amend Mississauga Official Plan to **Residential Medium Density** and to change the zoning to **H-RM4-Exception** (Townhouse – Exception) to permit 18 townhomes be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated July 15, 2022 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the "H" holding symbol is to be removed from the H-RM4-Exception (Townhouse – Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated July 15, 2022, from the Commissioner of Planning and Building have been satisfactorily addressed

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

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow 18 townhomes on a private condominium road
- The applicant has made revisions to the proposal including removal of the underground parking structure, reconfiguring the visitor parking spaces, increasing building setbacks, revising the design of the townhomes to include a garage, driveway, adding a fourth storey, and a landscaped buffer with vegetation along the rear lot line
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on December 6, 2021, at which time an Information Report

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=17672h>

Recommendation PDC-0074-2021 was then adopted by Council on December 8, 2021.

1. That the report dated November 12, 2021 from the Commissioner of Planning and Building regarding the applications by 10422967 Canada Corp. to permit 18 townhomes with underground parking on a private condominium road, under File OZ 17-021 W1, 1575 Hurontario Street, be received for information.
2. That one oral submission be received.



Aerial Image of 1575 Hurontario Street

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Removing the underground parking structure and reconfiguring the visitor parking spaces
- Redesigning the townhomes to include garages and driveways, adding a fourth storey and removing the rooftop patio
- Increasing building setbacks to the front and rear property line
- Adding a landscape buffer at the rear of the property to provide screening

COMMUNITY ENGAGEMENT

A notice sign was placed on the subject lands advising of the proposed official plan and zoning change. A community meeting was held by Ward 1 Councillor, Stephen Dasko on March 2, 2020. Approximately 35 people attended the meeting and 5 written submissions were received. All property owners within 120 m (393 ft.) were notified of the applications on November 11, 2021 for the information meeting which was held on December 6, 2021. 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 6, 2021. One member of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Residential Low Density I** to **Residential Medium Density** and to remove the site from Special Site 2 in the Mineola Neighbourhood Character Area. A zoning by-law amendment is required to change the zoning from **R1-1** (Detached Dwellings – Typical Lots – Exception) to **H-RM4-Exception** (Townhouse – Exception) to permit the proposal. The zoning requires an "H" Holding Provision that can be removed once a number of technical details have been resolved and are deemed satisfactory by staff.

The applications have been found to be acceptable based upon the following:

- The proposal is sensitive to and compatible with the surrounding area and represents appropriate growth within a neighbourhood that is adjacent to an intensification corridor
- The design and proposed setbacks ensure that there is an appropriate transition in height and built form to the adjacent properties
- The proposal adds to the range of housing in the Mineola Neighbourhood Character Area and makes more efficient use of the subject property, aligning with the goals and objectives of the *Provincial Policy Statement*, *Growth Plan*, as well as Mississauga Official Plan

Strategic Plan

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

Financial Impact

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

Conclusion

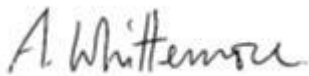
In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses. The proposal directs growth to Hurontario Street which is an intensification corridor and where growth is anticipated, while maintaining appropriate design standards. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Lucas Petricca, Development Planner

City of Mississauga Corporate Report



Date: November 12, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 17/021 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: December 6, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit 18 townhomes
1575 Hurontario Street, east side of Hurontario Street, south of South Service Road**

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

File: OZ 17-021 W1

Recommendation

That the report dated November 12, 2021 from the Commissioner of Planning and Building regarding the applications by 10422967 Canada Corp to permit 18 townhomes with underground parking on a private condominium road, under File OZ 17-021 W1, 1575 Hurontario Street, be received for information.

Background

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

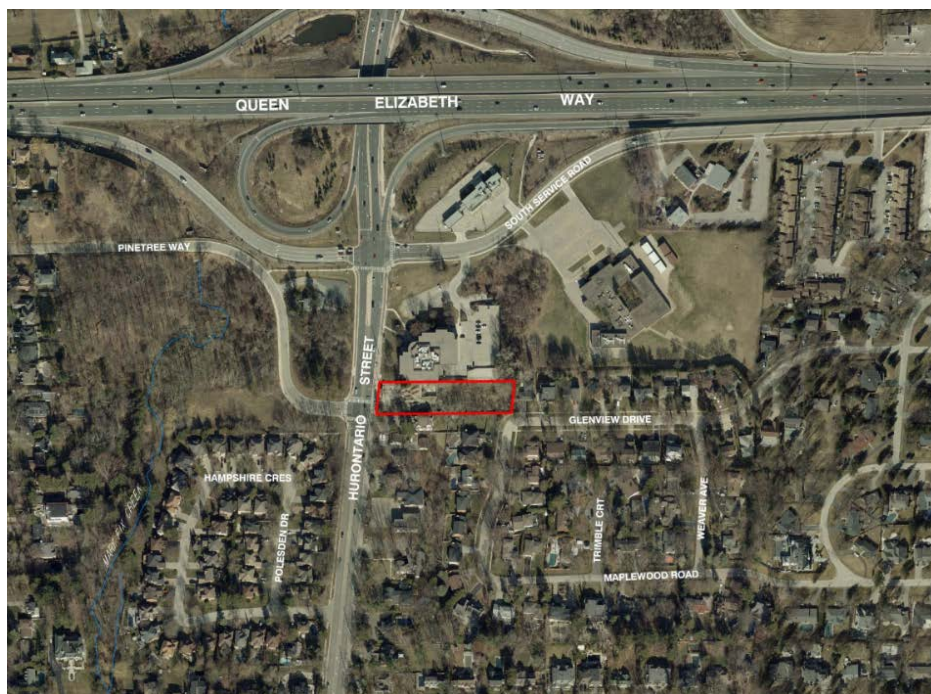
PROPOSAL

The official plan amendment and rezoning applications are required to permit 18 townhomes with underground parking on a private condominium road. The applicant is proposing to amend the Official Plan to Residential Medium Density. The zoning by-law will also need to be amended from **R1-1** (Detached Dwellings – Typical Lots – Exception) to **RM4-Exception** (Townhouses - Exception) to implement this development proposal.

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

Comments

The property is located on the east side of Hurontario Street, south of South Service Road within the Mineola Neighbourhood Character Area. The site is currently vacant.



Aerial image of 1575 Hurontario Street



Applicant's rendering of the proposed 18 townhomes

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of reduced parking standards and rear yard setbacks, ensuring compatibility of new buildings and that waste collection meets Region of Peel standards.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lucas Petricca, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

1575 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with 18 townhomes separated into two blocks on a private condominium road with underground parking. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: December 21, 2017 Deemed complete: January 16, 2018 Revised: September 9, 2021	
Developer/ Owner:	10422967 Canada Corp (Dream Maker Inc.)	
Applicant:	Glen Schnarr and Associates	
Number of units:	18 units	
Proposed Gross Floor Area:	3 511.74 m ² (37,800 ft ²)	
Height:	3 storeys / 12.85 m (42.16 ft.)	
Lot Coverage:	29.92%	
Floor Space Index:	0.32	
Landscaped Area:	29.05%	
Road Type:	Private condominium road	
Anticipated Population:	56* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	36	36
visitor spaces	5	4
Total	41	40

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>:

- Arborist Report
- Planning Justification Report
- Concept Plan and Elevations
- Noise Study
- Stage 1 and 2 Archaeological Assessment and Ministry Letter
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I and II Environmental Site Assessment
- Grading and Servicing Plans
- Landscape Plan
- Geotechnical Investigation
- Hydrogeological Investigation
- Traffic Impact Study and Parking Justification Study
- Tree Inventory Preservation Plan
- Underground Parking Plan

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.

The previous submission proposed 42 back to back and stacked townhouse dwellings. A community meeting was held by Ward 1 Councillor Stephen Dasko regarding the previous proposal on March 2, 2020. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

MATCH TO DESIGN OF METROLINK AT STA. 1+014.230
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 PROP. TWSI PER OPSD 310.039
 PROP. CURB AND GUTTER PER OPSD 600.040
 MATCH TO SITE PLAN AT STA. 1+028.000
 MATCH TO SITE PLAN AT STA. 1+028.050
 MULTI USE PATH, CURB AND GUTTER TO BE REMOVED AT THE SITE ACCESS AND RECONSTRUCTED WITH FULL DEPTH ASPHALT PER PAVEMENT DESIGN
 NEW ENTRANCE TO PARKING LOT
 PROP. PRIVATE ACCESS PER SITE PLAN
 PROP. CURB AND GUTTER PER OPSD 600.040
 PROP. DROP CURB AND GUTTER PER CITY OF MISSISSAUGA STANDARD DRAWING 2240.036
 PROP. TWSI PER OPSD 310.039
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Site Plan

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This drawing is not to be scaled.

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No. issued for: Date
1 ISSUED FOR CLIENT REVIEW 9/08/19

SEARCH

contempstudio
1140 The Queensway, Toronto, Ontario M8Z 1P7
info@contempstudio.ca w. contempstudio.ca
t. (416) 770-0071 f. (416) 642-1691

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to design the work shown on the attached documents.

QUALIFICATION INFORMATION
Required unless design is exempt under 3.2.4.3 (5) Division C of the Ontario Building Code.

MAIRIN TARDINI	45750
NAME	SIGNATURE BCIN

REGISTRATION INFORMATION
Required unless design is exempt under 3.2.4.7, Division C of the Ontario Building Code.

CONTEMPO STUDIO	44972
FIRM NAME	BCIN

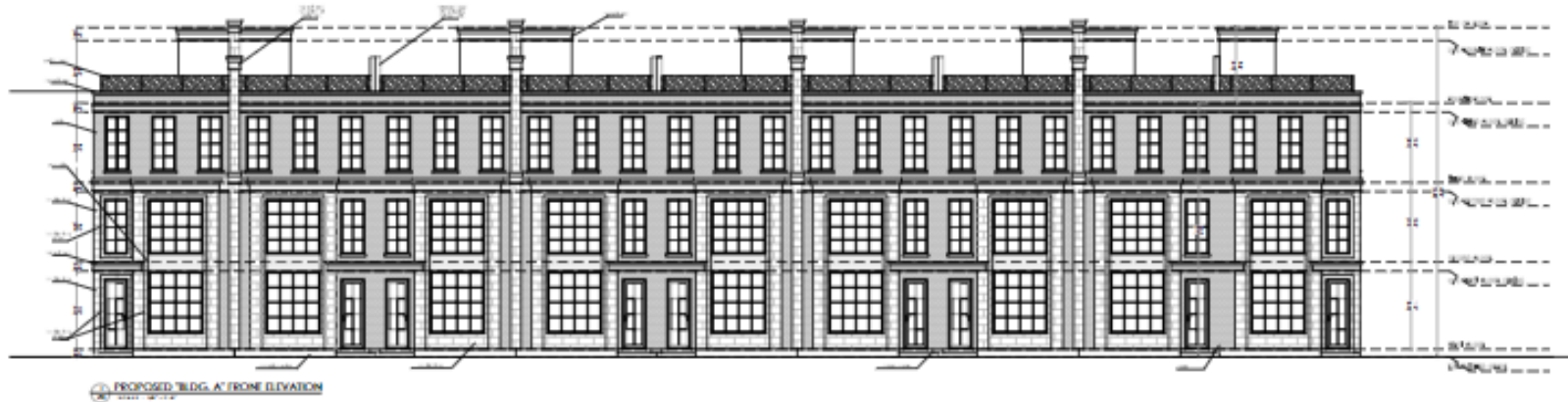
PROPOSED NEW 18 UNIT
TOWN HOME COMPLEX AT
1575 HURONTARIO STREET
MISSISSAUGA, ON

SITE PLAN + STATISTICS



Project number:	2020-76
Rev. no.:	0
Status:	AS NOTED
Date:	2020.12.18
Drawn by:	BM
Checked by:	MLZ
Drawing number:	

A1



Elevations

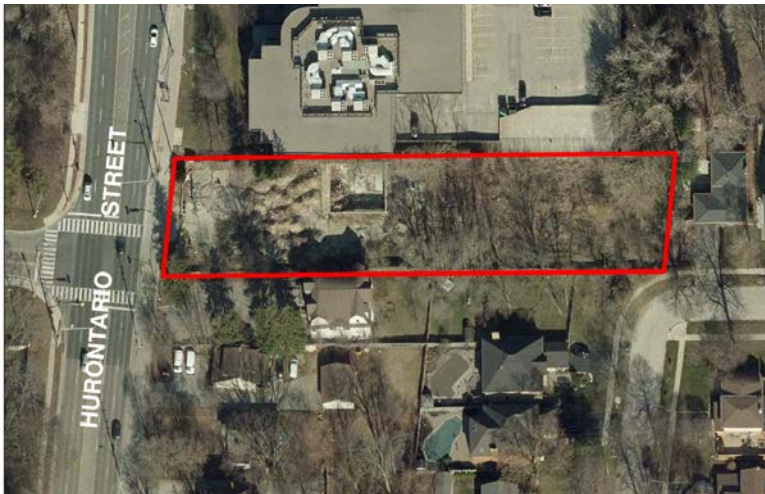


Applicant's Rendering

2. Site Description

Site Information

The property is located in the Mineola Neighbourhood Character Area, on the east side of Hurontario Street, south of South Service Road. With a depth of 129 m (423.2 ft.), the property extends to Maplewood Road/Glenview Drive at the rear. A McDonald's restaurant occupied the property from 1970 to 2009, when it was demolished. Apart from the remains of the concrete foundation of the restaurant and associated parking area, the subject lands are vacant. There are several mature trees that occupy the property, particularly around the perimeter and in the rear yard.



Aerial Photo of 1575 Hurontario Street

Property Size and Use	
Frontages:	30.50 m (100 ft.)
Depth:	129 m (423.2 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	Vacant



Photo from Hurontario Street, facing east

Site History

- 1970 – A McDonald's restaurant was constructed on the property.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1-1** (Detached Dwellings – Exception) from the previous zone **R1-1821** (Detached Dwellings – Exception) identified in By-law 5500.

- September 7, 2006 – Applications for Official Plan Amendment and Rezoning, under file OZ 06/018 W1, were received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- November 2006 – the City initiated an Official Plan Amendment, under file OPA 06/062 W1, which resulted in Official Plan Amendment 62 (MOPA 62) to Mississauga Plan. MOPA 62 has the effect of providing greater clarity to the land use objectives for Special Site 2 policies of the Mineola Neighbourhood Character Area (refer to Section 5 of this appendix for additional details)
- April 2, 2008 – Site Plan Application, under file SP 08/073 W1, was received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- 2009 – The McDonald's restaurant was demolished
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Residential Low Density I** in the Mineola Neighbourhood Character Area
- December 21, 2017 – Submission of official plan amendment and rezoning application under OZ 17/021 W1 to permit 60 back to back and stacked townhomes

- October 30, 2019 – Resubmission to permit 42 back to back and stacked townhomes
- September 3, 2021 – Resubmission to permit 18 townhomes

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, office and community uses. Immediately north of the subject property is a three storey office building. The lands to the east contains one and two storey detached dwellings. Abutting the subject property to the south is an office use. There is a parking area west of the subject property.

The surrounding land uses are:

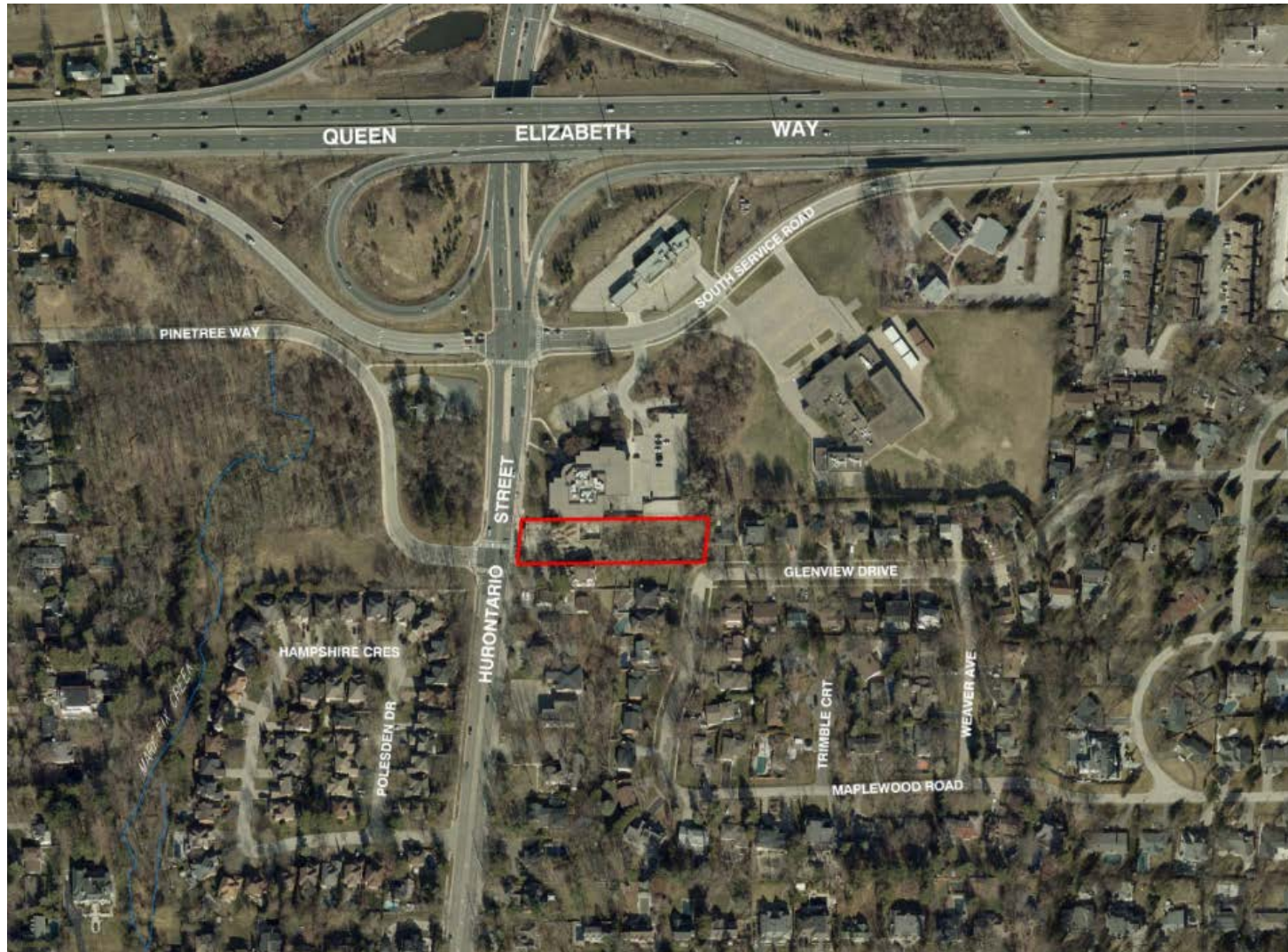
- North: Three storey office building, Queen Elizabeth Senior Public School, South Service Road, an Ontario Provincial Police (OPP) station, and the QEW
- East: Detached dwellings
- South: Office uses and detached dwellings
- West: Pinetree Way, vacant lands, and detached dwellings

Neighbourhood Context

The subject property is located in the Mineola Neighbourhood Character Area, which is an area that developed in the 1950s

and 1960s with predominantly detached dwellings on large lots with generous setbacks. Large replacement detached dwellings have become prevalent in the Mineola Neighbourhood over the past several years.

Hurontario Street is identified as an Intensification Corridor in Mississauga Official Plan and is planned to accommodate the Hurontario Light Rail Transit (HLRT) system. The properties fronting onto Hurontario Street between the QEW and the Canadian National Railway (CNR) are primarily occupied by detached homes, many of which have been converted to office uses. Further south on Hurontario Street, approaching the CN rail line, are townhomes and commercial uses, including Cousin's Market, Tim Horton's, a Petro Canada and other service commercial uses.



Aerial Photo of 1575 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Mineola Neighbourhood area is 9,590 with a median age being 44 (compared to the City's median age of 40). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 18% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 10,500 and 10,700 respectively. The average household size is 3 persons with none of the population living in apartments taller than 5 storeys, as that built form is not present in the Neighbourhood Character Area. The mix of housing tenure for the area is 2,990 units (91%) owned and 315 units (10%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 932. The combined employment and population number for the Mineola Neighbourhood is 20 people and jobs per hectare (8.1 people and jobs per acre).

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

Other Development Applications

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

- OZ 20/006 W1 – 42-46 Park Street East and 23 Elizabeth Street – development proposal for a 22 storey apartment building
- OZ 16/006 W1 – 1130, 1136, 1138 Mona Road – development proposal for 17 three storey homes and 1 three storey detached dwelling
- OZ 19/008 W1 – 78 Park Street East and 22-28 Ann Street – approval was obtained for a 22 storey apartment building with retail and office uses at grade, subject to "H" holding zone provisions in March 2020
- OZ 18/001 W1 – 200 South Service Road and 201 Radley Road – development proposal for 5 detached homes
- OZ 14/004 W1 and SP 17/158 W1 – 1630-1650 Crestview Avenue – approval was obtained for 20 three storey townhomes in December 2017 (Rezoning) and August 2019 (Site Plan)

These applications are well within the anticipated population forecasted for the Character Area.

Community and Transportation Services

These applications will have minimal impact on existing services in the community.

City owned parkland known as Mary Fix Park is located approximately 700 m (0.43 miles) west of the subject property,

which represents a 3 minute car ride / 6 minute walk. On a larger scale, the Port Credit Go Station is located approximately 1.6 km (0.99 miles) away from the subject property, representing an 8 minute car ride / 13 minute bus ride. The Port Credit Library and Port Credit Memorial Arena is also located approximately 3.3 km (2.05 miles) southwest of the subject property. This represents an approximate 8 minute car ride/17 minute bus ride.

In addition to the community facilities, there is an existing multi-use trail (MUT) on Hurontario Street that provides a paved path separate from the road and shared by pedestrians and cyclists. This MUT provides connections to other trails, bicycle routes and bicycle lanes throughout the broader community.

The following major MiWay bus route currently services the site:

- Route 2– Hurontario

The Hurontario Light Rail Transit (HLRT) will provide 18 km (11.2 miles) of rapid transit within a dedicated right-of-way along Hurontario Street, from the Port Credit GO Station to the Brampton Gateway Terminal. An HLRT station is proposed immediately north of the QEW. The station and the area surrounding it have been identified as a Major Transit Station Area (MTSAs). The Region of Peel is in the process of delineating the boundaries of MTSAs, which will be within an approximate 500 m to 800 m (1,640 ft. to 2,625 ft.) radius of the station.

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 Greenbelt Plan and Parkway Belt West Plan are

not applicable in this instance. 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> <p>A land use pattern, density and mix of uses should be promoted that minimize support current and future use of transit and active transportation. (PPS 1.6.7.4)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. (PPS 1.6.8.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>For MTSAs on priority transit corridors, upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (Growth Plan 2.2.4.2)</p> <p>MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit. (Growth Plan 2.2.4.3)</p> <p>Within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>Within all MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards. (Growth Plan 2.2.4.9)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	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.	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 Mineola Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits only detached dwellings in the Mineola Neighbourhood Character Area. The lands are also located within the Special Site 2 area of the Mineola Neighbourhood Character Area, which also

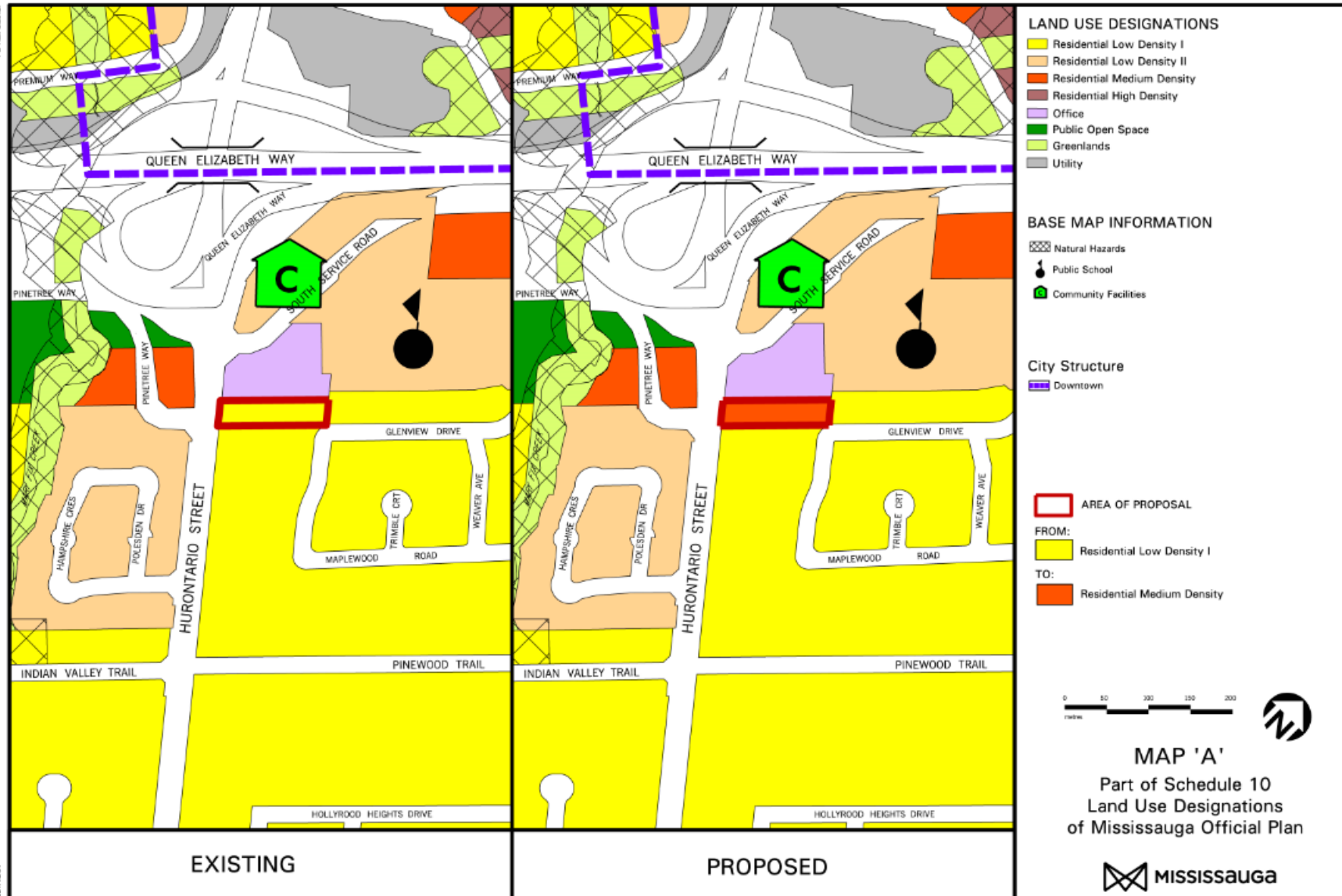
permits office and commercial uses, subject to specific requirements.

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

Proposed Designation

The applicant is proposing to change the designation to **Residential Medium Density** to permit 18 townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Mineola Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless the Character Area policies specify alternative building height requirements. (Section 5.4.8)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. (Section 5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify</p>

	<p>General Intent</p> <p>appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12)</p> <p>Low density residential development will be discouraged from locating within Intensification Corridors. (Section 5.4.13)</p> <p>A number of Light rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system area a form of Major Transit Station Areas. (Section 5.4.15)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p>
Chapter 6 Value The Environment	<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ul style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies. d. If the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval. (Section 6.7.1) <p>Mississauga will actively promote the redevelopment and clean up, if necessary, of brownfield sites. (6.7.4)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>

	General Intent
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <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>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>

	<p>General Intent</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards. (Section 9.5.2.6)</p> <p>Street facing facades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear. (Section 9.5.3.6)</p>
<p>Chapter 11 General Land Use Designations</p>	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling (Section 11.2.5.3) <p>Lands designated Residential Medium Density will permit all forms of townhouse dwellings. (Section 11.2.5.5)</p>
<p>Chapter 16 Neighbourhoods</p>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designations permit only detached dwellings. (Section 16.18.2.1)</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings. (Section 16.18.2.2)</p> <p>Special Site 2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:</p> <ol style="list-style-type: none"> The following uses will also be permitted: <ul style="list-style-type: none"> • Offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospital or other accessory medical uses such as laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and • A detached dwelling containing a maximum of one dwelling unit in combination with office uses; and, Commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use; All buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;

	General Intent
	<p>d. The use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;</p> <p>e. All office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;</p> <p>f. Where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;</p> <p>g. For developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;</p> <p>h. Street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the streetscape and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:</p> <ul style="list-style-type: none"> • A minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas <p>A landscape buffer ranging from 4.5 m (14.8 ft.) to 7.5 m (24.6 ft.) in depth will be provided along the Hurontario Street frontage (Section 16.18.5.2)</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

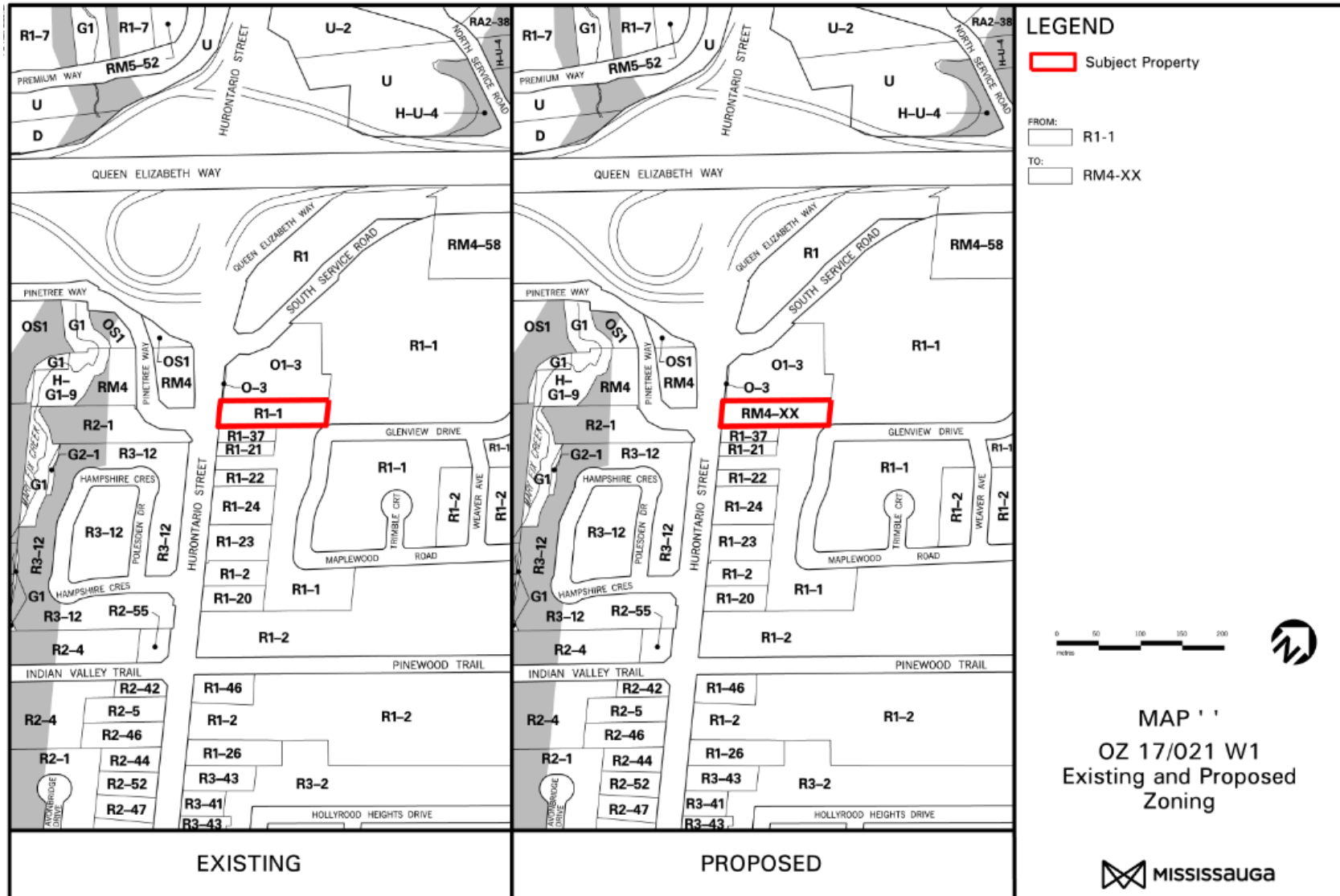
Existing Zoning

The subject property of the site proposed for redevelopment is currently zoned **R1-1** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings.

Proposed Zoning

The applicant is proposing to zone the property **RM4-Exception** (Townhouses – Exception) to permit 18 townhomes with underground parking on a private 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

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Required Number of Parking Spaces for Residential Uses	0.25 visitor spaces per unit	0.2 visitor spaces per unit
Parking Space Dimensions	Parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m (8.53 ft.) and a minimum length of 5.2 m (17.06 ft.), exclusive of any aisle or driveway	Minimum parking space width of 2.5 m (8.2 ft.)
Minimum Landscaped Area	40% of lot area	30%
Minimum Lot Line Setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6 ft.)	6.5 m (21.32 ft.)
Minimum Internal Setback from a front and/or side wall of townhouse to a condominium road , sidewalk or visitor parking space	4.5 m (14.76 ft.)	0 m (0 ft.)
Minimum Internal Setback from a side wall of townhouse to an internal walkway	1.5 m (4.92 ft.)	0 m (0 ft.)
Maximum Height	10.7 m (35.1 ft.) and 3 storeys	12.85 m (42.16 ft.)

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6 m (19.68 ft.)	0.3 m (0.98 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3 m (9.84 ft.)	1 m (3.28 ft.)
Minimum width of a sidewalk	2 m (6.56 ft.)	1.3 m (4.26 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.

The strategy targets non-rental residential developments of 50 units or more, and seeks that 10% of new residential units after the initial 50 units be affordable. This development does not meet the threshold to require the provision of affordable housing.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation			
2 Kindergarten to Grade 6	Mineola Public School	Forest Avenue Public School	Queen Elizabeth Senior Public School	Port Credit Secondary School
1 Grade 7 to Grade 8				
2 Grade 9 to Grade 12	Enrolment: 341 Capacity: 429 Portables: 0	Enrolment: 198 Capacity: 199 Portables: 0	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 1,248 Capacity: 1,203 Portables: 1

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Kindergarten to Grade 8	St. Dominic	St. Paul
1 Grade 9 to Grade 12	Enrolment: 311 Capacity: 271 Portables: 5	Enrolment: 533 Capacity: 807 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on March 2, 2020. Approximately 35 people attended and approximately 5 written submissions were received. This community meeting was held prior to the current development proposal. As such the comments below relate to the previous submission which proposed 42 back to back and stacked townhomes.

The following comments made by the community, if still

applicable to the new proposal, as well as any others raised at the public meeting will be addressed in the Recommendation Report.

- There is already too much traffic on Hurontario Street, the addition of the HLRT, increased densities in Port Credit and this application will make gridlock worse.
- The existing MiWay stop at Hurontario Street and Pinetree Way needs to be relocated further south to not interfere with the intersection.
- The proposed parking rates are insufficient. People have

more than one car and visitors will park on Glenview Drive/Maplewood Road.

- A solid wood fence should be provided along the property line to prevent visitors from parking on abutting local roads and accessing the property.
- A pedestrian access through the property from the abutting Glenview Drive/Maplewood Road would allow ease of access to the HLRT for residents of the adjacent subdivisions.
- The development is too dense.
- Existing mature trees should be preserved.

- The small amenity area will be in shadow from the buildings.
- Light pollution from these types of developments is an issue.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 22, 2021)	<p>The Functional Servicing Report (FSR) submitted has been deemed satisfactory and requires no additional revisions at this time. It should be noted that the FSR review fee is still outstanding.</p> <p>Additionally, as the proposal has been revised from 42 back to back and stacked townhomes to just 18 townhomes, the proposal is eligible for curbside waste collection for each unit. The application proposes to use the front-end collection point, which was previously proposed for the back to back and stacked townhomes. This will not allow the collection of organics, thereby reducing our level of service. The Region of Peel cannot support any development design that will result in a reduced level of service. As such, curbside cart based collection for this proposal will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 18, 2021)	<p>Dufferin-Peel Catholic District School Board and the Peel 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 the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that</p>

Agency / Comment Date	Comments
<p>City Community Services Department – Park Planning Section (September 9, 2021)</p>	<p>some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p> <p>In comments dated September 9, 2021, Community Services Department notes that the subject site is located within 135 m (443 ft.) of City owned lands identified as Mary Fix Park (P - 058) which is zoned Open Space - Community Park (OS1) on the north side and Greenbelt (G-1) on the south side and contains no park amenities.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (October 25, 2021)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, prior to this department making a recommendation on the application, the owner has been requested to provide additional technical details and revisions as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing & Preliminary Stormwater Management Report (FS&SWM Report), prepared by Crozier Consulting Engineers, dated August 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the impact of the proposed development on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to extend the storm sewer within the adjacent property to the south to service the development lands, manage the external drainage from the north through a proposed municipal easement on their site, and implement on-site stormwater management controls for the post development discharge.</p> <p>The FS&SWM Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. However, the applicant hasn't yet demonstrated a satisfactory stormwater servicing concept.</p> <p>The applicant is required to provide further technical information to demonstrate the feasibility of the proposed servicing concept, including:</p> <ul style="list-style-type: none"> • demonstrating the feasibility of the storm sewer outlet and sewer capacity ;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • developing an acceptable strategy to accommodate external drainage from the adjacent property, if any; • providing a municipal storm easement from the adjacent land owner to the south, and • demonstrating that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p>An ECA will also be required from MECP for the proposed municipal storm sewer extension.</p> <p><u>Environmental Compliance</u></p> <p>Based on the review of the Phase One and Phase Two Environmental Site Assessment reports, prepared by Terraprobe and dated October 12, 2018, and June 13, 2019, respectively. The Environmental Site Assessments indicated that soil and/or groundwater quality at the site met the applicable Ministry of Environment, Conservation and Parks (MECP) standards.</p> <p>The following documents must be submitted prior to a Recommendation meeting:</p> <ul style="list-style-type: none"> • Reliance letter for both reports, including any updates as may be required; • Confirmation that any land dedication to the City complies with the City's environmental requirements; • Dewatering commitment letter; • Monitoring well decommissioning letter <p>Please note that a Record of Site Condition is required prior to By-law enactment.</p> <p><u>Geotechnical</u></p> <p>A Geotechnical Investigation and separate Hydrological Investigation, both prepared by Terraprobe and dated June 12, 2019, were submitted to assess the geotechnical suitability of the proposed development. The purpose of the reports is to determine the soil and groundwater conditions in order to provide recommendations for the design of foundations, basement drainage, pavement structure, groundwater control and installation of underground utilities.</p> <p>The above noted reports are to be updated to provide additional technical information to address all staff comments.</p> <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Crozier & Associates Inc. and dated August 5 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the assumptions provided.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • A review of the driveway access to ensure both Hurontario Street and the internal driveway can operate efficiently. • Approval from MTO and the HULRT office <p><u>Noise</u></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation may be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building. The applicant has been requested to show the location of any required noise fences.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. All drawings and reports are to reflect the latest proposal and remove any aboveground and underground encroachment into any City right-of-way.</p> <p>Municipal infrastructure works will be required to support this development, namely the relocation of the municipal storm sewer. Further, works shall include, but not be limited to land dedications, design and construction of roads and boulevards, existing road and boulevard improvements/reinstatements, which shall have consideration for the proposed Hurontario Light Rail Transit (LRT) system design and impact on site grading, property access and turning movements. These works shall form part of the Development Agreement as part of a future Lifting of the 'H' application. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works must first be satisfactorily determined prior to making a recommendation on the application.</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"> - Community Services Department, Heritage Planning - Community Services Department, Arborist – City & Private Property - Community Services Department, Arborist – Public Art - Fire Prevention - Hurontario Light Rail Transit Office - MiWay

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Canada Post - Alectra - Enbridge Gas - Enersource - Bell Canada - Greater Toronto Airport Authority - Metrolinx

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.

8. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) may be applicable for the current proposal. The evaluation of bonus zoning will be determined in the recommendation report in accordance with Corporate Policy 07-03-01.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, setbacks and site access?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?
- Can the proposed layout of the site accommodate curbside waste collection for each unit to meet Region of Peel design standards?

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.

Recommendation Report Detailed Planning Analysis

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

1575 Hurontario Street

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1. Community Comments

Comments from the public were generally directed towards traffic, pedestrian access, visitor parking, vegetation and the site design and density of the development. Below is a summary and response to the specific comments heard.

Comment

Concern was expressed about the amount of traffic on Hurontario Street and the impact of this development.

Response

A traffic impact study was prepared by Cole Engineering and reviewed by the Region of Peel and the City's Transportation and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections. Additionally, the previous application which proposed 42 back to back and stacked townhomes has been revised to 18 townhomes which is anticipated to have a lesser impact on the existing road network than the previous proposal.

Comment

The proposed parking rates are insufficient.

Response

The revised application for townhouses meets the zoning by-law requirement by providing two parking spaces per unit. A satisfactory parking justification study was submitted to reduce the visitor parking from 5 spaces to 4 spaces.

Comment

Concern was expressed about the potential for a pedestrian connection at the rear of the site to Glenview Drive/Maplewood Road. Some expressed that a pedestrian connection would facilitate access to the HLRT for residents of the adjacent subdivision, while many were concerned about the potential for additional on street parking on Glenview Drive/Maplewood Road that could result.

Response

A pedestrian connection is not provided in the proposal. Pedestrian access is provided through the Queen Elizabeth Public School lands to South Service Road.

While staff generally view pedestrian connectivity to Hurontario Street as desirable, there is limited policy support in Mississauga Official Plan to compel this connection in this instance. Further, residents have expressed opposition to this suggestion throughout the public consultation on these applications. These opportunities should be considered through broader community planning exercises and engagement.

Comment

The development is too dense.

Response

The application has been revised from the previously proposed 42 back to back and stacked townhomes to 18 townhomes. The revised proposal conforms to the Growth Plan, Provincial Policy Statement and municipal policies. The site is abuts an intensification corridor and is located within a Major Transit Station Area which is where intensification is directed. The proposal is sensitive to and compatible with the surrounding

area and maintains appropriate urban design standards, limiting the impact to the dwellings on Glenview Drive and Maplewood Road.

Comment

Existing mature trees should be preserved.

Response

The proposed development preserves some existing vegetation on the northeast portion of the site as well as along the northerly and southerly property lines. New trees will be planted between the townhomes and along the rear property line to help screen the proposed development to the dwellings on Glenview Drive and Maplewood Road.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

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

Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Stormwater

A Functional Servicing & Preliminary Stormwater Management Report (FS&SWM Report), prepared by Crozier Consulting Engineers, dated August 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. The applicant is proposing to extend the storm sewer within the adjacent property to the south to service the development lands, manage the external drainage from the north through a proposed municipal easement on their site, and implement on-site stormwater management controls for the post development discharge.

The FS&SWM Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge are required. The applicant has demonstrated a satisfactory stormwater servicing concept.

The feasibility of the storm sewer outlet and sewer capacity has been demonstrated and an acceptable strategy has been proposed to accommodate for external drainage from the adjacent property. A municipal storm easement will be required from the adjacent land owner to the south. More information on how groundwater will be treated prior to entering the storm system can be provided at the Site Plan stage. An ECA will also

be required from MECP for the proposed municipal storm sewer extension.

Environmental Compliance

A Phase One Environmental Site Assessment report, dated October 12, 2018, and a Phase Two ESA report, dated June 13, 2019, both prepared by Terraprobe, have been received. The ESA reports indicated that the soil and groundwater quality at the site met the applicable Ministry of Environment, Conservation and, Parks (MECP) generic standards.

The following documents will be required as part of the future removal of the hold (H) application:

- Reliance letter for both ESA reports, including any updated reports to support the Record of Site Condition filing;
- A copy of the Record of Site Condition, including all supporting documents once it has been filed and acknowledged by the MECP; and
- A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the intended use

Traffic

A total of two (2) traffic impact study (TIS) submissions and two (2) transportation update letters were provided by C.F. Crozier & Associates Inc. in support of the proposed development. Based on the latest submission, dated June 2022, the study complied with the City's TIS Guidelines and is deemed satisfactory. The study concluded that the proposed

development is anticipated to generate 6 (2 in, 4 out) and 7 (4 in, 3 out) two-way site trips, respectively, during the weekday AM and PM peak hours (by 2023).

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

The following is to be added to the list of Holding Provision requirements:

- Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widening's, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, easements, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation.
- Delivery of an executed Shared Mutual Access Agreement with the adjacent land municipally described as 1569 Hurontario Street, to the satisfaction of the City of Mississauga.

Noise

The Noise Study prepared by HGC Engineering 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 on Hurontario Street and the Queen Elizabeth Way (QEW). Noise mitigation will be required, the details of which will be confirmed through the Site Plan process

Other Engineering Matters

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which will be further addressed as part of the future 'H' application as well as a Development Agreement which will be required to capture any municipal infrastructure works, land dedication and easements as well as additional requirements, provisions and clauses related with the development of the lands.

"H" Holding Category

It is our understanding that an 'H' holding zone category will be recommended and placed on the subject lands as part of the zoning by-law. Should the Rezoning application be approved in principle, the outstanding technical matters noted above, including a Development Agreement are to form part of the conditions to lift the 'H' holding symbol as part of the Recommendation Report to Council.

Region of Peel

The revised proposal meets the Region of Peel waste collection guidelines. Through the site plan process, safety and traffic control measures will be implemented to be in line with the Region's safety requirements. The Region will require an easement agreement for sanitary servicing as a condition of removing the holding provision.

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 12, 2021 (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 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.4.3 states of the PPS states 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

Section 1.6.8.3 of the PPS states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities

The proposal is compatible with the neighbourhood and gently intensifies a vacant site that is within a Major Transit Station Area (MTSA), while promoting the long-term purpose of Hurontario Street. The proposed development represents an efficient land use pattern that avoids environmental, health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The 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.
- Section 2.2.4.9 states that within MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards.

The proposed development conforms to the Growth Plan as it efficiently utilizes a vacant site and promotes appropriate residential intensification in an area that is adjacent to an intensification corridor and is located within an MTSA. Further, the proposed development is compatible with the surrounding area and minimizes impacts to the existing residential dwellings to the east.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated November 12, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official

Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 18 townhomes on a private condominium road. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

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

Directing Growth

The subject site is located in the Mineola Neighbourhood Character Area, which is characterized by a mix of uses such as low rise residential, office and community uses. The lands fronting onto Hurontario Street generally consist of one and two storey dwellings that are used for residential and/or office purposes. A McDonald's restaurant previously occupied the site which now contains only the remains of the concrete foundation and associated parking area. The subject site is designated **Residential Low Density I**, which permits detached, semi-detached and duplex dwellings. The lands are also located within Special Site 2 area of the Mineola Neighbourhood Character Area, which also permits office and commercial uses, subject to specific requirements.

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP state that neighbourhoods aren't meant to remain static and do not have to imitate previous development patterns, however, when development does occur, it should be sensitive to the existing and planned character of the neighbourhood. The policies also direct growth to intensification corridors and discourage low density development, while maintaining compatibility in built form and density that is sensitive to the existing and planned context of the neighbourhood. The proposed development is adjacent to a 4 storey office building, is located within an MTSA and towards the edge of the Mineola Neighbourhood Character Area. It represents an appropriate area for intensification while minimizing impacts to residential dwellings located east of the subject site.

The proposed townhomes are located on the northern portion of the site, thereby reducing the impact to the detached dwellings to the east. The proposal is sensitive to and compatible with the surrounding area and represents appropriate growth within the neighbourhood as it is located along an intensification corridor. The development is compatible in built form and scale to surrounding development and enhances the existing and planned context of the neighbourhood. The design of the townhomes ensure that there is an appropriate transition in height and built form, while maintaining adequate setbacks to adjacent properties. As such, the proposed development conforms to directive of the policies regarding intensification within the Mineola Neighbourhood Character Area.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The proposed amendment to **Medium Density** would result in 18 townhomes.

The neighbourhood is characterized mostly by low density detached dwellings that range between one and two storeys. There are also residential dwellings that front onto Hurontario Street that are used primarily for office space. Immediately north of the subject site is a four storey office building. Further south of the site are townhomes. The lands that front Hurontario Street do not maintain the same consistency as the interior neighbourhoods that are mostly one and two storey detached dwellings with mature vegetation. Additionally, Hurontario Street is an intensification corridor where growth is directed. Where intensification is anticipated, appropriate transitions to adjoining areas is required. Furthermore, buildings and site design will be compatible with site conditions, the surrounding context and landscape of the existing and planned character. The proposed development is designed in a manner that co-exists with the existing character of the neighbourhood. The development incorporates appropriate design standards which provides a transition between the townhomes and existing detached dwellings. The proposed location and setbacks of the townhomes reduce the massing impact to the residential dwellings to the rear and minimize any potential adverse impacts from the height of the proposed townhomes. Furthermore, there is a landscape buffer that will contain vegetation at the rear of the site which provides for separation

and screening from the visitor parking spaces and the proposed development to the residential neighbourhood.

MOP defines compatibility as, “development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” While the townhomes are a different built form and represent a higher density than detached dwellings, the overall design enhances and is compatible with the neighbourhood. The proposed development represents an appropriate level of intensification where growth is anticipated. As such, the proposed applications meet the directives of MOP regarding compatibility with the Mineola Neighbourhood Character Area.

Services and Infrastructure

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

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

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

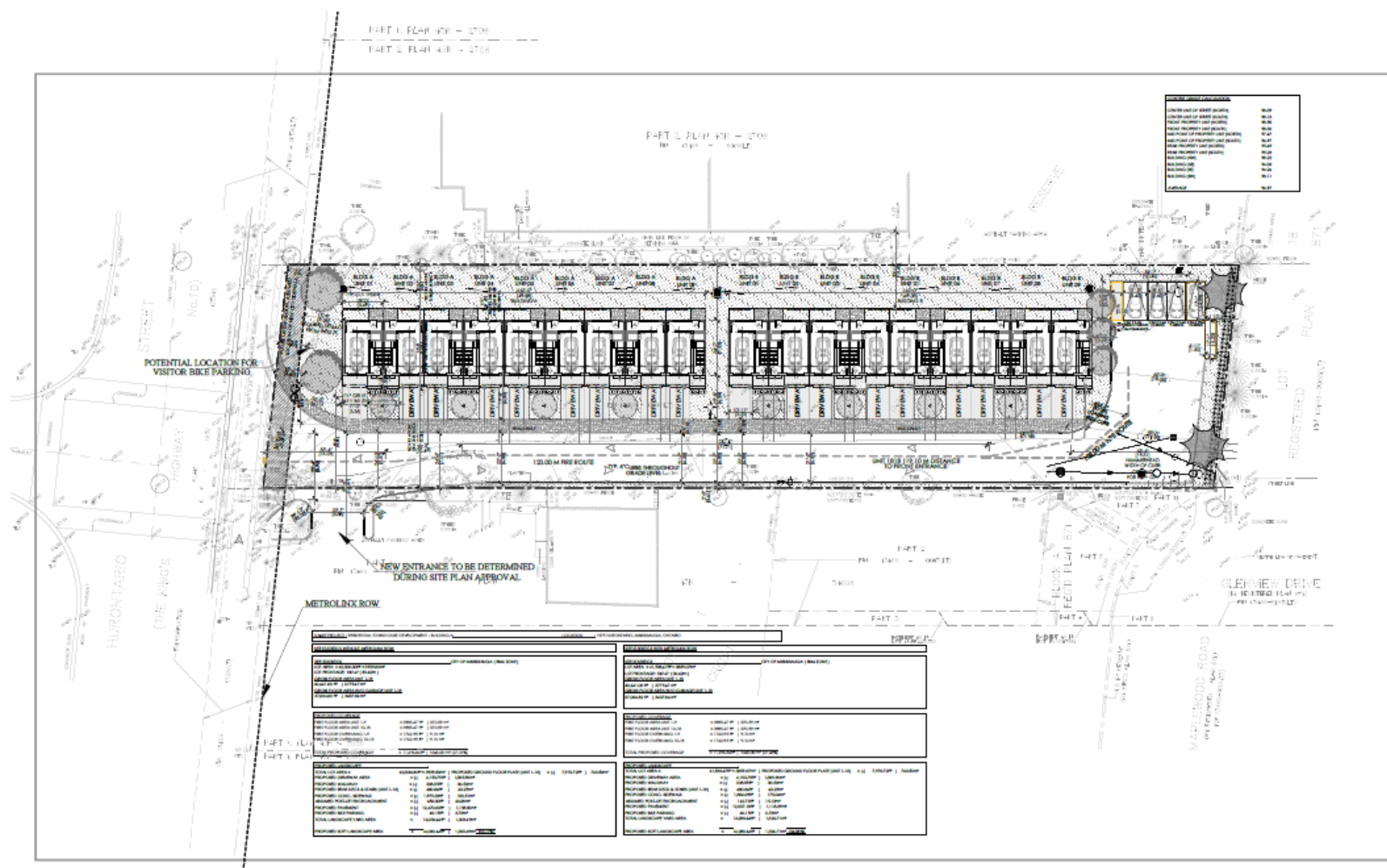
- Number 2 on Hurontario Street having direct access to the Port Credit Go Station and City Centre Transit Terminal

There is a transit stop on Hurontario Street within 50 m (164 ft.) of the site.

A range of community infrastructure and facilities including Mary Fix Park, Queen Elizabeth Senior Public School, Port Credit Secondary School, Port Credit GO Station, Port Credit Library and Port Credit Memorial Arena serve the area.

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

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







9. Zoning

The proposed **H-RM4-Exception** (Townhouses – Exception) is appropriate to accommodate the 18 proposed townhomes.

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

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	H-RM4 – Exception Zone Regulations
Minimum Landscaped Area	40%	33%
Minimum setback from the front, side and/or rear wall of a townhouse inclusive of stairs to a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law	7.5 m (24.6 ft.)	5.2 m (17.06 ft.)
Minimum setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6 ft.)	5.8 m (19.03 ft.)
Minimum setback from a front and/or side wall of townhouse to a condominium road , sidewalk or visitor parking space	4.5 m (14.76 ft.)	2.6 m (8.53 ft.)

Zone Regulations	RM4 Zone Regulations	H-RM4 – Exception Zone Regulations
Maximum Height	10.7 m (35.1 ft.) and 3 storeys	13.3 m (43.64 ft.) and 4 storeys
Maximum driveway width	3 m (9.84 ft.)	3.4 m (11.15 ft.)
Minimum width of a condominium road/aisle	7 m (22.97 ft.)	6.5 m (21.33 ft.)
Minimum width of a sidewalk	2 m (6.56 ft.)	1.8 m (5.9 ft.)
Visitor Parking Space per unit	0.25	0.2
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act, 2020*, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend of allocate CBC funds to specific

projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is less than 5 storeys in height, the CBC will not be applicable.

11. "H" Holding Symbol

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

- Receipt of a signed Development Agreement
- Executed shared access agreement to the satisfaction of the City
- Executed registered municipal and regional easements for stormwater and sanitary services
- Completion and filing of a Record of Site Condition (RSC)
- Reliance letters for Phase One and Two Environmental Site Assessments
- A certified letter stating land to be dedicated to the City is environmentally suitable

12. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address technical matters as part of the site plan approval process.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit 18 townhomes on a private condominium road against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is directing growth to Hurontario Street, which is an intensification corridor and where growth is anticipated. The proposed townhomes modestly intensify the site while maintaining appropriate design standards such as adequate setbacks and the positioning of the townhomes in relation to residential neighbourhood to the rear. The proposal provides for an appropriate transition to the surrounding land uses and is compatible with the Mineola Neighbourhood Character Area. Therefore, staff is of the opinion that the applications conform to and maintain the goals and general

objectives of the *Provincial Policy Statement, Growth Plan*, and Mississauga Official Plan.