
Planning and Development Committee

Date: July 27, 2020
Time: 6:00 PM
Location: Online Video Conference

Members

| | |
|----------------------------|---------------------|
| Mayor Bonnie Crombie | |
| Councillor Stephen Dasko | Ward 1 |
| Councillor Karen Ras | Ward 2 |
| Councillor Chris Fonseca | Ward 3 |
| Councillor John Kovac | Ward 4 |
| Councillor Ron Starr | Ward 6 |
| 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) |

Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Council and Committee meetings until further notice.

Any member of the public interested in speaking to an item listed on the agenda must register at deputations.presentations@mississauga.ca by Friday, July 24, 2020 4:00 PM.

Residents without access to the internet, can participate in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 x 5423 no later than by Friday, July 24, 2020 4:00 PM. You must provide your name, phone number, and application you wish to speak to.

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

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1 Planning and Development Committee Meeting Minutes - July 13, 2020

4. **MATTERS TO BE CONSIDERED**

4.1 PUBLIC MEETING INFORMATION REPORT (WARD 5)

Rezoning application to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking

1480 Derry Road East, southwest corner of Derry Road East and Dixie Road

Owner: Prabh Aulakh Ltd.

File: OZ 19/019 W5

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 3)

Official Plan amendment and rezoning applications to permit two 18 storey rental apartment buildings with 433 residential and retain the two existing rental apartment buildings

1840-1850 Bloor Street

Owner: 1840-1850 Bloor E (MISS) Ltd.

File: OZ 20/003 W3

4.3 PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official plan amendment and rezoning applications to permit a 36 storey condominium apartment building with ground floor commercial uses

1 Fairview Road East, northeast corner of Fairview Road East and Hurontario Street

Owner: Edenshaw Fairview Developments Inc.

File: OZ 20/001 W4

4.4 PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan amendment and rezoning applications to permit a 16 storey residential condominium apartment building with ground floor commercial uses

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

Owner: Mississauga II GP Inc. (Emblem Developments)

File: OZ 19/017 W7

4.5 INFORMATION REPORT (WARDS 4 AND 5) – Uptown Node Capacity Review

4.6 Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2019 and Land Needs Assessment Methodology

5. **ADJOURNMENT**

City of Mississauga
Corporate Report



| | |
|--|---|
| <p>Date: July 3, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Originator's files: OZ 19/019 W5</p> |
| | <p>Meeting date: July 27, 2020</p> |

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Rezoning application to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking

1480 Derry Road East, southwest corner of Derry Road East and Dixie Road

Owner: Prabh Aulakh Ltd.

File: OZ 19/019 W5

Recommendation

That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the application by Prabh Aulakh Ltd. to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking, under File OZ 19/019 W5, 1480 Derry Road East, be received for information.

Background

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

PROPOSAL

The rezoning application is required to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking. The applicant is proposing to amend the zoning by-law from **D (Development)** to **C5-Exception (Motor Vehicle Commercial)** to implement this development proposal.

Originator's file: OZ 19/019 W5

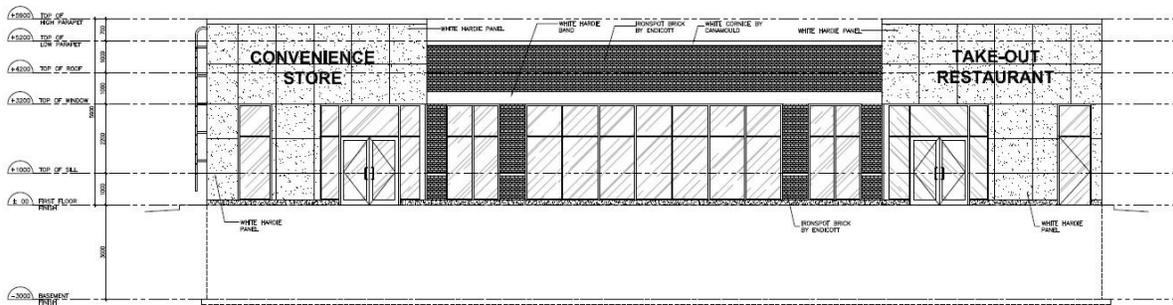
During the ongoing review of this application, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

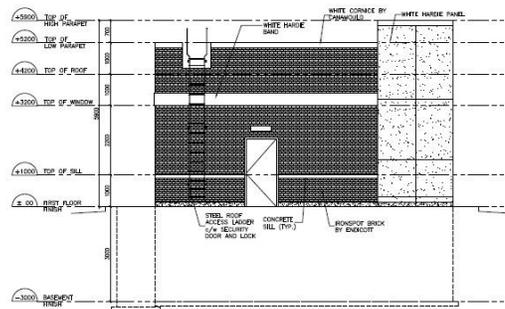
The property is located at southwest corner of Dixie Road and Derry Road East within the Northeast Employment Area (West) Character Area (Northeast Employment Area). The site is currently vacant with a temporary trailer parked along the west property line.



Aerial image of 1480 Derry Road East



1 NORTH ELEVATION
A-3.0 SCALE: 1:50



2 EAST ELEVATION
A-3.0 SCALE: 1:50

Applicant's rendering of the elevations of the proposed gas bar with an accessory convenience retail and service kiosk and take-out restaurant.

LAND USE POLICIES AND REGULATIONS

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

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

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

Originator's file: OZ 19/019 W5

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 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 the proposed zoning standards, ensuring compatibility with the surrounding area and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Mila Yeung, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Prabh Aulakh Ltd.

1480 Derry Road East

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject land was zone **D** (Development).
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property is designated **Mixed Use** in the Northeast Employment Area (West).
- January 12, 2007 – a demolition permit was issued for the demolition of two detached dwellings and four accessory structures.
- Oct 11, 2018 – Committee of Adjustment decision for “A”-257/18 was approved for a temporary period of 3 years to allow a motor vehicle rental facility and a 19 m² (205 ft.²) office trailer. The application was appealed to the Local Planning Appeal Tribunal (LPAT) by the City and the Region and the applicant subsequently withdrew the Committee of Adjustment application.

2. Site and Neighbourhood Context

Site Information

The property is located at southwest corner of Dixie Road and Derry Road East within the Northeast Employment Area. The property is irregular in shape and only has frontage on Derry Road East. Both Derry Road East and Dixie Road are regional arterial roads with 9 lanes of traffic and have designated right-of-way widths of 45 m (147 ft.). The site is in an area of transition with predominately industrial, manufacturing and commercial uses to the west and to the south are vacant lands

owned by Transport Canada and under the Greater Toronto Airport Authority’s (GTAA) ground lease. Toronto Pearson International Airport is approximately 570 m (1,870 ft.) southeast of the property and Highway 407 and Highway 410 are both approximately 1.7 kilometres (1 mile) from the property. There are no notable natural features on the site, but the west branch of Etobicoke Creek is approximately 150 m (492 ft.) east of the site, flowing to the southeast towards Lake Ontario.

The property is relatively flat with the northeast corner sloping towards the southwest corner of the site. The site is gravelled with a temporary trailer located along the west property line.



Existing conditions facing east

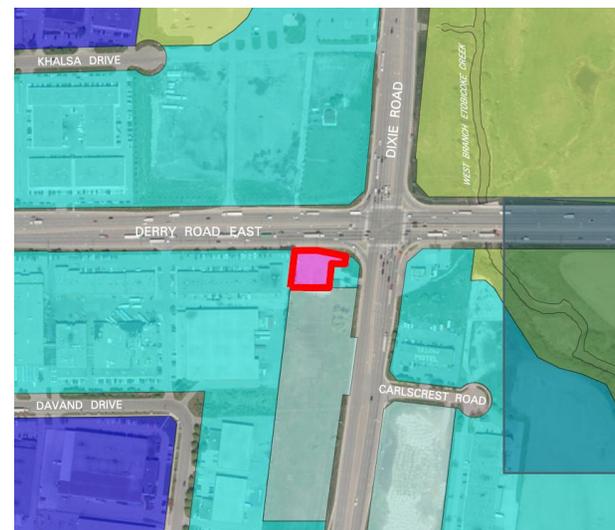
| Property Size and Use | |
|------------------------------|---------------------------------------|
| Frontage: | 55.6 m (182.3 ft.) on Derry Road East |
| Depth: | 39.7 m (130.4 ft.) |
| Gross Lot Area: | 0.17 ha (0.43 ac.) |
| Existing Uses: | Vacant with a temporary trailer |

Surrounding Land Uses

Immediately south of the property is a vacant parcel that is owned by Transport Canada leased to GTAA. On the north side of Derry Road East is a large parcel of property approximately 15.2 hectares (37.5 acres) in size with a place of religious assembly (Ontario Khalsa Darbar) and an accessory building. Immediately east of the property is a vacant parcel owned by Region of Peel with frontage on Dixie Road and another property with a building utilized for a pumping station owned by Enbridge Gas. East of Dixie Road is a self-serve gas bar with a small convenience retail and service kiosk. To the west of the property is a large property with multiple industrial and manufacturing buildings.

The surrounding land uses are:

- North: place of religious assembly (Ontario Khalsa Darbar)
- East: vacant Region of Peel land and Enbridge Gas pumping station. East of Dixie Road is a gas bar and convenience retail and service kiosk
- South: vacant lands owned by Transport Canada
- West: multiple industrial and manufacturing buildings



Aerial Photo of 1480 Derry Road East

The Neighbourhood Context

The subject property is located in the Northeast Employment Area, which is predominantly an industrial part of Mississauga. The surrounding neighbourhood contains primarily industrial and commercial land uses. Both Dixie Road and Derry Road East are identified as Corridors and regional arterial roads with significant building setbacks. While public transit is available, this is an automobile dominated area with high volume traffic. Given the proximity to the airport, buildings in the area have height and land use restrictions. The property is located within the 35 Noise Exposure Forecast (NEF) or greater noise contour as determined by Transport Canada, which calculates long term aircraft noise exposure.

Demographics

Based on the 2016 census, the existing population of the Northeast Employment Area (West) area is 215 with a median age of 85 (compared to the City's median age of 40). 10% of the neighbourhood population are of working age (15 to 64 years of age), with 2% children (0-14 years) and 88% seniors (65 years and over). The population for this area is forecast to be 300 persons in both 2031 and 2041. The average household size is 2 persons with 0% of people living in apartment buildings that are five storeys or more. There are only 10 homes in the area, as such, statistics on the mix of housing tenure are not available, however based on available information it appears that there is a vacancy rate of approximately 0.9%. The number of jobs within this Character Area is 87,199. The total employment, combined with the population, results in a person plus jobs (PPJ) for Northeast Employment Area (West) of 31 PPJ per ha (77 PPJ per acres).

Other Development Applications

A rezoning application under file OZ 15/01 W11 on 6900 Dixie Road, approximately 250 m (820 ft.) south of the subject site and only separated by the vacant lands owned by Transport Canada was recently approved by Council. The application to amend the zoning from **D** (Development) to **E2** (Employment) was approved with a holding provision by Council on January 22, 2020, and the implementing by-law was passed on February 19, 2020. The holding provision was implemented to ensure that the applicant addresses outstanding technical matters including an Access Permit Agreement with the

Region of Peel and the GTAA for a shared access onto Dixie Road.

Community and Transportation Services

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

As mentioned, the site is within 570 m (1,870 ft.) of Toronto Pearson International Airport and approximately 1.7 km (1 mile) from Highways 401 and 410. The site is well serviced by MiWay bus routes, the following bus routes currently service the site and/or are in the proximity to the site:

- Route 5 – Dixie Road
- Route 15 – Drew Road
- Route 42 – Derry Road
- Route 51 – Tomken Road
- Route 104 – Derry Road Express
- Route 185 – Dixie Road Express

The site is also serviced by Brampton Transit bus routes on Dixie Road. The following Brampton Transit bus route currently is in proximity to the site:

- Route 18 – Dixie Road

3. Project Details

The application is to amend the zoning by-law to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law

and reduced parking.

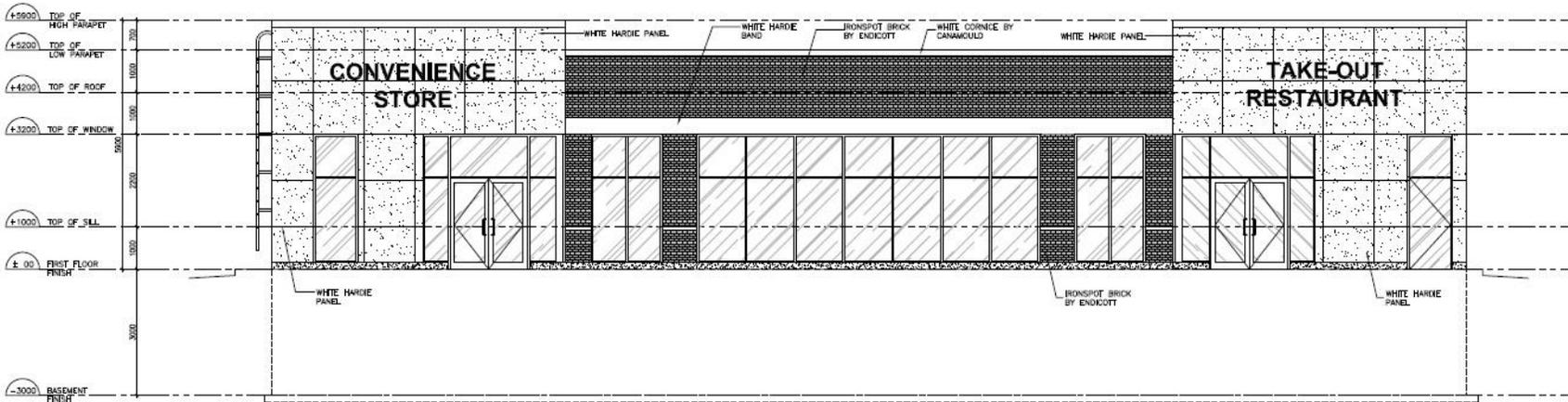
| Development Proposal | |
|-----------------------------|---|
| Application submitted: | Received: November 26, 2019 Deemed incomplete: December 19, 2019 Revised: March 3, 2020 Deemed complete: March 6, 2020 |
| Developer/ Owner: | Prabh Aulakh Ltd. |
| Applicant: | n Architecture Inc |
| Existing Gross Floor Area: | N/A |
| Proposed Gross Floor Area: | 260.2 m ² (2,800.4 ft. ²) |
| Height: | 1 storey |
| Lot Coverage: | 15% |
| Floor Space Index: | 0.14 |
| Landscaped Area: | 16% |
| Parking: | Required: 15 Provided: 13 |
| Green Initiatives: | <ul style="list-style-type: none"> • Stormwater Management Treatment • Erosion and Sediment Control • Landscaping • Bicycle Storage |

Supporting Studies and Plans

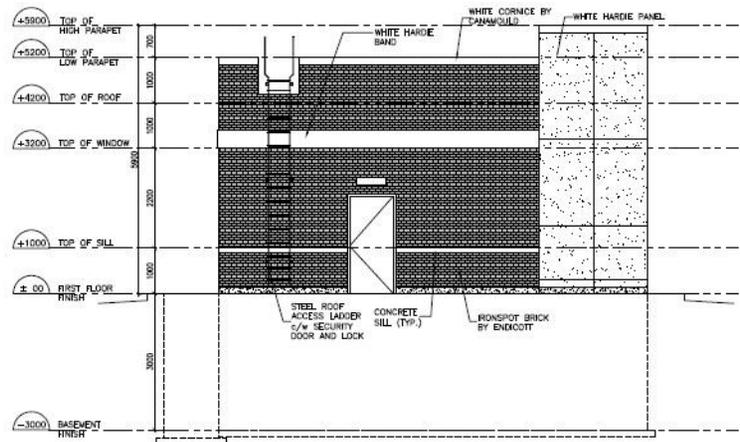
The applicant has submitted the following information in support of the application which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Site Plan, Elevations and Floor Plans
- Survey Plan
- Archaeological Assessment

- Draft Zoning By-law
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Grading and Servicing Plans
- Stormwater Management Report
- Sanitary Connection and Notes
- List of Low Impact Design Features
- Erosion and Sediment Control Plan
- Traffic Impact Study
- Tree Inventory, Tree Preservation Plan



1 NORTH ELEVATION
A-3.0 SCALE- 1:50



2 EAST ELEVATION
A-3.0 SCALE- 1:50

Elevations

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

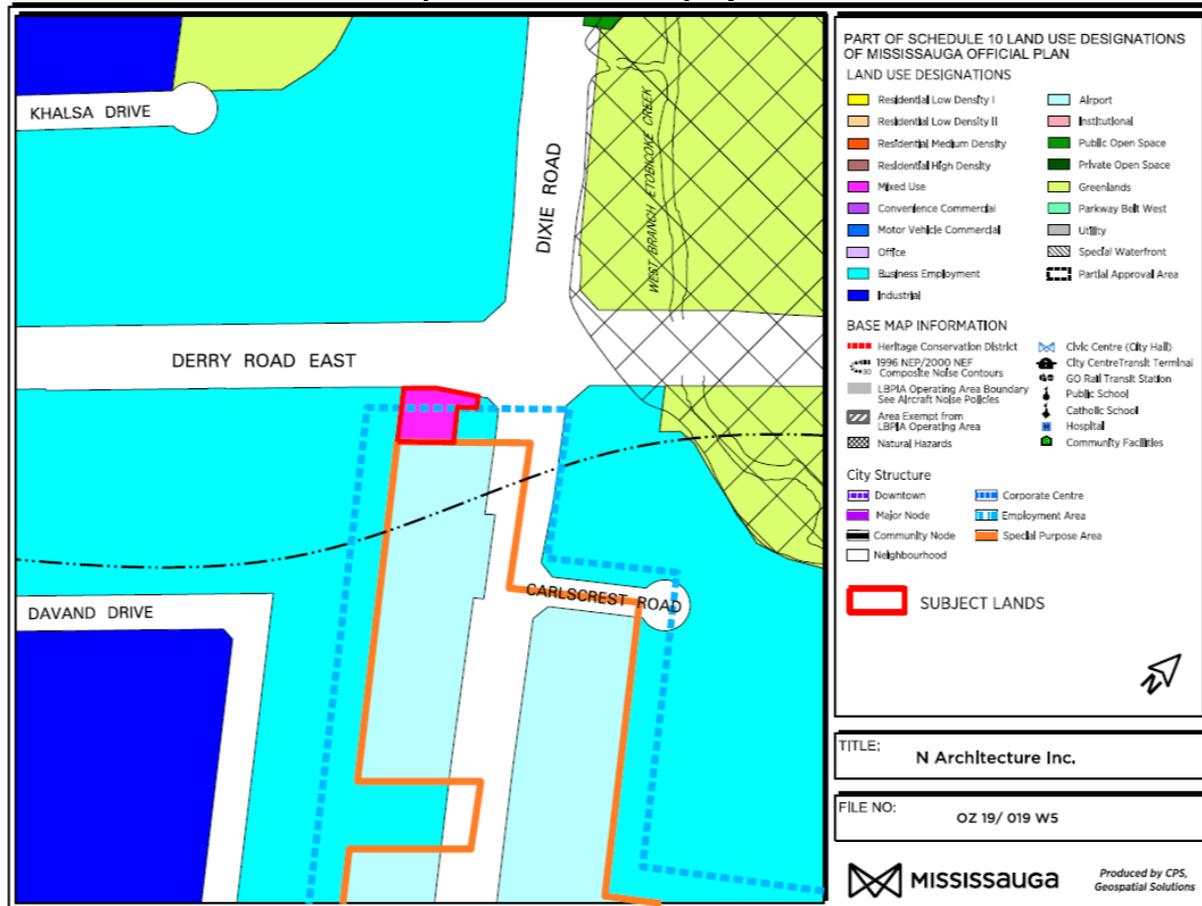
Designation

The site is designated **Mixed-Use** which permits a variety of uses including motor vehicle commercial uses.

An official plan amendment is not required.

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

Excerpt of Northeast Employment Area



Mississauga Zoning By-law

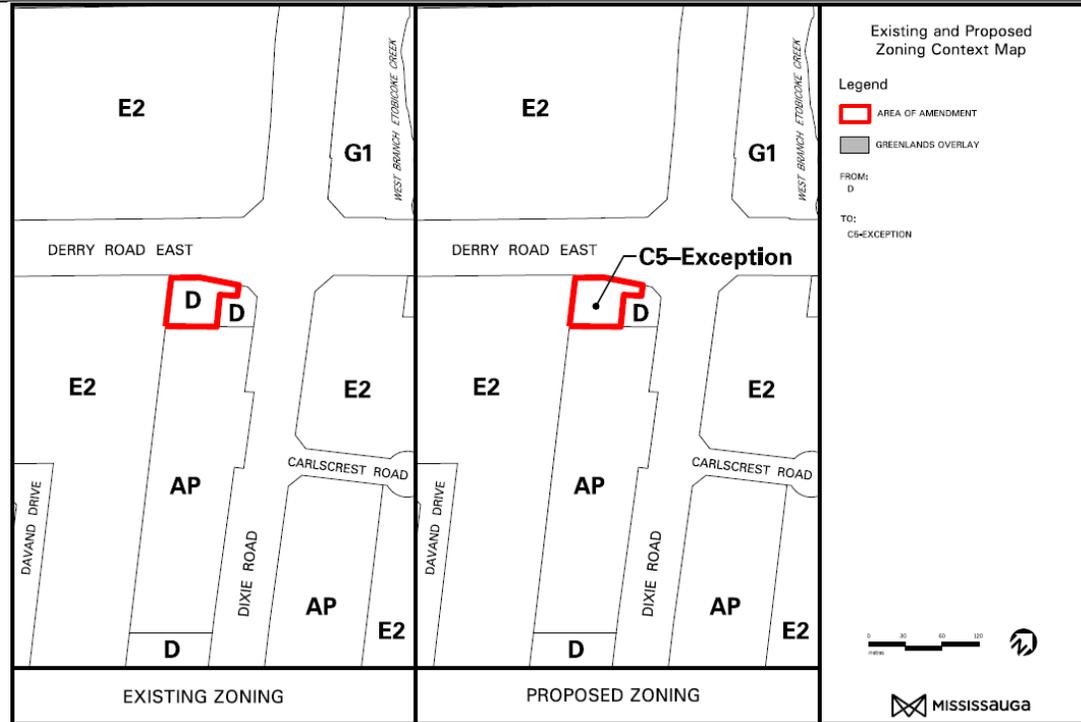
Existing Zoning

The site is currently zoned **D** (Development), which permits a building, or structure legally existing on the date of passing of the zoning by-law and the existing legal use of such building or structure.

Note: As the property is currently vacant, except for a temporary trailer, no uses are permitted on this property

Proposed Zoning

The proposed zone is **C5-Exception** (Motor Vehicle Commercial-Exception) to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking



Proposed Zoning Regulations

| Zone Regulations | Existing C5 Regulations | Proposed C5 – Exception Zone Regulations |
|--|--|--|
| Minimum Exterior Side Yard | 4.5 m (14.7 ft.) | 1.5 m (4.9 ft.) |
| Minimum Interior Side Yard | 4.5 m (14.7 ft.) | 1.5 m (4.9 ft.) |
| Minimum Rear Yard | 4.5 m (14.7 ft.) | 1.5 m (4.9 ft.) |
| Maximum gross floor area of a convenience retail and service kiosk | 300 m ² (3,229.3 ft ²) | 353.1 m ² (3,800.9 ft ²) |
| Maximum gross floor area of a take-out restaurant excluding seating within a convenience retail and service kiosk | 30 m ² (3,22.9 ft ²) | 93 m ² (1,001.1 ft ²) |
| Convenience Retail and Service Kiosk parking standard | 5.4 spaces per 100 m ² GFA – non residential | 4.2 spaces per 100 m ² GFA – non residential |
| Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined. | | |

5. Summary of Applicable Policies

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

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

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

| Policy Document | Legislative Authority/Applicability | Key Policies |
|-----------------|---|--|
| | <p>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>environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> |

Relevant Mississauga Official Plan Policies

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

The property is located within the Northeast Employment Area and is designated **Mixed Use**. The **Mixed Use** designation in the Northeast Employment Area permits Motor Vehicle Commercial Uses.

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

| | Specific Policies | General Intent |
|--|---|---|
| Chapter 4 Vision | | Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles. |
| Chapter 5 Direct Growth | Section 5.1.6 Section 5.1.8 Section 5.3.6.2 Section 5.3.6.6 Section 5.3.6.7 Section 5.4.4 Section 5.4.7 | Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect employment lands to allow for a diversity of employment uses. Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities. Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus. Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. |
| Chapter 6 Value The Environment | Section 6.2.3 Section 6.2.7 Section 6.2.8 Section 6.4.2.2 Section 6.10.2.2 | Mississauga will develop a green development strategy to enhance environmental sustainability. Mississauga will require development proposals to address the management of stormwater using stormwater best management practices. |

| | Specific Policies | General Intent |
|---|--|---|
| | Section 6.10.2.3 | <p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.</p> <p>Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.</p> <p>Mississauga will require tenants and purchasers to be notified when a proposed development is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour of 25 and above.</p> <p>A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.</p> |
| Chapter 7 Complete Communities | Section 7.1.3.a | In order to create a complete community and develop a built environment supportive of public health, the City will: encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. |
| Chapter 9 Build A Desirable Urban Form | Section 9.1.1 Section 9.1.4 Section 9.1.5 Section 9.2.2.6.b Section 9.2.2.6.e Section 9.5.1.13 Section 9.5.2.11 Section 9.5.3.6 Section 9.5.3.14 Section 9.5.3.15 Section 9.5.3.19 Section 9.5.4.1 Section 9.5.6.1 | <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Development on Corridors will be encouraged to face the street, except where predominate development patterns dictate otherwise; provide entrances and transparent windows facing the street for non-residential uses;</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.</p> <p>Site development will be required to:</p> <ol style="list-style-type: none"> a. incorporate stormwater best management practices; |

| | Specific Policies | General Intent |
|--|--|---|
| | | <ul style="list-style-type: none"> b. provide enhanced streetscape; d. include the use of non-invasive plant material; h. provide landscaping that beautifies the site and complements the building form. <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.</p> <p>Buildings should be designed to conserve energy and incorporate sustainable material.</p> <p>Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.</p> <p>It will be the responsibility of proponents of development applications to comply with Airport height restrictions.</p> <p>Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p> |
| | <p>Section 11.2.6.1 Section 11.2.6.2 Section 11.2.9.2 Section 11.2.10.4 Section 11.2.10.5 Section 11.2.10.6</p> | <p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Gas bars will be permitted provided they are adjacent to a Corridor.</p> |

| | Specific Policies | General Intent |
|--|--------------------------|--|
| | | <p>Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.</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.</p> <p>Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.</p> |
| Chapter 17 Employment Areas | Section 17.1.4.1 | <p>Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:</p> <ul style="list-style-type: none"> a. Business Employment Uses; and b. Motor Vehicle Commercial Uses. |

6. Community Comments

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

7. Development Issues

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

| Agency / Comment Date | Comments |
|-----------------------------------|--|
| Region of Peel (April 8, 2020) | <p>There is an existing 750 mm (30 in.) diameter watermain located on Derry Road East, and two existing watermains located on Dixie Road; an existing 750 mm (30 in) diameter watermain and an existing 500 mm (20 in.) diameter watermain. Due to the size and function of the 750 mm (30 in.) diameter watermains on Dixie Road and Derry Road East, connection(s) to the mains will not be permitted.</p> <p>There is an existing 450 mm (18 in) diameter sanitary sewer located on Dixie Road, north of the intersection of Derry Road East and Dixie Road and an existing 1,050 mm (41 in) diameter sanitary sewer trunk crossing Dixie Rd east of the intersection of Dixie Road and Derry Road East. Connection to either of the two trunks will not be permitted. There are no sanitary sewers in the vicinity of the property. The applicant will need to undertake external works to connect to a sanitary sewer.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. 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.</p> <p>The Region will be party to the Development Agreement.</p> <p>A satisfactory Functional Servicing Report (FSR) must be submitted to determine the adequacy of existing services for the proposed development as the submitted FSR was incomplete.</p> <p>The Region reviewed the associated Traffic Impact Study (TIS) dated September 2019 and will approve one restricted right-in/right-out access at the westerly limits of the property as proposed in the site plan and TIS. The Region requires a functional design indicating the appropriate storage and taper lengths for the auxiliary right-turn lane for review and comment.</p> <p>The Region requires the gratuitous dedication of 27.0 metres (89 ft.) from the centreline of Derry Road East to meet the Regional Official Plan mid-block requirements within 245 metres (804 ft.) of intersections to protect for the provision of, but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters. This has been illustrated correctly on the site plan. The Region will also require the gratuitous dedication of a 0.3 metre (1 ft.) reserve along the frontage of Derry Road East behind the property except at the approved access locations. The developer is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of the necessary reference plan are the responsibility of the developer.</p> <p>A detailed engineering submission of road and access works will be required for review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer.</p> <p>This site is not within the vicinity of a landfill. It will require private waste collection.</p> |

| Agency / Comment Date | Comments |
|---|---|
| City Community Services Department (April 2, 2020) | <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>A Stage 1 Archaeological Assessment has been received. The City concurs with the recommendations of no further archaeological assessment is required.</p> |
| City Transportation and Works Department (June 4, 2020) | <p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing Report (FSR) and a Stormwater Management Report, prepared by n Architecture Inc. dated February 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the Region of Peel's infrastructure, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Region of Peel.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that there will be no impact on the existing drainage system. <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by Paradigm Transportation Solutions Limited and dated September 2019, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • A turning template for the northeast corner of the property adjacent to the pump; • Revised drawings illustrating all existing easements and their limits; the purpose of each of the easements, the easement instrument numbers, parts and reference plan numbers and whether they are private or municipal. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA), dated July 27, 2018, prepared by G2S, was submitted in support of the proposed development. The report concluded that no significant environmental concerns were identified and that no further investigative work is required.</p> |

| Agency / Comment Date | Comments |
|---|--|
| | <p>The applicant is required to provide further information in support of the proposal, including a reliance letter for the Phase One, a groundwater monitoring well decommissioning plan, and a dewatering plan.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans) which need to be revised as part of subsequent submissions, in accordance with City Standards.</p> |
| <p>Greater Toronto Airport Authority (April 24, 2020)</p> | <p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are affected by the Outer Surface obstacle zoning restriction. The maximum allowable development elevation under this restriction is 219.46 metres (720 ft.) Above Sea Level (A.S.L.). The proposed gas station with convenience store and take-out restaurant would be within the allowable height limits associated with the Regulations.</p> <p>NAV CANADA's review has not been received.</p> <p>Any crane or other equipment used for construction on the site would be limited to the Maximum Allowable Development Elevations. Use of a crane or other such equipment during the period of construction is also restricted by airport operations at Toronto Pearson Airport.</p> |
| <p>Other City Departments and External Agencies</p> | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Community Services – Park Planning (March 25, 2020) - Canada Post Corporation (March 31, 2020) - City Economic Development Office (March 13, 2020) - Dufferin-Peel Catholic School Board (April 16, 2020) |
| | <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 - Peel District School Board |

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

- Is the proposal compatible with the existing and planned character of the area given the project's land use, setbacks, proposed parking ratio, deficient landscape buffer, building configuration, site access, and grading?
- Are the proposed zoning by-law exception standards appropriate?

- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

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 and the Region. 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) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

City of Mississauga
Corporate Report



| | |
|--|---|
| <p>Date: July 3, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Originator's files: OZ 20/003 W3</p> |
| | <p>Meeting date: July 27, 2020</p> |

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 3)

Official Plan amendment and rezoning applications to permit two 18 storey rental apartment buildings with 433 residential and retain the two existing rental apartment buildings

1840-1850 Bloor Street

Owner: 1840-1850 Bloor E (MISS) Ltd.

File: OZ 20/003 W3

Recommendation

That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by 1840-1850 Bloor E (MISS) Ltd. to permit two 18 storey rental apartment buildings, under File OZ 20/003 W3, 1840 and 1850 Bloor Street, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit two 18 storey rental apartment buildings with 433 dwelling units and retain the two existing rental apartment buildings. The applicant is proposing to amend the official plan **Residential High Density** designation to increase the maximum floor space index from 1.0 to 1.69 and the height from 4 storeys to 18 storeys. The zoning by-law will also need to be amended from **RA4-1** (Apartments - Exception) to **RA4-Exception** (Apartments – Exception) to implement this development proposal.

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

Comments

The property is located on the south side of Bloor Street, west of Fieldgate Drive and east of the Etobicoke Creek within the Applewood Neighbourhood Character Area. The site is currently occupied by two 14 storey rental apartment buildings.



Aerial image of 1840-1850 Bloor Street



Applicant's rendering

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

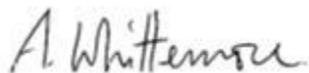
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

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

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: 1840-1850 Bloor E (MISS) Ltd.

1840-1850 Bloor Street

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1. Site History

- 1967 – Two residential apartment buildings were constructed, each 14 storeys and containing 167 units
- November 14, 2012 – The subject lands are designated **Residential High Density** and **Greenlands** in the Applewood Neighbourhood Character Area; which permits apartment buildings and natural area
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **RA4-1** (Apartments - Exception) and **G2** (Greenlands) which permits apartments and natural area.
- March 13, 2020 – Applications for Official Plan Amendment and Rezoning, under File OZ 20/003 W3, were received from 1840-1850 Bloor E (MISS) Ltd.

2. Site and Neighbourhood Context

Site Information

The property is located on the south side of Bloor Street, west of Fieldgate Drive and east of the Etobicoke Creek within the Applewood Neighbourhood Character Area. Along the rear portion of the property is a Greenlands designation which provides a separation between the residential and industrial

uses. The property has two existing rental residential apartments, each 14 storeys in height and containing 167 units each, which will remain on the site.



Image of existing condition of 1840 – 1850 Bloor Street looking east along Bloor Street

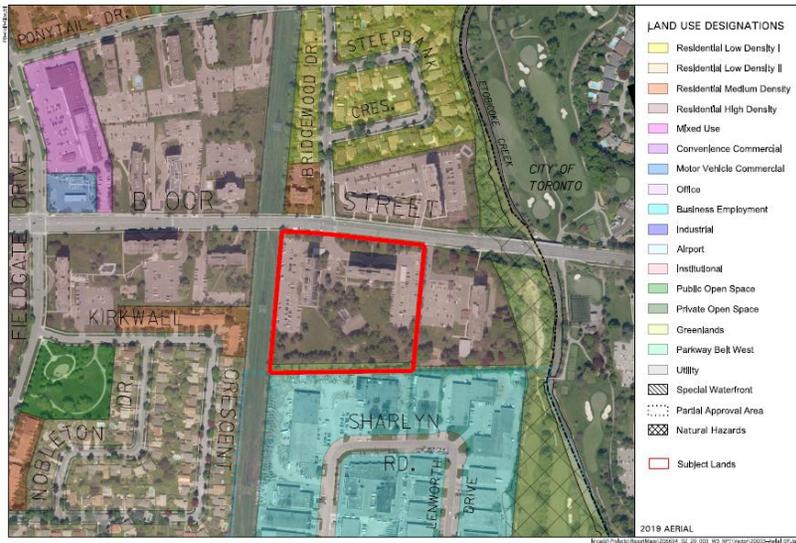
| Property Size and Use | |
|-----------------------|---|
| Frontages: | 217 m (712 ft.) |
| Depth: | 202 m (662 ft.) |
| Gross Lot Area: | 3.9 ha (9.7 ac.) |
| Existing Uses: | 2 apartment buildings each 14 storeys in height and contain 167 units |

Surrounding Land Uses

Immediately north of the property are 4 storey apartment buildings, east is an apartment building, then the Etobicoke Creek and City of Toronto border. West are apartment buildings and south are manufacturing and industrial uses.

The surrounding land uses are:

- North: Apartment buildings
 East: Apartment building
 South: Industrial uses
 West: Hydro corridor, apartment buildings and detached dwellings



Aerial Photo of 1840-1850 Bloor Street

The Neighbourhood Context

The subject property is located within the Applewood Neighbourhood. Bloor Street is characterized by 'tower in the park' apartment buildings on both the north and south sides of the street which were constructed in the late 1960s/70s. The Dixie Employment Area abuts the subject property to the south. This portion of the employment area was constructed in the 1960s and currently consists of a variety of manufacturing and warehouse uses. To the east of the property is an

apartment building, the Etobicoke Creek and the border between Mississauga and Toronto. To the west is a hydro corridor, an apartment and detached homes.

Demographics

Based on the 2016 census, the existing population of the Applewood Neighbourhood area is 36,655 with a median age of 41 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 17% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 40,600 and 41,800 respectively. The average household size is 3 persons with 44% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 7,535 units (56%) owned and 5,855 units (44%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 2,237. Total employment combined with the population results in a PPJ for Applewood Neighbourhood of 56 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 Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

There is one active application in the immediate area:

- OZ 17/014 – 1750 Bloor Street and 1750 Fieldgate Drive – Official plan amendment and rezoning to add a 17 storey residential apartment building and a 1 storey amenity building, while maintaining the existing two apartment buildings

Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by parks including the Forest Glen Park located north of Bloor Street on Fieldgate Drive which includes a playing field, splash pad and play equipment. Forest Glen Park is 1 km (0.6 miles) from the site, which is a 12 minute walk. In addition, a small neighbourhood park, known as Bethesda Common Park is located west on Kirkwall Crescent and Fieldgate Drive. This park is located approximately 700 m (2,297 ft.) from the subject site, which is an approximately 9 minute walk. The Burnhamthorpe Community Centre includes an ice rink, indoor pool, gymnasium and multi-purpose rooms. This Centre is located 1.8 km (1.1 miles) and is an approximately 22 minute walk or a 15 minute bus ride on Route 3 from the property.

The Dixie GO Station is located approximately 2 km (1.2 miles) southwest of the site and operates between Milton and Union Station during peak periods on weekdays.

Bloor Street is an east-west road which connects from Central Parkway to the Don Valley in Toronto. The following major MiWay bus route currently services the site:

- Route 3 – Bloor

3. Project Details

The applications are to permit two 18 storey apartment buildings with 433 residential units and retain the two existing apartment buildings.

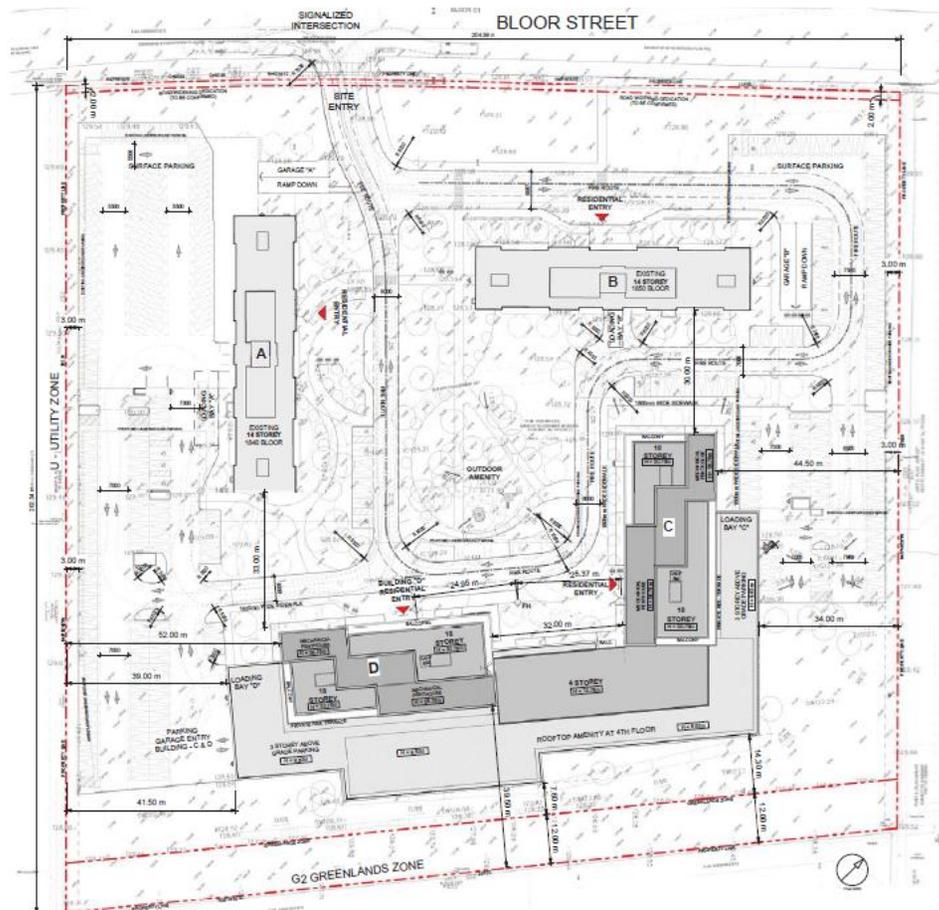
| Development Proposal | | |
|-------------------------|--|----------|
| Applications submitted: | Received: March 13, 2020 Deemed complete: June 22, 2020 | |
| Developer/ Owner: | 1840-50 Bloor E (MISS) Ltd. | |
| Applicant: | Bousfields Inc. | |
| Number of units: | | |
| Existing | 334 dwelling units | |
| Proposed | 433 dwelling units | |
| Total | 767 dwelling units | |
| Height: | 18 storeys | |
| Floor Space Index: | 1.69 | |
| Landscaped Area: | 49 % | |
| Anticipated Population: | 948* *Average household sizes for all units (by type) based on the 2016 Census | |
| Parking: | Required | Provided |
| resident spaces | 995 | 883 |
| visitor spaces | 153 | 153 |
| Total | 1,148 | 1,036 |
| Green Initiatives: | <ul style="list-style-type: none"> • Stormwater management, including rainwater harvesting • Green roofs | |

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 and Urban Design Rationale
- Concept and Elevation Drawings
- Preliminary Environmental Noise Report
- Pedestrian Wind Study
- Shadow Study
- Urban Design Brief
- Tree Removal Inventory
- Geotechnical Investigation
- Phase I Environmental Assessment
- Functional Servicing & Preliminary Stormwater Management Report
- Urban Transportation Considerations Report
- Stage 1-2 Archaeological Property Assessment
- Draft Official Plan and Zoning By-law Amendments
- Grading and Servicing Plans

Concept Plan and Elevations



Site Plan



North – Top Perspective



Elevation Facing South



South East Bird's Eye Perspective



Eye Level of Building 'C'



Building 'D' Entry – Human Scale Perspective

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density** and **Greenlands**. The **Residential High Density** designation permits apartment dwellings, long-term care dwellings and retirement dwellings. The **Greenlands** permits natural areas.

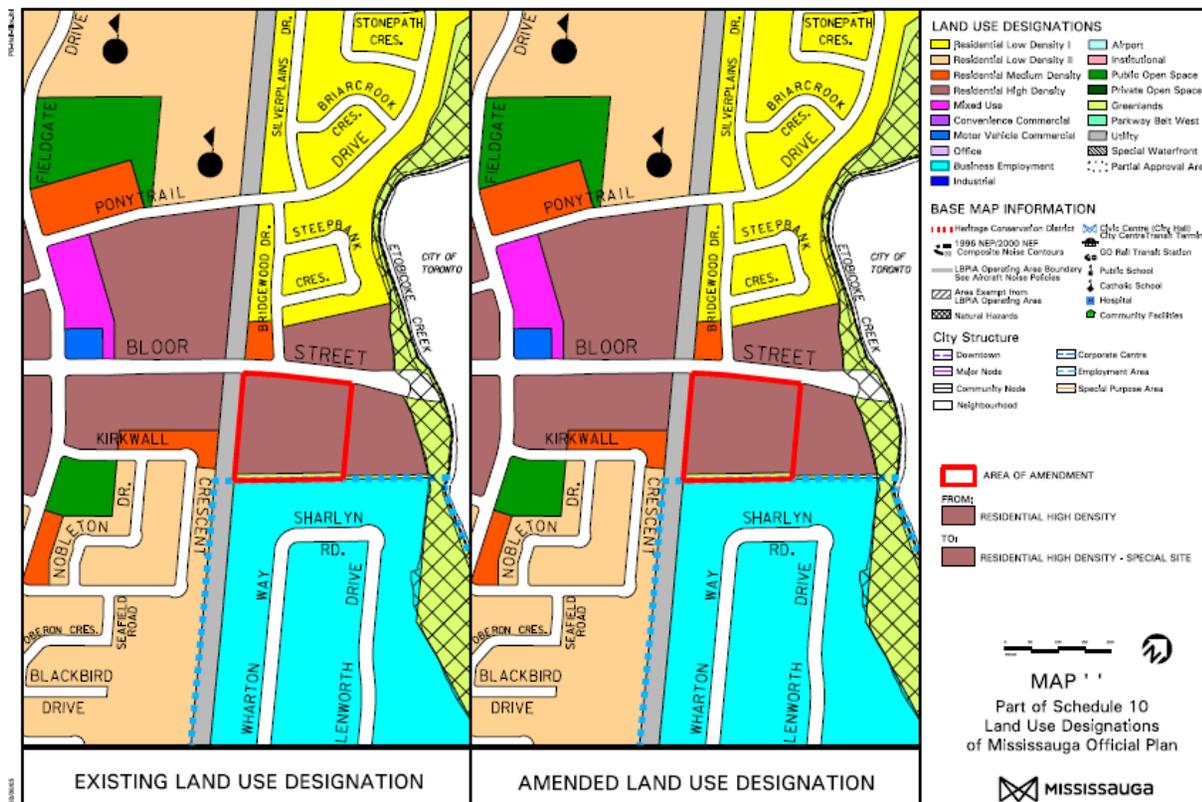
Proposed Designation

The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted Floor Space Index (FSI) to 1.69, whereas currently a maximum of 1.0 is permitted. The **Greenlands** designation will remain.

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

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

Excerpt of Applewood Neighbourhood



Mississauga Zoning By-law

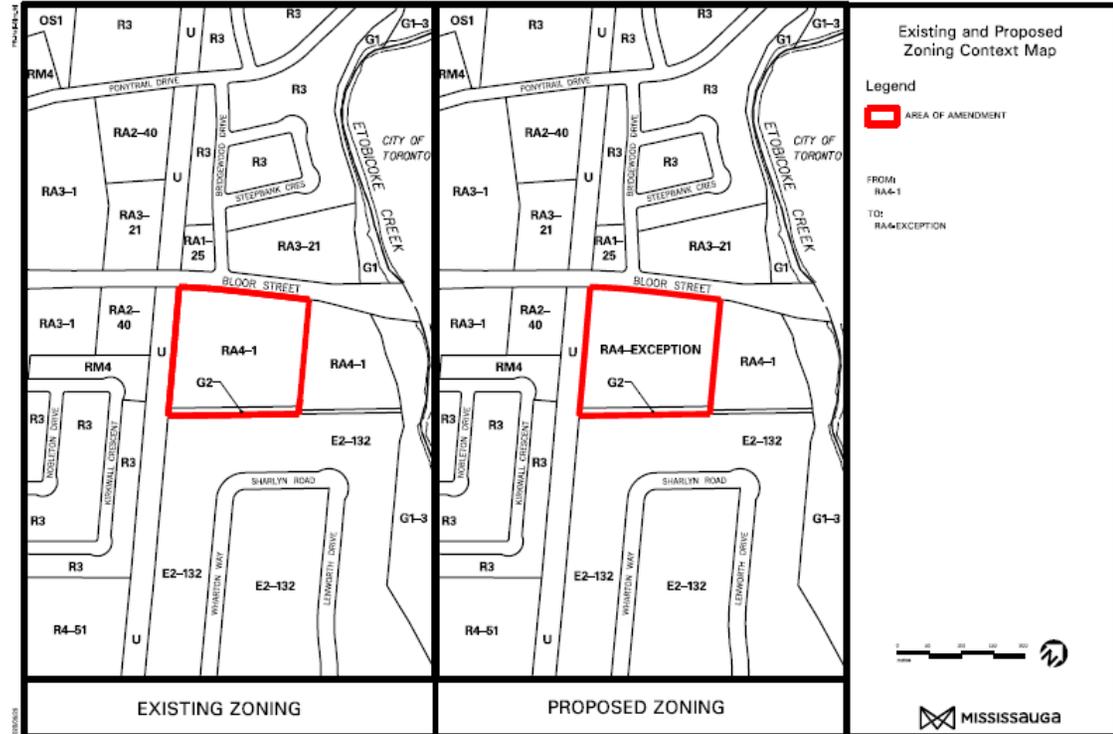
Existing Zoning

The portion of the site proposed for redevelopment is currently zoned **RA4-1** (Apartments-Exception), which permits apartment dwellings, long-term care dwellings and retirement dwellings with a maximum FSI of 1.0.

The remaining portion of the site is zoned **G2** (Greenlands), which permits natural heritage protection and conservation, flood and stormwater management related uses.

Proposed Zoning

The applicant is proposing to zone the site **RA4-Exception** to permit apartments with an increased floor space index (FSI) of 1.69, whereas 1.0 is permitted. The **G2** zone will remain.



Proposed Zoning Regulations

| Zone Regulations | RA4-1 Zone Regulations | Proposed Amended Zone Regulations |
|--|--|---|
| Maximum Floor Space Index (FSI) | 1.0 | 1.69 |
| 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 (3.2 ft.) | 1.8 m (6.0 ft.) |
| Minimum number of resident parking spaces per apartment dwelling unit | 1.00 resident space per studio unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit | 1.15 resident parking spaces per all sizes of units |
| Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. | | |

5. Summary of Applicable Policies

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

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

| Policy Document | Legislative Authority/Applicability | Key Policies |
|---|--|--|
| Provincial Policy Statement (PPS) | <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p> | <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <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> |

| Policy Document | Legislative Authority/Applicability | Key Policies |
|---|---|---|
| | | 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) |
| Greenbelt Plan | <p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p> | Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1) |
| Parkway Belt West Plan (PBWP) | <p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p> | The Parkway Belt West Plan does not apply to this site. |
| Region of Peel Official Plan (ROP) | The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with | <p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies |
|-----------------|--|--------------|
| | 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. | |

Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Applewood Neighbourhood Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits apartment dwellings.

The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted Floor Space Index (FSI) to 1.69 and increase the height to 18 storeys, whereas currently a maximum FSI of 1.2 and a maximum height of 4 storeys is permitted. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

| | Specific Policies | General Intent |
|------------------------------------|---|---|
| Chapter 4 Vision | Section 4.4.2 Section 4.4.5 Section 4.5 | Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles. |
| Chapter 5 Direct Growth | Section 5.1.6 Section 5.1.7 Section 5.2.1 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 | <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>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.</p> |

| | Specific Policies | General Intent |
|--|--|---|
| | | <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> |
| Chapter 6 Value The Environment | Section 6.1.8 | <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.</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.</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.</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.</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.</p> <p>Sensitive land uses will not be permitted adjacent to existing major facilities such as the airport, transportation corridors, wastewater treatment plants, waste sites and industrial and aggregate activities, if adverse effects from these facilities cannot be mitigated.</p> |
| Chapter 7 Complete Communities | Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3 | <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> |

| | Specific Policies | General Intent |
|--|---|--|
| | | <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p> |
| <p>Chapter 9 Build A Desirable Urban Form</p> | <p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.11 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4</p> | <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Heritage properties, districts and landscapes create a unique sense of place and local identity.</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community.</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ul style="list-style-type: none"> a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and |

| | Specific Policies | General Intent |
|---|-------------------|---|
| | | <p>c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> |
| Chapter 11 General Land Use Designations | 11.2.5.6 | <p>Lands designated Residential High Density will permit the following use:</p> <ol style="list-style-type: none"> Apartment dwelling Uses permitted in a Residential Medium Density designation, accessory to apartment dwellings on the same property; and Uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. |
| Chapter 16 Neighbourhoods | 16.1.1.1 | For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. |
| Chapter 19 Implementation | Section 19.5.1 | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. |

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified

housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that

proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

6. School Accommodation

| The Peel District School Board | The Dufferin-Peel Catholic District School Board |
|---|---|
| <p>Student Yield:</p> <p>45 Kindergarten to Grade 5 16 Grade 6 to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Forest Glen P.S.</p> <p>Enrolment: 501 Capacity: 539 Portables: 0</p> <p>Glenhaven Senior P.S.</p> <p>Enrolment: 477 Capacity: 559 Portables: 0</p> <p>Glenforest Secondary School</p> <p>Enrolment: 1,063 Capacity: 1,023 Portables: 8</p> | <p>Student Yield:</p> <p>8 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Alfred Elementary School</p> <p>Enrolment: 416 Capacity: 444 Portables: 0</p> <p>Philip Pocock Catholic Secondary</p> <p>Enrolment: 1,059 Capacity: 1,257 Portables: 5</p> |

7. Community Comments

A pre-application community meeting was held by the owner, 1840-50 Bloor E (MISS) Ltd., on August 14, 2019. No residents attended the community 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.

Residents were concerned with:

- The proposed height of the apartment building
- Increased traffic along Bloor Street

8. Development Issues

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

| Agency / Comment Date | Comments |
|--|--|
| Region of Peel (April 27, 2020) | <p>There is an existing 300 mm (11.8 in.) diameter watermain located on Bloor Street. There is an existing 375 mm (14.8 in.) diameter sanitary sewer located on Bloor Street and an existing 825 mm (32.5 in.) diameter sanitary sewer located within an easement. Connections to the 825 mm (32.5 in.) sanitary sewer will not be permitted.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. 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.</p> <p>A Functional Servicing Report was submitted and is completed and have been forwarded for modeling. Further comments may be provided once completed..</p> |
| Dufferin-Peel Catholic District School Board (April 22, 2020) and the Peel District School Board (May 6, 2020) | <p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements</p> |
| City Community Services Department – Park Planning | <p>Community Services notes that the subject site is located northeast of Bethesda Common (P - 480) which contains a play site. The park is zoned "OS1" (Open Space - Community Park). The site is also located west of Fleetwood park (P-077)</p> |

| Agency / Comment Date | Comments |
|--|--|
| Section (May 26, 2020) | <p>which contains a lit baseball and softball diamond, picnic area, play site, parking lot, mini and senior soccer fields and a washroom. The Park is zone "G1" (Greenland).</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> |
| City Transportation and Works Department (June 15, 2020) | <p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Report (FSR) and Preliminary Stormwater Management Report by C.F. Crozier & Associates Inc., dated February 19, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; and • Demonstrate that there will be no impact on the existing drainage system. <p>Traffic A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated February 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:</p> <ul style="list-style-type: none"> • An updated Traffic impact Study addressing all staff comments; • The future property line due to the road allowance widening towards the ultimate 30.0 metre right-of-way of Bloor Street as identified in the Official Plan; and, • Address any traffic concerns from the Community related to the proposed development. |

| Agency / Comment Date | Comments |
|--|---|
| | <p>Environmental Compliance A Phase I ESA, dated November 8, 2010, prepared by TRY Environmental Services Inc., was submitted in support of the proposed development. The report was prepared 10 years ago. Some of the information and resultant conclusions of this report are time sensitive, and could alter the recommendations of the report. Therefore, a new Environmental Site Assessment Report must be prepared and submitted to the City for review.</p> <p>Noise The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise from the stationary sources.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings, 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"> - City of Mississauga, Transit - City of Mississauga, City Planning Strategies - City of Mississauga, Heritage - City of Mississauga, Public Art - City of Mississauga, Fire Prevention - Enbridge - Rogers Cable - Greater Toronto Airport Authority (GTAA) - Hydro One Network - Trillium Health Partners |
| | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City of Mississauga, Community Services Landscape Planner - City of Mississauga, Economic Department - Alectra Utilities - Bell Canada - Canada Post - Enbridge Pipelines Inc. - City of Toronto |

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

City of Mississauga
Corporate Report



| | |
|--|---|
| <p>Date: July 3, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Originator's files: OZ 20/001 W4</p> |
| | <p>Meeting date: July 27, 2020</p> |

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official plan amendment and rezoning applications to permit a 36 storey condominium apartment building with ground floor commercial uses

1 Fairview Road East, northeast corner of Fairview Road East and Hurontario Street

Owner: Edenshaw Fairview Developments Inc.

File: OZ 20/001 W4

Recommendation

That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Fairview Developments Inc. to permit a 36 storey condominium apartment building with ground floor commercial uses, under File OZ 20/001 W4, 1 Fairview 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 36 storey residential condominium apartment building having 460 dwelling units and ground floor commercial uses. The applicant is proposing to amend the official plan from **Office** to **Residential High Density - Special Site** and the zoning by-law from **O** (Office) to **RA5-Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located at the northeast corner of Fairview Road East and Hurontario Street within the Downtown Fairview Character Area. The site is currently vacant.



Aerial image of 1 Fairview Road East



Applicant's rendering of the 36 storey residential condominium apartment building

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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

technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Fairview Developments Inc.

1 Fairview Road East

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1. Site History

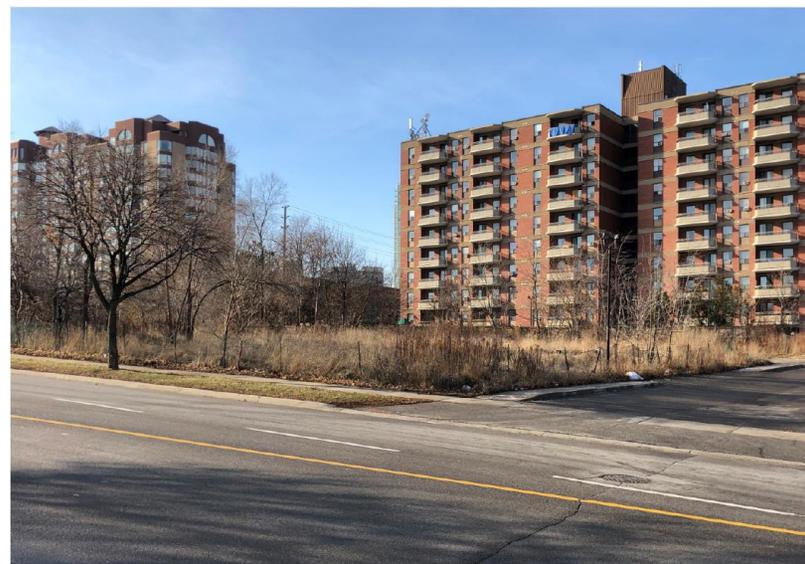
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O** (Office). **O** permits financial institution, medical office, commercial school and veterinary clinic.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office in the Downtown Fairview Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Fairview Character Area and along an intensification corridor, at the intersection of Hurontario Street and Fairview Road East. The area contains a mix of residential, commercial and community uses. The site is currently vacant of buildings and structures. The property contains a mix of high branching deciduous and coniferous trees.

The property is within 750 m (0.46 mi.) of the Cooksville GO Station and fronts onto the future Light Rail Transit line along Hurontario Street.



Subject Land – Looking northwesterly along Fairview Road East

| Property Size and Use | |
|------------------------------|----------------------|
| Frontages: | |
| Hurontario Street | 35.68 m (117.1 ft.) |
| Fairview Road East | 55.16 m (180.97 ft.) |
| Depth: | 65.27 m (214.14 ft.) |
| Gross Lot Area: | 0.29 ha (0.72 ac.) |
| Existing Uses: | Vacant |

Surrounding Land Uses

North of the subject land is a 10 storey apartment building with a surface parking area and children's play area. To the southeast is a one storey commercial plaza, which contains medical offices, a restaurant and retail uses. To the south is a townhouse development. To the west is a City of Mississauga Fire Station building.

The surrounding land uses are:

- North: Apartment buildings
- East: Apartment buildings
- South: Commercial building and townhomes
- West: Fire station



Aerial Photo of 1 Fairview Road East

The Neighbourhood Context

The subject property is located in the Downtown Fairview Character Area. The surrounding area contains a mix of residential and commercial uses located on Hurontario Street. The character area contains a variety of residential building types, including a number of apartment buildings developed in the 1950s, 60s and 70s.

The site is located on the northeast corner of Hurontario Street and Fairview Road East. Hurontario Street is identified as part of an Intensification Corridor in the Mississauga Official Plan that has been approved for higher order transit (HLRT) Construction of the HLRT is to begin in the summer of 2020. The corridor has commercial and retail storefronts fronting Hurontario Street, with a mixture of housing types and tenures also located along the Corridor.

Demographics

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

of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare.

*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 Local Planning Appeals Tribunal has recently approved applications for Official Plan Amendment and Zoning By-law at 3480 Hurontario Street to permit a 36 storey apartment building having 352 dwelling units and 400 m² of ground floor commercial area.

Community and Transportation Services

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

The area is well served by community facilities such as Stone Brook Park, a future park at the southeast corner of Kariya Drive and Elm Drive West, and the Mississauga Hanson Road YMCA Child Care Centre, all within an 800 m (2,625 ft.) radius of the subject land. The Cooksville library is located approximately 1.1 km (0.68 mi.) away. The Mississauga Valley Community Centre is also approximately 1.5 km (0.93 mi.).

The site is within 750 m (.46 miles) of the Cooksville GO station, which provides two-way peak train service and two-

way off-peak bus service. The site is also located along a future Light Rail Transit (LRT) line on Hurontario Street, with a future LRT stop approximately on the north side of Hurontario Street approximately 300 m (984 ft.) from the subject land. The following major Miway bus routes currently service the site running along Hurontario Street:

- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 53 - Kennedy
- Route 103 – Hurontario Express

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

3. Project Details

The applications are to permit a 36 storey apartment building consisting of 460 dwelling units and 272.09 m² (2928.75 ft²) of ground floor commercial floor space. The required parking will be accommodated underground. Access to the site will be from a shared access road (with the property to the north) from Fairview Road East.

| Development Proposal | |
|-------------------------|---|
| Applications submitted: | Received: January 10, 2020 Deemed complete: February 5, 2020 |
| Developer/ Owner: | Edenshaw Fairview Developments Inc. |
| Applicant: | Sajecki Planning |
| Number of units: | 460 units |
| Proposed Gross | 29 680 m ² (319,473 ft ²) |

| Development Proposal | | |
|-----------------------------|--|----------|
| Floor Area: | | |
| Height: | 36 storeys / 115.0 metres (377.3 ft) | |
| Floor Space Index: | 10.23 | |
| Amenity Area: | 4.33 m ² (46.6 ft ²) /dwelling unit | |
| Anticipated Population: | 1007* *Average household sizes for all units (by type) based on the 2016 Census | |
| Parking: | Required | Provided |
| resident spaces | 575 | 312 |
| visitor spaces | 92 | 46 |
| Total | 667 | 358 |

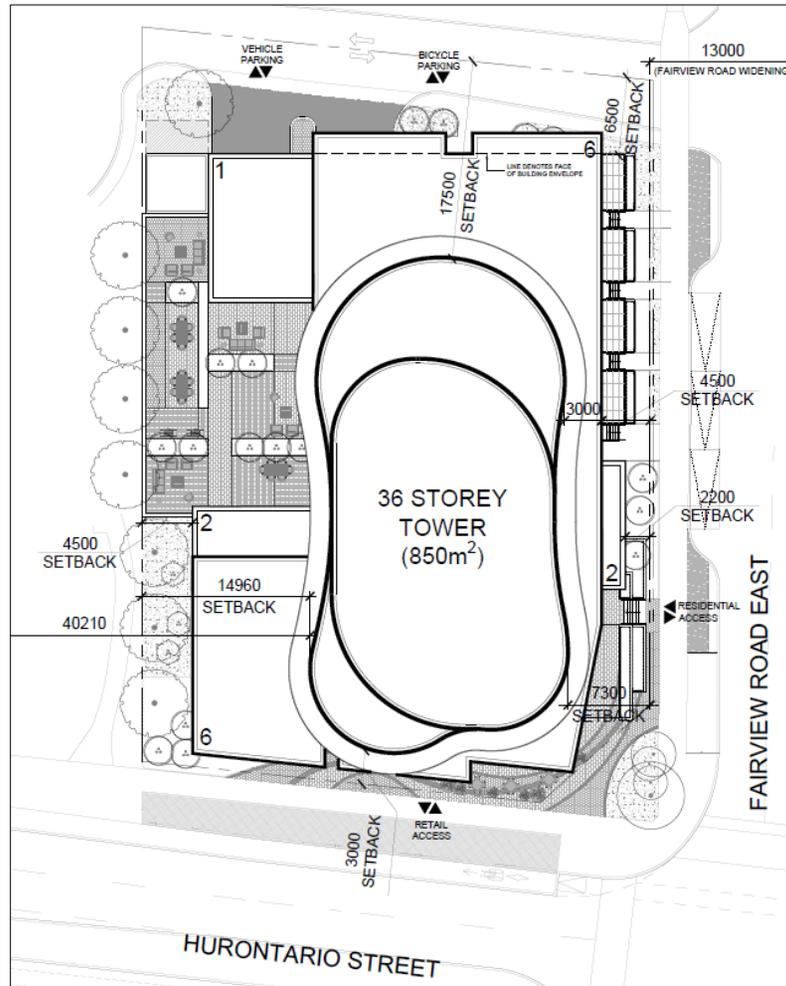
Supporting Studies and Plans

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
- Housing Report
- Concept Plan and Elevations
- Landscape Plan
- Urban Design Brief
- Draft Official Plan and Zoning By-law Amendments
- Traffic Impact Study
- Parking Utilization Study / TDM Strategy
- Sun/Shadow Study
- Pedestrian Wind Study
- Noise and Vibration Feasibility Study
- Functional Servicing Report

- Phase 1 Environmental Site Assessment
- Tree Inventory and Preservation Plan
- Site Servicing and Grading Plans
- Stormwater Management Report
- Trench Location Plans

The application was reviewed by the Urban Design Advisory Panel on January 28, 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.



Concept Plan



Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

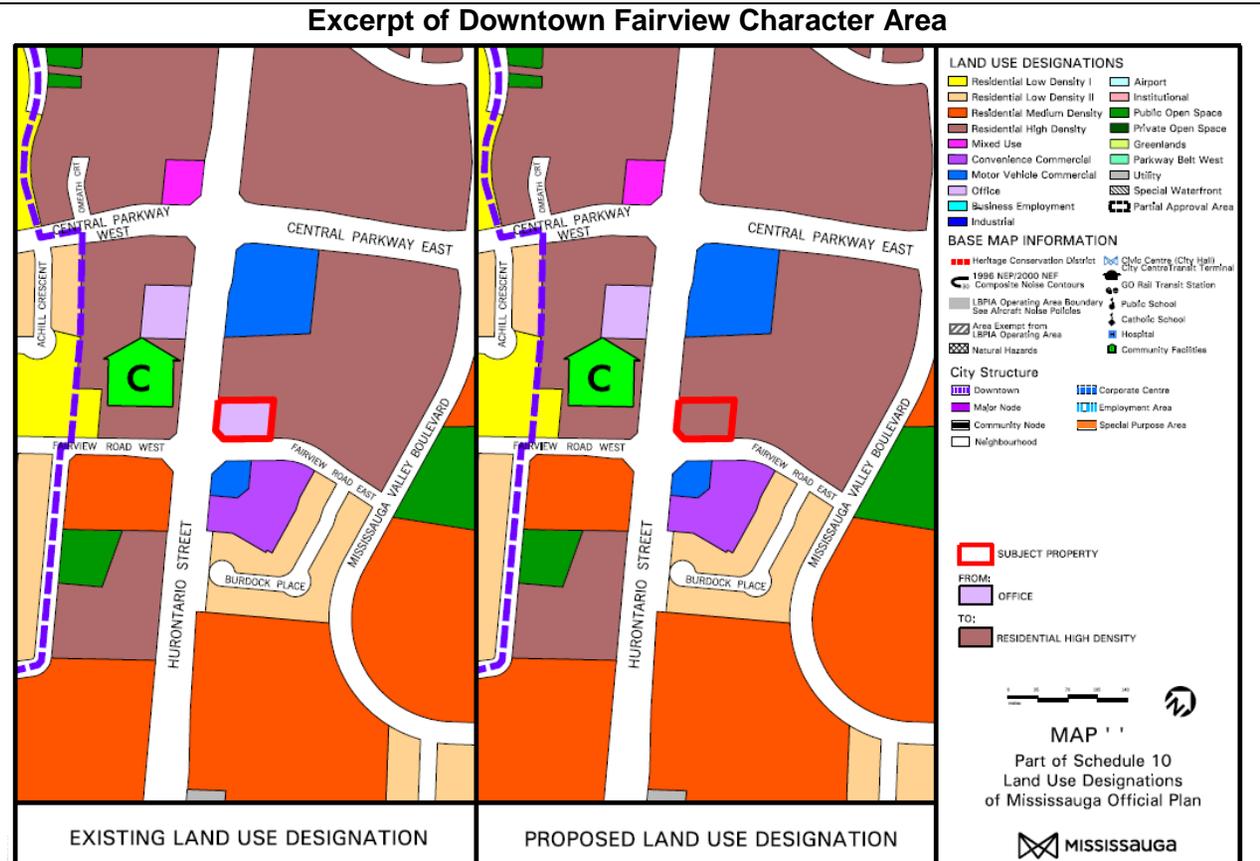
The site is designated **Office**, which permits office and secondary uses.

Proposed Designation

Residential High Density – Special Site to permit a maximum height of 36 storeys.

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

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



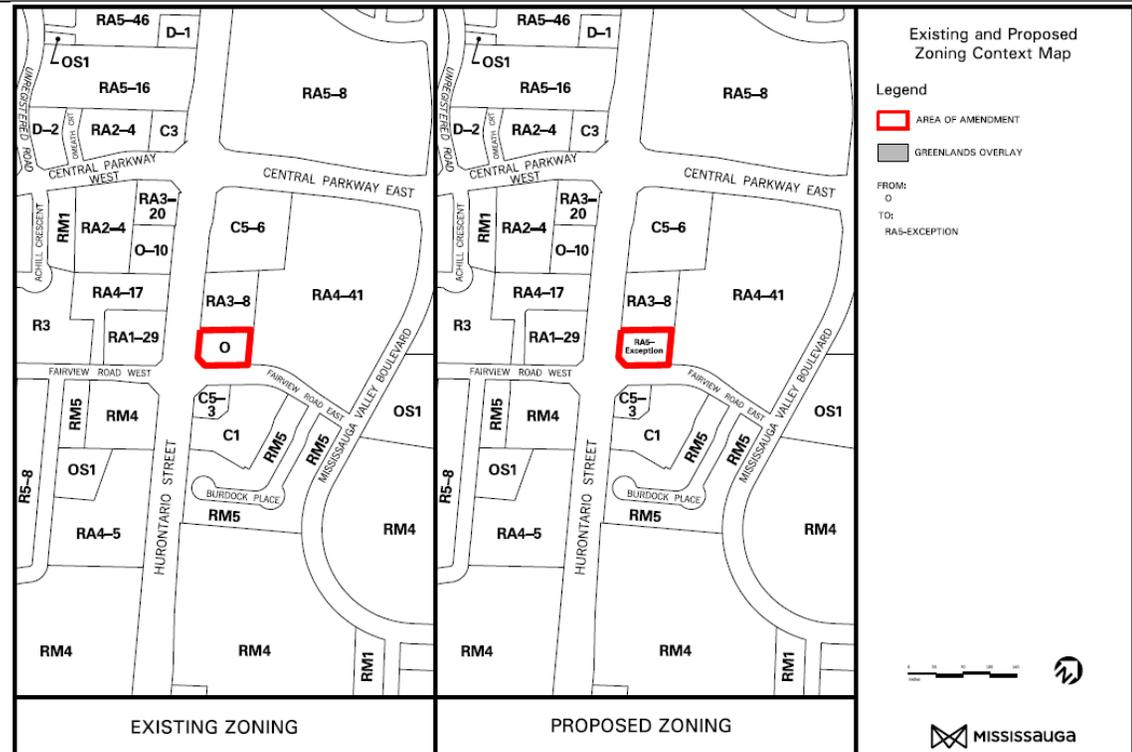
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **O** (Office), which permits office, financial institution, commercial school and veterinary clinic.

Proposed Zoning

A rezoning is proposed from **O** (Office) to **RA5-Exception** (Apartments), in order to permit a 36 storey and 115.0 m (377.3 ft.) residential condominium apartment building consisting of 460 dwelling units and 272.09 m² (2,928.75 ft²) of ground floor commercial floor space. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report



Proposed Zoning Regulations

| Zone Regulations | RA5 Zone Regulations | Proposed Amended RA5-Exception Zone Regulations |
|--|------------------------------------|---|
| Maximum Floor Space Index (FSI) | 2.9 | 10.23 |
| Maximum Height | 77.0 m (252.62 ft.) and 25 storeys | 115.0 m (377.3 ft.) and 36 storeys |
| Minimum Front Yard | 7.5 m (24.6 ft.) | 1.7 m (5.6 ft.) |
| Minimum Exterior Side Yard | 7.5 m (24.6 ft.) | 2.2 m (7.2 ft.) |
| Minimum Interior Side Yard | 6.0 m (19.6 ft.) | 4.5 m (14.7 ft.) |
| Minimum Rear Yard | 7.5 m (24.6 ft.) | 6.5 m (21.3 ft.) |
| Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard | 1.0 m (3.28 ft.) | 2.2 m (7.2 ft.) |
| Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m. | 1.0 m (3.28 ft.) | 2.2 m (7.2 ft.) |
| 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 (3.28 ft.) | 2.2 m (7.2 ft.) |

| Zone Regulations | RA5 Zone Regulations | Proposed RA5-Exception Zone Regulations Amended Zone Regulations |
|---|---|---|
| Minimum number of Parking Spaces | 1.25 / dwelling unit for one bedroom 1.40 / dwelling unit for two bedroom 0.20 / dwelling unit for residential visitor / commercial use | 0.67 / dwelling unit 0.10 / dwelling unit for residential visitor / commercial use |
| Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line | 3.0 m (9.8 ft.) | 0.0 m (0.0 ft.) |
| Minimum landscaped area | 40% of the lot area | 25% of the lot area |
| 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 (14.7 ft.) | 0.0 m (0.0 ft.) |
| Minimum amenity area | The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area | 4.33 m ² (46.6 ft ²) per dwelling unit |
| Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. | | |
| | | |

5. Summary of Applicable Policies

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

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

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

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

Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Downtown Fairview Character Area and are designated **Office**. The **Office** designation permits which permits office and secondary uses.

The applicant is proposing to change the designation to **Residential High Density** to permit a 36 storey residential condominium apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

| | Specific Policies | General Intent |
|------------------------------------|--|--|
| Chapter 5 Direct Growth | Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8 | <p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban</p> |

| | Specific Policies | General Intent |
|---|--|--|
| | | <p>environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p> |
| <p>Chapter 7 Complete Communities</p> | <p>Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.2</p> | <p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p> |

| | Specific Policies | General Intent |
|--|--|--|
| | | <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2) |
| <p>Chapter 9 Build A Desirable Urban Form</p> | <p>Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2</p> | <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> |

| | Specific Policies | General Intent |
|--|-------------------|---|
| | | <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p> |

| | Specific Policies | General Intent |
|---|--|--|
| Chapter 10 Foster a Strong Economy | Section 10.2.3 | Outside of Employment Areas, secondary office development will be encouraged to locate within Community Nodes and Major Transit Station Areas and Corridors. (S.10.2.3) |
| Chapter 11 General Land Use Designations | Section 11.2.5 Section 11.2.7 | Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5) Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7) |
| Chapter 12 Downtown | Section 12.1.1.1 Section 12.1.1.4 Section 12.1.1.6 Section 12.1.2.2 | Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1) Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4) Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided. (S.12.1.1.6) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2) |
| Chapter 19 Implementation | Section 19.5.1 | This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. |

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement (2020)*, Regional Official Plan and

Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or

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

To achieve these targets, the City is requesting that a minimum of 10% (or 46 units in this instance) 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 applicant has submitted a housing report to indicate how the request for affordable housing is being addressed.

6. School Accommodation

| The Peel District School Board | The Dufferin-Peel Catholic District School Board |
|--|---|
| <p>Student Yield:</p> <p>31 Kindergarten to Grade 6 12 Grade 7 to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Thornwood Public School</p> <p>Enrolment: 540 Capacity: 579 Portables: 0</p> <p>The Valleys Public School</p> <p>Enrolment: 474 Capacity: 522 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p> | <p>Student Yield:</p> <p>8 junior kindergarten to Grade 8 7 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Canadian Martyrs Catholic School</p> <p>Enrolment: 472 Capacity: 619 Portables: 0</p> <p>John Cabot Secondary School</p> <p>Enrolment: 693 Capacity: 933 Portables: 0</p> |

7. Community Comments

A pre-application community meeting was held by Ward 4 Councillor, John Kovac on December 4, 2019. A total of 8 people attended the meeting.

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

- Fairview Road East has too much traffic and the proposed development will only make it worse.
- Given the grade change, Fairview Road East is very

slippery in the winter time and more traffic will cause more accidents.

- Concerns that people who own parking spaces in the development may rent them out to people that are not from the area.
- Concerns that the building is too high/dense.
- Concerns that the proposed development may cause additional flooding in the area.

8. Development Issues

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

| Agency / Comment Date | Comments |
|--|--|
| Region of Peel (April 2, 2020) | A functional servicing report has been reviewed and revisions are required. Front end collection of garbage and recyclable materials will be provided to the residential units. |
| Dufferin-Peel Catholic District School Board (April 13, 2020) and the Peel District School Board (April 2, 2020) | Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. |
| City Community Services Department – Park Planning Section (February 14, 2020) | The subject site is located within 170m (558 ft.) of Stonebrook Park which contains two unlit public tennis courts, a parking lot and a play site. The park is zoned OS1 (Open Space). The site is also located within 279 m (915 ft.) of Bella Vista Park which contains two basketball courts, multi-pad and a play site. The park is zoned OS1 (Open Space). Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws. |
| City Community Services Department – Arborist (March 23, 2020) | The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site |

| Agency / Comment Date | Comments |
|---|---|
| | <p>plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p> |
| City Economic Development Office (April 6, 2020) | The EDO recommends that office uses be located within the podium of the proposed building. |
| City Transportation and Works Department (April 1, 2020) | <p>The Transportation and Works Department has received drawings and reports in support of the above noted applications, as follows:</p> <ul style="list-style-type: none"> • Noise and Vibration Study; • Grading, Servicing and Utility Plans; • Transportation Impact Study; • Functional Servicing and Stormwater Management Reports; • Environmental Site Screening Questionnaire and Declaration; and, • Phase 1 ESA. <p>The above aspects will be addressed in detail prior to preparing the Recommendation Report.</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"> • City of Mississauga Community Services – Fire and Emergency Services Division • City of Mississauga Community Services – Heritage • Metrolinx • Canada Post • Rogers Cable • Enbridge Gas <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 • Trillium Health Partners • Alectra Utilities |

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

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the sun shadow study impacts acceptable?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Does the proposal help to achieve an average population to employment ratio of 1:1 in the Downtown?
- Is the provision of affordable housing being appropriately addressed?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will

report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

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City of Mississauga
Corporate Report



| | |
|--|--|
| <p>Date: July 3, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Originator's file: OZ 19/017 W7</p> |
| | <p>Meeting date: July 27, 2020</p> |

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

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

Owner: Mississauga II GP Inc. (Emblem Developments)

File: OZ 19/017 W7

Recommendation

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

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 16 storey residential condominium apartment building having 405 dwelling units and ground floor commercial uses. The applicant is proposing to amend the official plan to permit a residential use with proposed commercial uses on the ground floor. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) and **D-1** (Development) to **RA4-Exception** (Apartments) to implement this development proposal.

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

Comments

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



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



Applicant's rendering of the 16 storey residential condominium apartment building

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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

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

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Mississauga II GP Inc. (Emblem Developments)

85-95 Dundas Street West and 98 Agnes Street

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1. Site History

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

2. Site and Neighbourhood Context

Site Information

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

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



Subject Land – Looking northerly along Dundas Street West

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

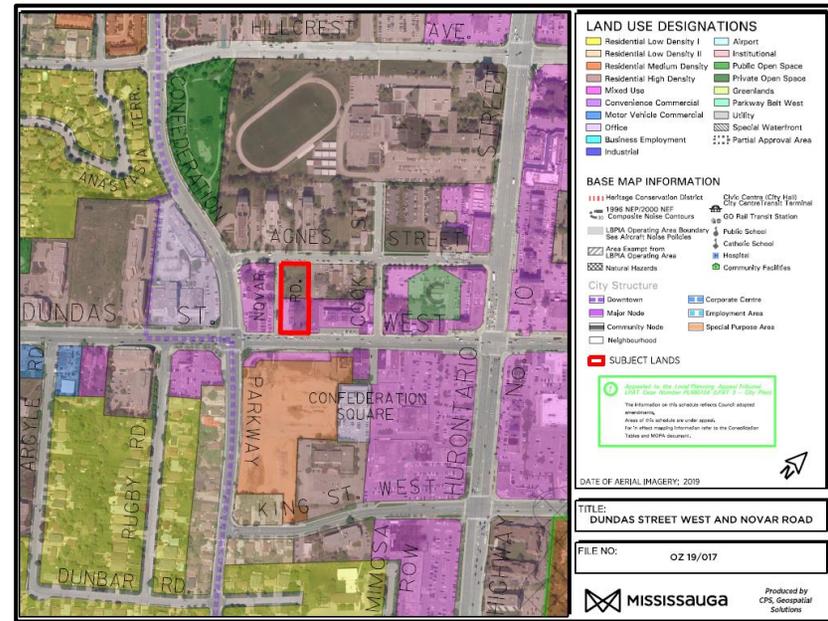
| Property Size and Use | |
|-----------------------|---|
| Existing Uses: | 3 storey commercial building and surface parking lot. |

Surrounding Land Uses

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

The surrounding land uses are:

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



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

The Neighbourhood Context

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

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

Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood (West) area is 15,240 with a median age of this area being 43 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 1,076. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (West) is 41 persons plus jobs per ha.

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

Other Development Applications

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

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

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

Community and Transportation Services

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

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

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

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

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

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

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

3. Project Details

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

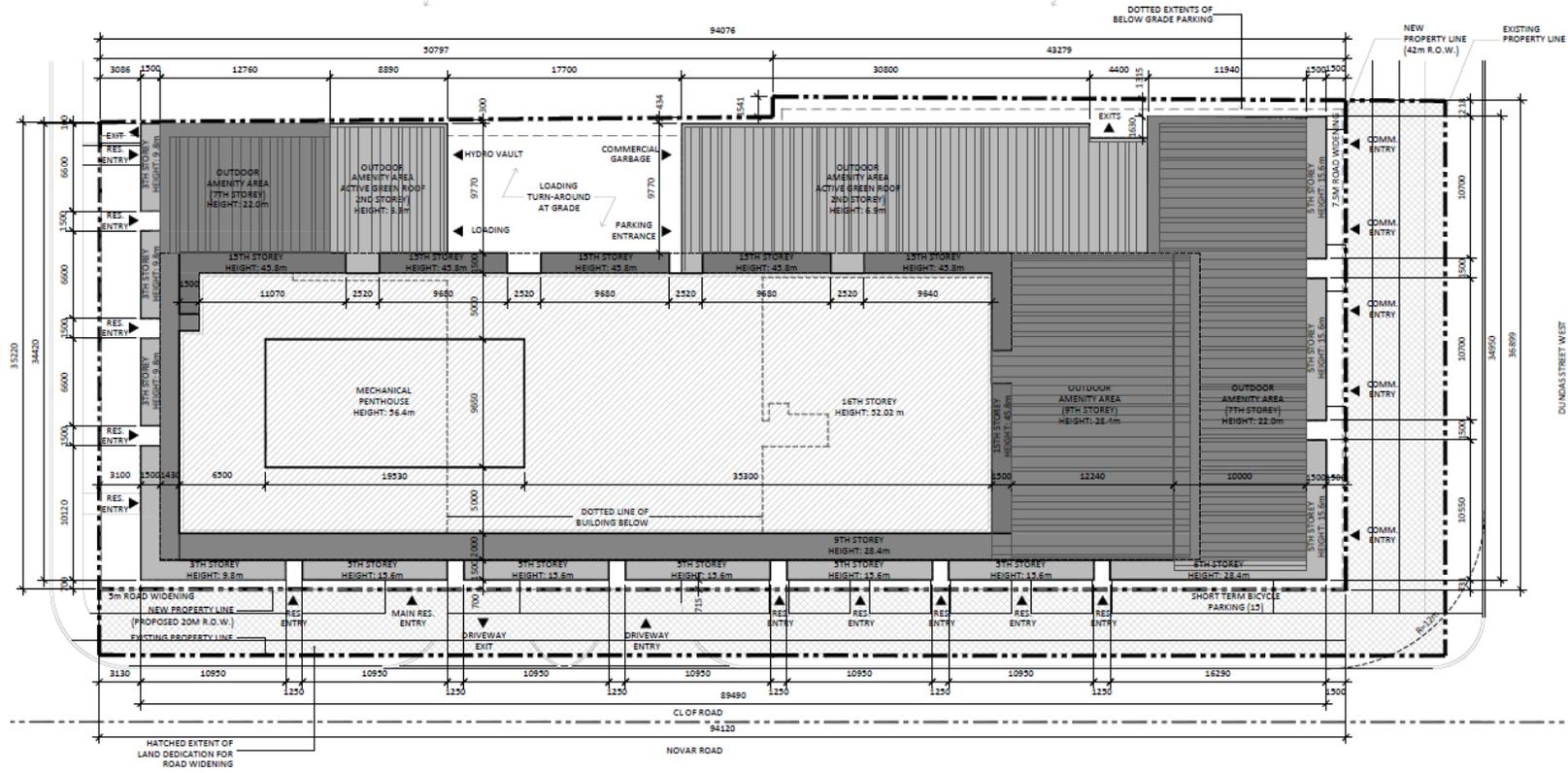
| Development Proposal | | |
|------------------------------------|---|----------|
| Applications submitted: | Received: October 24, 2019 Deemed complete: November 20, 2019 | |
| Developer/ Owner: | Mississauga II GP Inc. (Emblem Developments) | |
| Applicant: | Martin Quarcoopome, Weston Consulting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

Supporting Studies and Plans

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

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

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



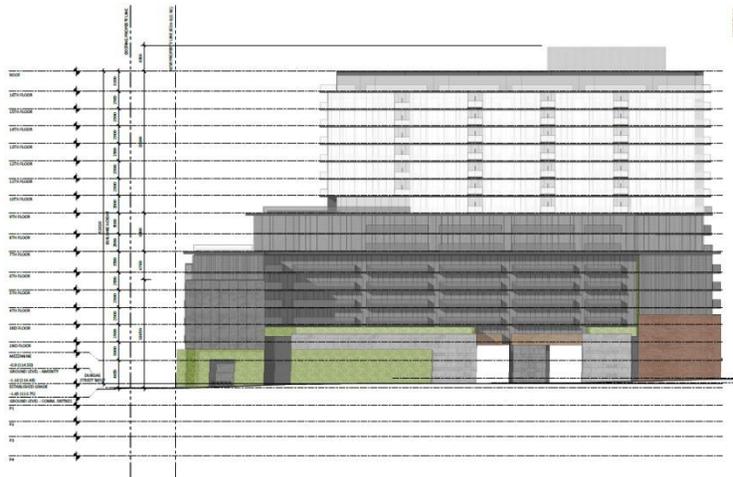
Concept Plan



North Elevation



South Elevation



East Elevation



West Elevation



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Excerpt of Downtown Cooksville Character Area

Existing Designation

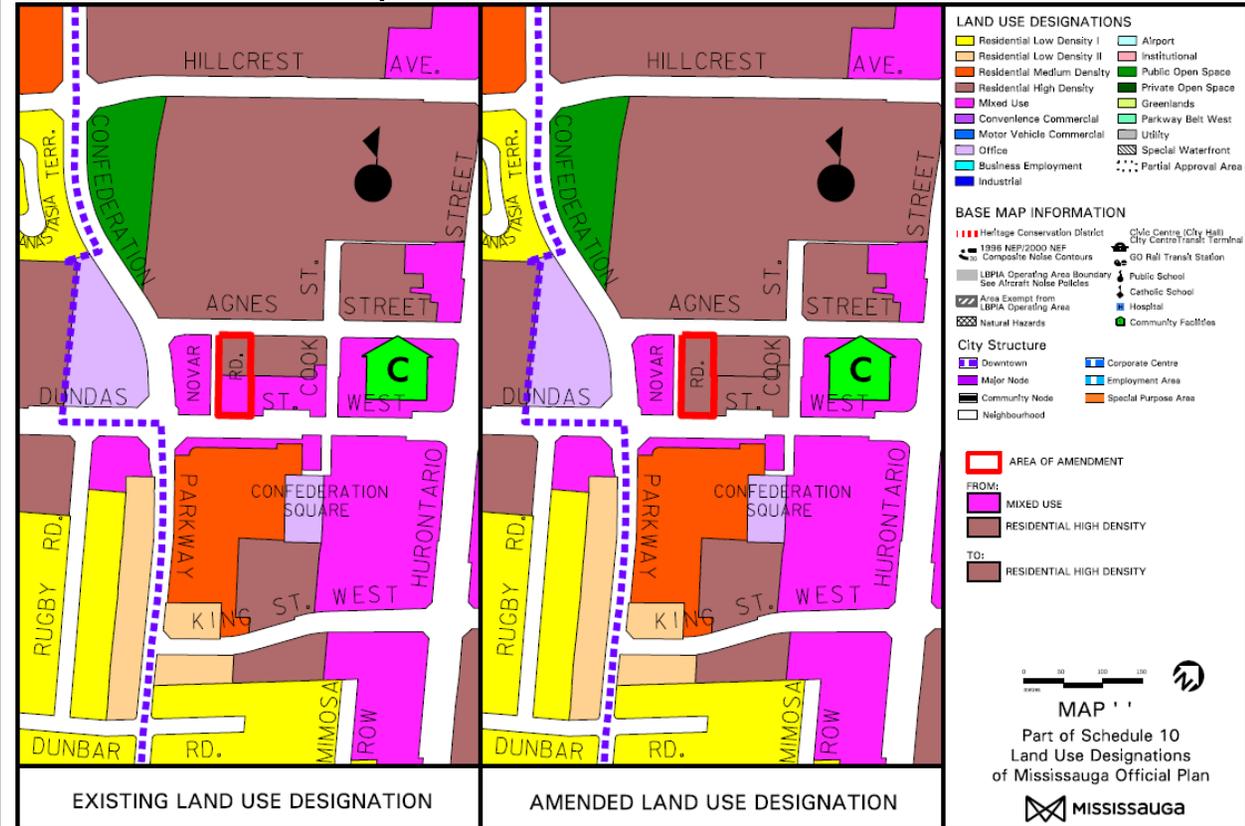
The site is designated **Mixed Use** (south half) and **Residential High Density** (north half), which both permit residential and commercial uses.

Proposed Designation

Residential High Density – Special Site to permit an FSI of 6.76.

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

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



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

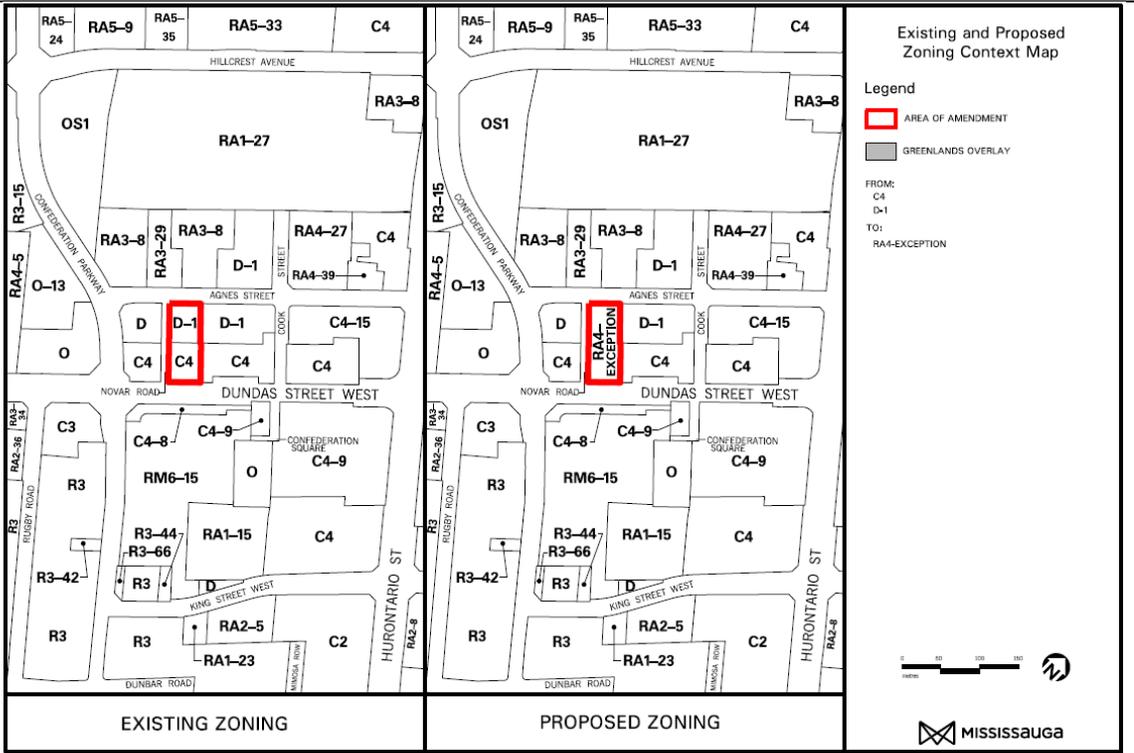
Mississauga Zoning By-law

Existing Zoning

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

Proposed Zoning

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



Proposed Zoning Regulations

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

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

5. Summary of Applicable Policies

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

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

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

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

Relevant Mississauga Official Plan Policies

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

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

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

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

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

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

| | Specific Policies | General Intent |
|------------------------------------|--|--|
| Chapter 5 Direct Growth | Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8 | <p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> |

| | Specific Policies | General Intent |
|---|---|---|
| | | <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p> |
| <p>Chapter 7 Complete Communities</p> | <p>Section 7.1.1 Section 7.1.3 Section 7.2.2 Section 7.4.4.3 Section 7.4.5.1 Section 7.4.5.12</p> | <p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing</p> |

| | Specific Policies | General Intent |
|--|--|---|
| | | <p>preferences and socioeconomic characteristics and needs. (S. 7.1.3)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2) <p>Mississauga will cooperate with the Provincial Government to designate archaeological sites in accordance with the Ontario Heritage Act. (S.7.4.4.1)</p> <p>Removal of artifacts from an archaeological site will be prohibited except in accordance with the requirements of the <i>Ontario Heritage Act</i>, the Provincial Government and the City. (S.7.4.4.2)</p> <p>Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land will be deeded gratuitously to the appropriate public authority. (S.7.4.4.3)</p> <p>As a condition of development, the City in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation or archaeological remains will be conducted to the satisfaction of the City and the Provincial Government. (S.7.4.5.1)</p> <p>Mississauga will endeavor to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation. (S.7.4.5.12)</p> |
| <p>Chapter 9 Build A Desirable Urban Form</p> | <p>Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32</p> | <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p> |

| | Specific Policies | General Intent |
|--|--|--|
| | <p>Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2</p> | <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24, and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p> |

| | Specific Policies | General Intent |
|---|----------------------------------|--|
| | | <p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p> |
| Chapter 11 General Land Use Designations | 11.2.5.6 11.2.6.1 11.2.6.4 | <p>Lands designated Residential High Density will permit an apartment dwelling.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Residential Uses will be combined on the same lot or same building with another permitted use but dwelling units will not be permitted on the ground floor.</p> |
| Chapter 12 Downtown | 12.1.1.1 12.1.1.4 12.1.1.6 | <p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.</p> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.</p> |
| Chapter 19 Implementation | Section 19.5.1 | This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: |

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

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

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

6. School Accommodation

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

7. Community Comments

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

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

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

occur on the project.

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

8. Development Issues

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

| Agency / Comment Date | Comments |
|---|---|
| Region of Peel (December 18, 2019) | <p>Water Service There is an existing 400 mm (15.75 in.) diameter watermain located on Novar Road</p> <p>Sanitary Sewer There is an existing 250 mm (9.84 in.) diameter sanitary sewer located on Novar Road and a 250 mm (9.84 in.) diameter sanitary sewer located on Agnes Street.</p> <p>Waste Collection The commercial units are not eligible to receive Region of Peel waste collection and are required to receive private waste collection.</p> <p><u>Front-end collection of garbage and recyclable materials will be provided to the residential units.</u></p> |
| Dufferin-Peel Catholic District School Board (December 12, 2019) and the Peel District School Board (December 12, 2019) | Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. |

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

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

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

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

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

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

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City of Mississauga
Corporate Report



| | |
|---|--|
| <p>Date: June 19, 2020</p> | <p>Originator's files:</p> |
| <p>To: Chair and Members of Planning and Development Committee</p> | |
| <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Meeting date: July 27, 2020</p> |

Subject

INFORMATION REPORT (WARDS 4 AND 5) – Uptown Node Capacity Review

Recommendation

1. That the following report titled “Uptown Node Capacity Review” dated June 19, 2020, from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an Official Plan Amendment (OPA) for the Uptown Node to address the key challenges identified in this report and ensure the Uptown Node can support proposed development.
3. That staff are authorized to undertake community engagement to support this work, including holding a public meeting at an upcoming Planning and Development Committee meeting in the fall.

Report Highlights

- The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new units (see Appendix 2 & 3). The City has also received some large scale preliminary applications on key redevelopment sites.
- This report seeks to understand the cumulative impact of proposed developments on the provision of infrastructure and services in the Node by bringing together advice from all of the City's infrastructure providers.
- The report identifies the following key challenges for the Node: road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining retail and office functions.
- Staff are seeking Council authorization to prepare an OPA that would include a Block and

Road Concept Plan to help address these challenges and support proposed development.

Background

Uptown Node is centered on the intersection of Hurontario Street and Eglinton Avenue. The Node is a focal point for retail, office and medium to high density residential development and will soon be served by the Hurontario Light Rail Transit (LRT). See Appendix 1 for a context map.

The Uptown Node has 12,300 residents and 2,200 jobs. The City's approved growth forecast project a population of approximately 20,000 by 2041. Existing zoning permissions in the area allow for approximately 25,000 people.

The Node is currently seeing development proposals beyond these planned levels. There are currently 14 towers under construction and/or application in the Node. The City has also received some large scale preliminary applications on key redevelopment sites south of Eglinton that contemplate the development of another dozen or so towers.

Taking all of that potential growth in the pipeline into account, the Node could have a population of 30,000 people, in other words support a town the size of Orillia. If growth continues along the current trajectory the population could increase further to 40,000 or 50,000. Appendix 2 and 3 provides detailed information on all the active development applications and buildings currently under construction in the Node.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services. Planning and Building staff reached out to each of the City's infrastructure providers to identify any capacity concerns and develop strategies to manage these pressures moving forward.

Staff are now seeking authorization from Council to move ahead with developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future.

Comments

UPTOWN NODE'S POLICY FRAMEWORK

The Uptown Node has an existing policy framework in the City's Official Plan that has helped to guide and manage growth. Highlights include:

- Identified as a *Major Node*, and intended to accommodate significant levels of development.

- Allows heights up to 25 storeys, with larger buildings permitted if certain policy requirements can be met.
- Striving to achieve a density target of 200-300 people plus jobs per hectare.
 - The Province has also set a minimum density target for Uptown Node of 160 people plus jobs per hectare in order to support the LRT.
- Aiming to provide a range and mix of housing.
- A balance between population and employment (or a 2:1 ratio).
- Aiming to provide a high quality urban environment and quality transitions in the built form to surrounding neighbourhoods.

Staff's recommendation to undertake a municipally initiated OPA is intended to build on these existing policies, recognizing the transitional nature of this character area in the city's urban structure hierarchy.

KEY POLICY AND CAPACITY CONSIDERATIONS

To understand capacity in the Node and the key policy considerations for the area, staff from Planning & Building received feedback from the City's Community Services and Transportation and Works Departments, along with Mississauga's services and infrastructure providers - the Peel District School Board, the Dufferin Peel Catholic School Board, Region of Peel and Alectra.

Based on this feedback, the following city building and capacity issues were identified:

Fine Grained Road Network

A high level transportation assessment was undertaken to review potential growth thresholds in the Node. The assessment reviewed six key intersections and found that they have capacity to support existing populations, but as the area continues to develop these intersections will be under increasing pressure. The assessment identified that the area would benefit from greater connectivity and a finer grained road network for pedestrians, cyclists and drivers. Staff are exploring options for the OPA to implement a finer grained network of local streets (see attached Appendix 4).

The Uptown Node is comprised of many large "super" blocks, and it will be important to break up these blocks to create an urban scaled grid network to support mobility and pedestrian movement in the area, along with dispersing congestion. While density and built form on these blocks will be determined through the development process, staff are exploring options for a future OPA to establish a maximum block size of approximately 90 metres x 100 metres to create a permeable network of streets.

Additional work will be undertaken over the long term to examine the role of Eglinton Avenue in supporting multi-modal travel. This includes potential for a MiWay Express route and/or higher order transit along the corridor. In addition, a different mix of land uses to change internal trips and improvement to pedestrian safety is under consideration. In the shorter term, operational improvements, such as transit priority measures and an increase in amenities (i.e. bus shelters) is under review.

Parkland Provision

The minimum target parkland provision for the area is 12%, or approximately 12 hectares of parkland. The Uptown Node currently contains approximately 4 hectares of parkland, resulting in a deficit of approximately 8 hectares (19.5 acres) of parkland, with approximately 3.5 hectares expected through the development application process. The City also aims to provide playgrounds spread out within the area (within 400 m walking distance). Two additional playgrounds are required in the Node's southern quadrants.

Staff are exploring ways an OPA can work within provincial framework to secure future parkland and playgrounds, as well as ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

Retail Function and Commercial Function

The Uptown Node is intended to foster a mix of uses and a range of employment opportunities. However, active development applications in the Node have included limited, if any, proposals for office and/ or commercial space. Staff are exploring ways that an OPA could allow the Node to, at minimum, retain its existing office and key commercial space to ensure it can function as a complete community.

Building Height

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and would not be addressed as part of this OPA.

Housing Mix and Affordability

As the Node develops and the LRT is constructed, it will be an ideal location for affordable housing. Staff are exploring ways the OPA could support affordable housing contributions, prior to the introduction on Inclusionary Zoning. At the request of the City, some landowners have already proposed forms of affordable housing as part of their plans.

Master Planning Requirements

Development master plans are a tool identified in the Mississauga Official Plan that allows the City to review development proposals on a holistic basis. Examples include the Lakeview Waterfront and Port Credit West Village master plans. For large sites in the Uptown Node development master plans should be required so that matters such as height and density, the location of new streets and site phasing can be assessed prior to the approval of a development application. The OPA could enforce this type of requirement.

Peel District School Board (PDSB) School Site

There is an immediate need for a new PDSB elementary school and the Board is examining options both inside the Node and in the surrounding area to support the substantial growth occurring in the Hurontario corridor. Staff will continue to support the PDSB in working to secure elementary school/s in the City's fastest growing areas through development applications.

OFFICIAL PLAN AMENDMENT TO GUIDE FUTURE GROWTH

Staff are seeking authorization to develop an OPA to address policy and capacity issues identified throughout this report (e.g. road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining commercial and office functions).

A key component of the proposed OPA would be a preliminary Block and Road Concept Plan, which would help to map out and illustrate these key policy concepts within the Node. Specifically, this Plan would aim to address the need for a more connected road network and securing of physical parkland. A draft Block and Road Plan has been included in Appendix 4.

Staff propose to work closely with stakeholders, land owners and the public in developing this OPA and the Block and Road Concept Plan.

It is anticipated staff will report back to Planning and Development Committee with a Public Meeting and draft OPA in the fall of 2020.

Financial Impact

Not applicable at this time.

Conclusion

Staff from across various departments, as well as agency groups, have identified challenges for the Uptown Node, including parkland and playground deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, and the need for protection of office and commercial space.

To address these challenges and ensure future growth in the Uptown Node supports a complete and connected community, staff recommend the development of an OPA that includes a Block and Road Plan. Staff seek Council's authorization to commence the process to develop this OPA, along with permission to consult the community and hold a public meeting.

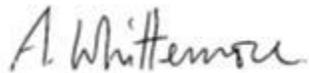
Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Active Application Summary

Appendix 3: 3D Development – Active Applications

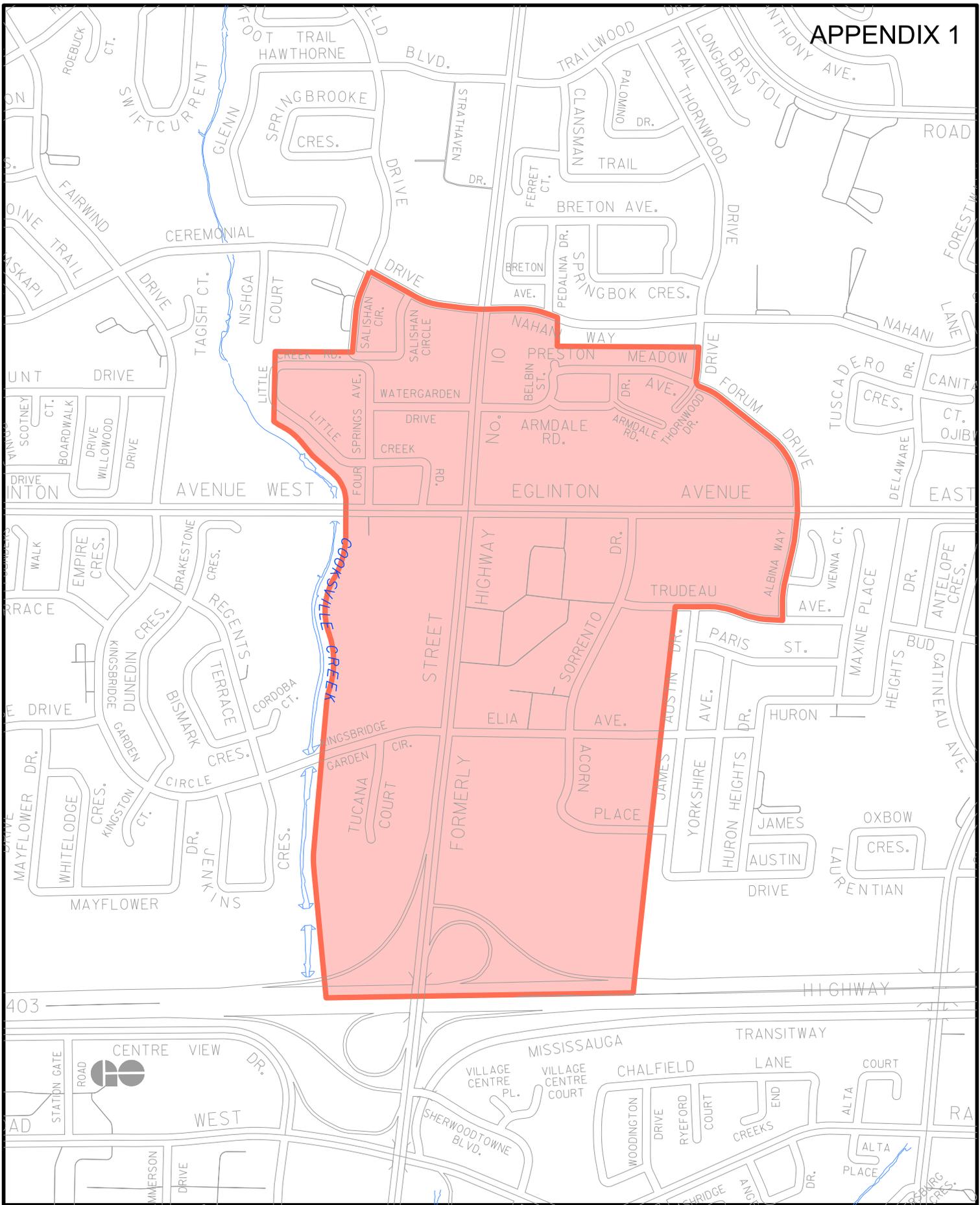
Appendix 4: Draft Uptown Node Block and Road Concept Plan



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

Prepared by: Katherine Morton, Manager, Planning Strategies, City Planning Strategies

APPENDIX 1

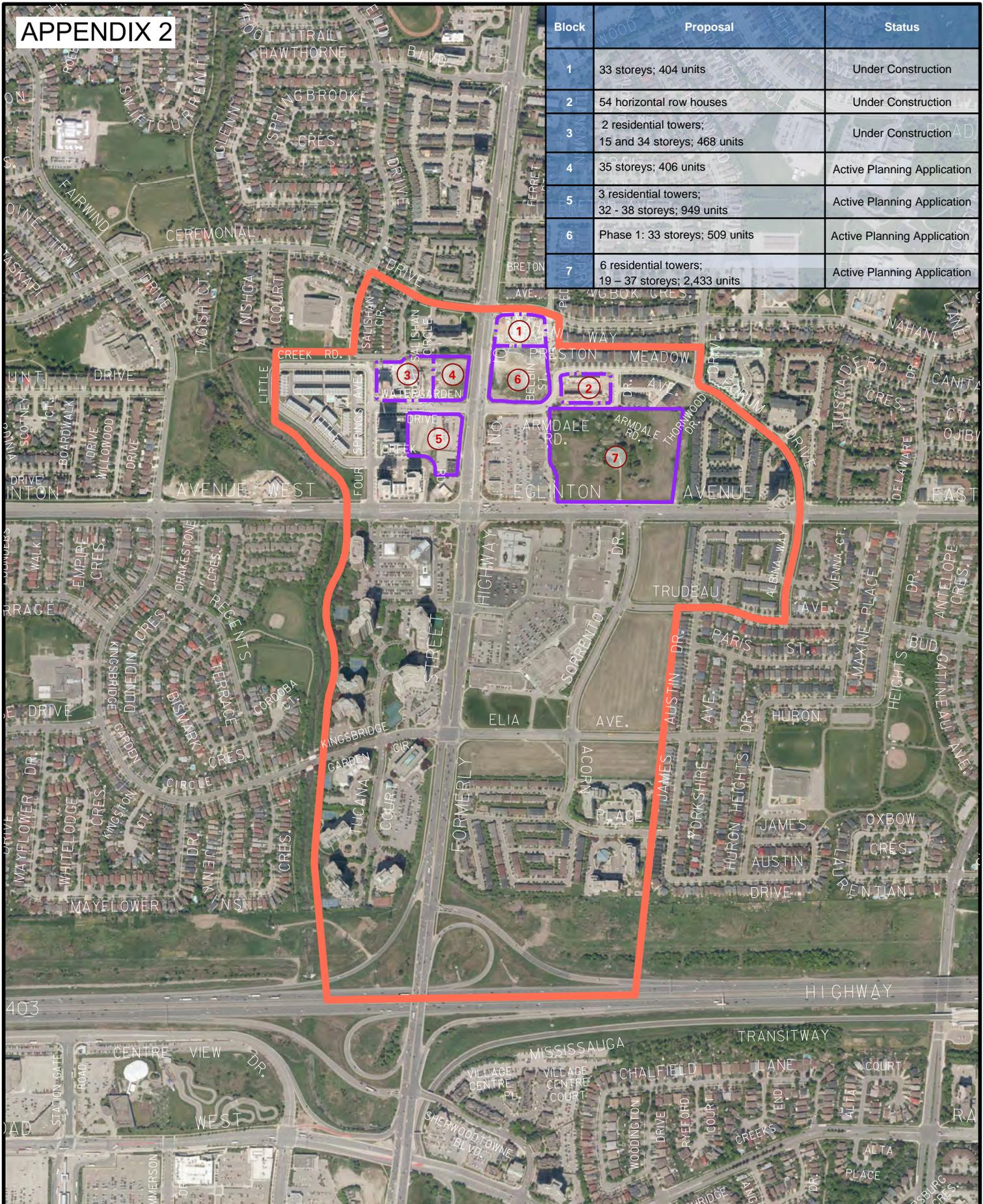


APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE



APPENDIX 2

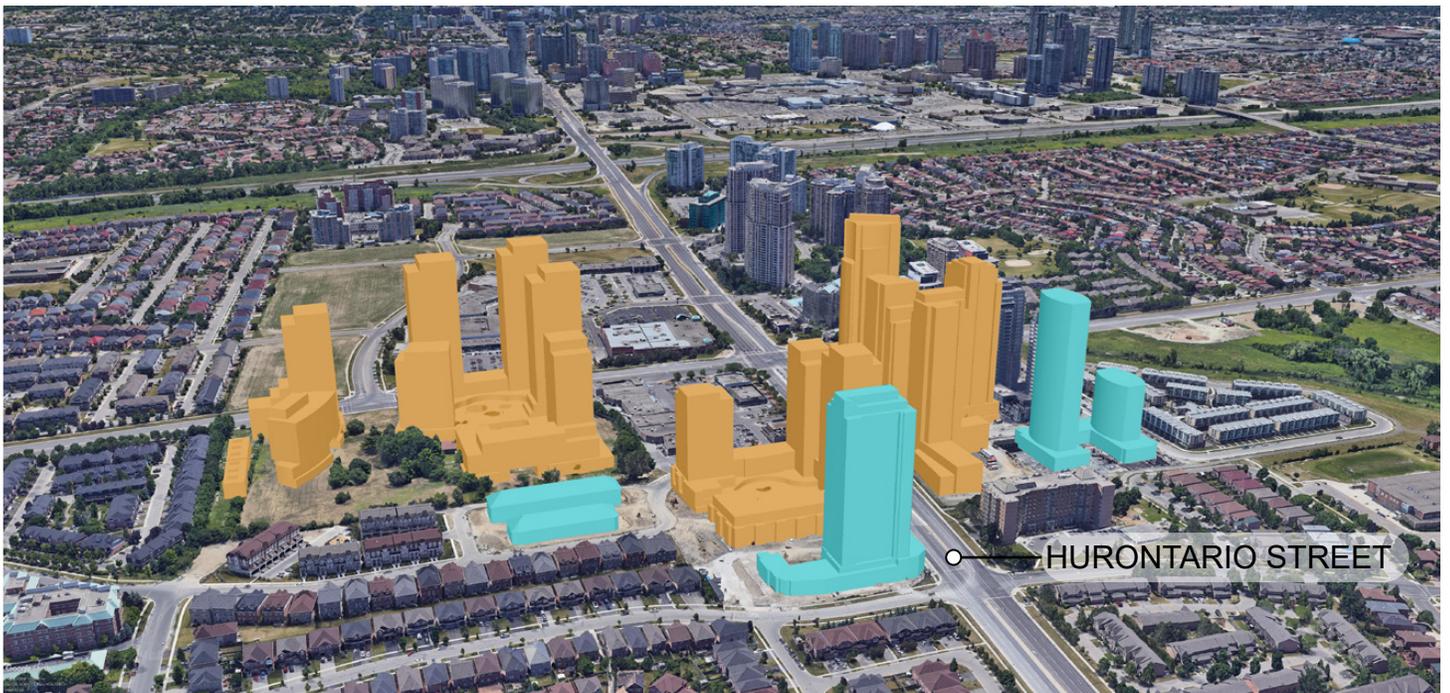
| Block | Proposal | Status |
|-------|---|-----------------------------|
| 1 | 33 storeys; 404 units | Under Construction |
| 2 | 54 horizontal row houses | Under Construction |
| 3 | 2 residential towers; 15 and 34 storeys; 468 units | Under Construction |
| 4 | 35 storeys; 406 units | Active Planning Application |
| 5 | 3 residential towers; 32 - 38 storeys; 949 units | Active Planning Application |
| 6 | Phase 1: 33 storeys; 509 units | Active Planning Application |
| 7 | 6 residential towers; 19 - 37 storeys; 2,433 units | Active Planning Application |



APPENDIX 2 - ACTIVE APPLICATION SUMMARY

UPTOWN NODE BOUNDARY
 ACTIVE APPLICATION SITES
 UNDER CONSTRUCTION





3D PERSPECTIVE VIEW LOOKING SOUTH



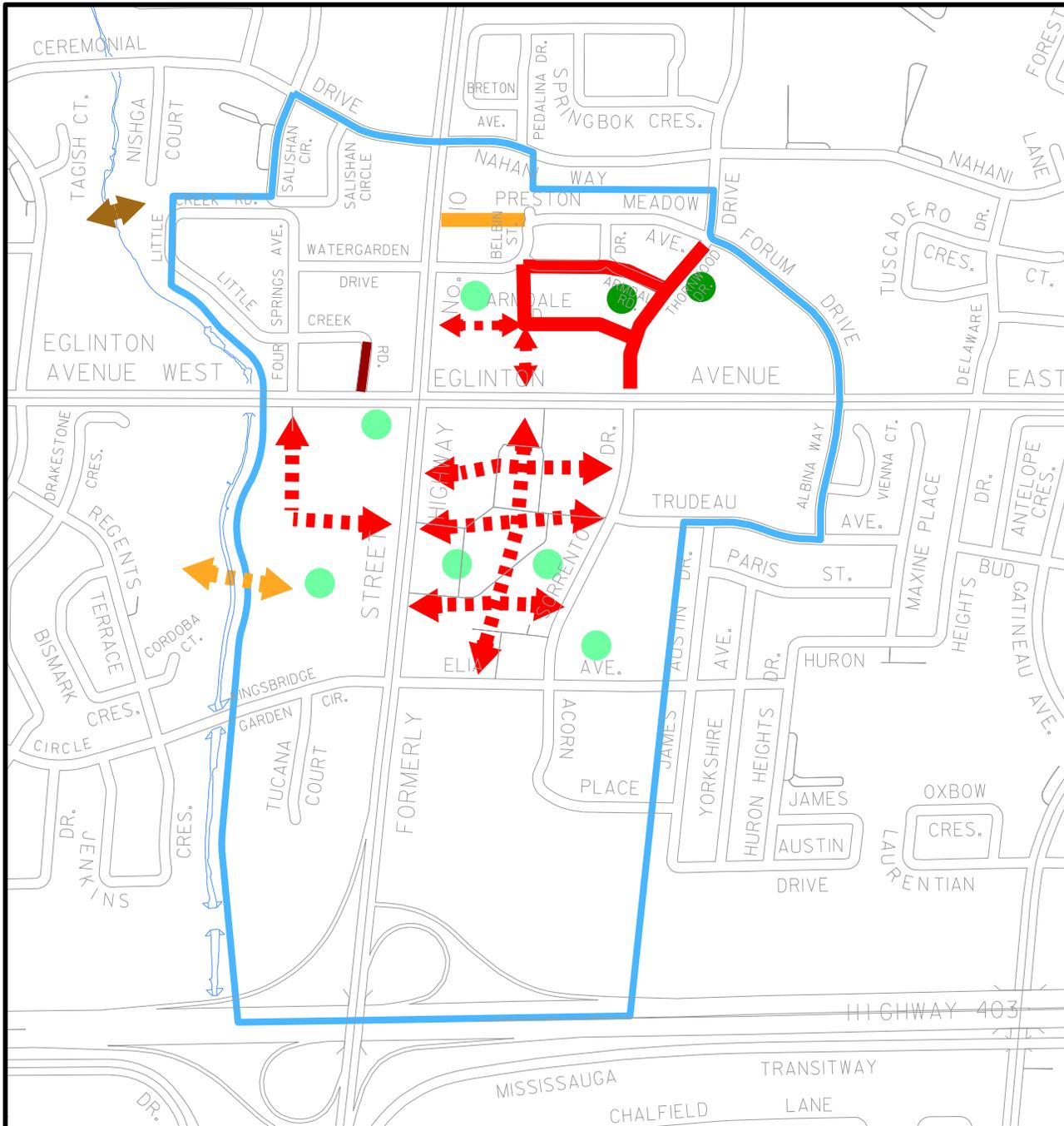
3D PERSPECTIVE VIEW LOOKING NORTH

APPENDIX 3: 3D DEVELOPMENT - ACTIVE APPLICATIONS

 UNDER CONSTRUCTION

 ACTIVE PLANNING APPLICATION

APPENDIX 4



- LEGEND**
- Proposed Roads - Under Application
 - - - Proposed Roads - Conceptual
 - Proposed Road Widening
 - Proposed Pedestrian Connection - Under Application
 - Existing Pedestrian Connection
 - - - Proposed Pedestrian Connection - Conceptual
 - Proposed Parks - Conceptual
 - Proposed Parks - Under Application

APPENDIX 4 - DRAFT UPTOWN NODE BLOCK & ROAD CONCEPT PLAN



City of Mississauga
Corporate Report



Date: July 3, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 LA.07.PRO

Meeting date:
 July 27, 2020

Subject

Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2019 and Land Needs Assessment Methodology

Recommendation

1. That the report titled "*Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2019 and Land Needs Assessment Methodology*" from the Commissioner of Planning and Building, dated July 3, 2020, be received.
2. That Council endorse positions and recommendations contained in this report.
3. That the City Clerk forward this report to the Ministry of Municipal Affairs and Housing.

Report Highlights

- The Ministry of Municipal Affairs and Housing has proposed Amendment 1 to *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan) and an update to its Land Needs Assessment Methodology. This report highlights key changes proposed and provides comments to the Province for Council's endorsement.
- Key changes proposed to the Growth Plan include: updated growth forecasts, an extended planning horizon to 2051 and increased opportunities to convert provincially significant employment zones in major transit station areas. Proposed changes to the Land Needs Assessment Methodology simplify the process to determine the amount of greenfield lands needed to support forecasted growth.
- The proposed changes reinforce past provincial policy directions that seek to increase housing and land supply, particularly in greenfield areas.

Background

On June 16, 2020, the Province released Amendment 1 to the Growth Plan ([ERO 019-1680](#)) and an updated Land Needs Assessment Methodology ([ERO 019-1679](#)) to assess the quantity of land needed to accommodate forecasted growth.

The proposed amendment builds on changes made to the Growth Plan in 2019, and works with other recent changes to Ontario's land use planning system – including changes to the *Planning Act* through Bill 108, *More Homes, More Choice Act, 2019* (partially proclaimed) and the updated *Provincial Policy Statement, 2020* (PPS). The proposed changes reinforce past provincial policy directions that seek to increase housing and land supply, particularly in greenfield areas.

This report highlights the key changes proposed that are of particular significance to Mississauga, identifies major implications for the City and provides staff recommendations to the Province. Council is being asked to endorse all comments contained in this report.

Comments

1. Updated Growth Forecasts and an Extended Planning Horizon

Provincial Proposal

Proposed Amendment 1 updates growth forecasts and extends the planning horizon for the Growth Plan from 2041 to 2051. To assist municipalities currently conducting their Municipal Comprehensive Reviews, the Province has maintained the same growth forecasts to the year 2041 and proposed three growth scenarios (Low, Reference, and High) between 2041 and 2051. The Province will select one of these scenarios based on feedback received.

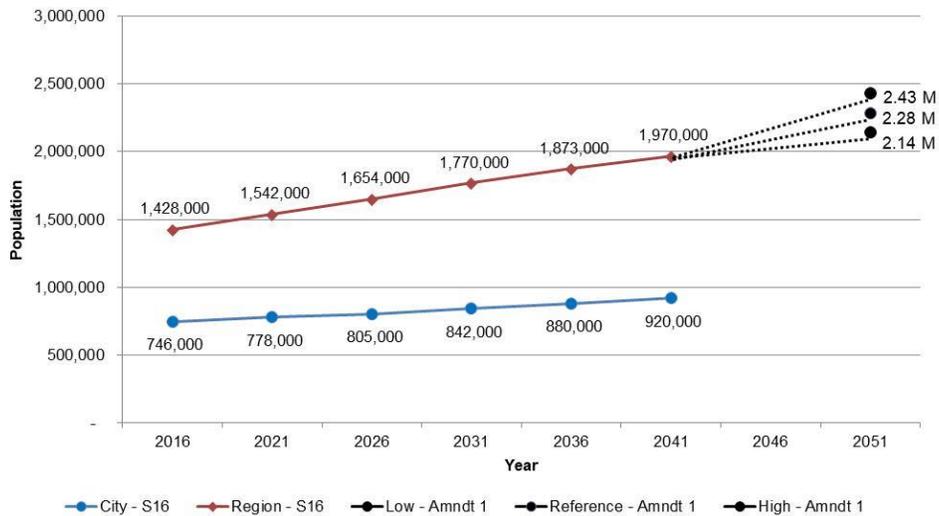
The Growth Plan's current growth forecasts anticipate that by 2041 Peel will be home to 1.97M people and provide 970,000 jobs. The proposed forecasts in Amendment 1 estimate that by 2051 Peel will reach a population of between 2.14M and 2.43M. By 2051 employment is projected to increase to between 1M and 1.14M. See charts on following page.

The final forecast selected for Peel would then be applied as a minimum, as the proposed policies allow municipalities to develop their own higher growth forecasts through the Municipal Comprehensive Review process. The proposed policies do not place any limits on a municipality in terms of how much they can exceed the provincial forecasts, nor do they explain if the forecasts can be adjusted.

Municipalities would be required to plan to the new 2051 planning horizon and incorporate the forecasts prior to the July 1, 2022 Growth Plan conformity deadline.

Population Growth Comparisons for the Region of Peel and City of Mississauga

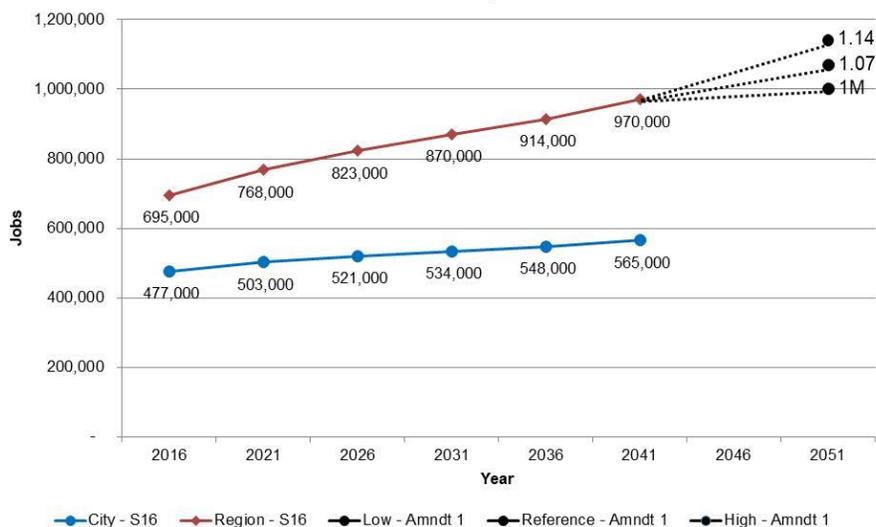
(Region's Scenario 16 and Proposed Amendment 1 Growth Scenarios)



Note: Dotted lines are for illustrative purposes and to demonstrate the trajectory of forecasted population growth for each growth scenario from the year 2041 to the year 2051. Figures for the City and Region's Scenario 16 growth forecasts are rounded to the nearest thousand.

Employment Growth Comparisons for the Region of Peel and City of Mississauga

(Region's Scenario 16 and Proposed Amendment 1 Growth Scenarios)



Note: Dotted lines are for illustrative purposes and to demonstrate the trajectory of forecasted population growth for each growth scenario from the year 2041 to the year 2051. Figures for the City and Region's Scenario 16 growth forecasts are rounded to the nearest thousand.

Impact to Mississauga

Peel Region has spent years preparing for its Municipal Comprehensive Review and developed all of its current analysis in line with the Growth Plan's 2041 planning horizon. The introduction of new forecasts and an extended planning horizon well into this review process will require agreement over new allocations between the three area municipalities in a short time frame. Additionally, the growth assumptions underpinning these new forecasts will likely need to be re-tested across the entire planning horizon (not just the additional 10 years). For example, the proposed forecasts assume three quarters of housing in Peel will be ground related out to 2041 and 2051; while the Region's current forecasts assume two thirds will be ground related to 2041. These types of misalignments would likely result in all growth assumptions needing to be assessed.

The proposal to treat provincial growth forecasts as minimums, and allowing municipalities to develop forecasts above the minimums is also a concern to staff. This proposal could further complicate regional allocation processes as landowners may advocate for higher numbers and municipalities may need to undertake additional analysis to rationalize the province's own targets.

The extended forecast period will also have implications for future servicing and financing studies. Once the allocations are set, Staff will have to identify and cost the additional infrastructure required to service the added population and employment, particularly for road and water/wastewater services (at the Region). This could delay planned development charges updates and other studies.

Staff are also concerned that this policy could risk an over designation of greenfield land in municipalities that are eager to expand settlement areas without the corresponding demographic need. This could lead to more costly and fragmented growth across the Greater Golden Horseshoe.

Comment to the Ministry:

- *Given most municipalities have planned to a 2041 horizon, staff request that the new 2051 planning horizon be introduced as part of the next Municipal Comprehensive Review process. This will allow for ample time for municipalities to allocate growth from 2041 to 2051 and determine the optimal locations to direct this additional growth.*
- *Staff recommend that the Province adopt either the reference scenario or the low scenario for the Region of Peel. The Region's approved growth forecasts align most with the growth trajectory of the low and reference growth scenarios suggested in Proposed Amendment 1.*

- *Staff further suggest that the Province not treat its growth forecasts as minimums. These forecasts provide certainty for the City's land-use and infrastructure planning processes and allows for more accurate projection of Development Charges. Treating these growth forecasts as minimums risks the over consumption of greenfield land leading to disjointed growth and increased servicing obligations. If the minimums are maintained, it is recommended that guidelines be provided on when municipalities may consider forecasting above the minimums and by how much.*

2. Land Needs Assessment Methodology

Provincial Proposal

In 2018, the Province issued a comprehensive and standardized methodology for municipalities to assess the quantity of land required to accommodate forecasted growth. The newly proposed Land Needs Assessment Methodology would replace the existing methodology. It provides a high level, flexible and simplified approach that directs municipalities to plan for a sufficient and appropriate mix of land to meet housing needs (with a focus on market housing), employment needs, infrastructure needs and complete communities. Municipalities can determine how to undertake this planning work, and when these objectives are satisfied.

The proposed methodology does not preclude municipalities from considering alternative assumptions about population and employment growth to 2051. These assumptions could be used to establish higher density targets. The inclusion of lower density targets than those required in the Growth Plan would still require Minister's approval.

Impact to Mississauga

The proposed methodology is not expected to directly impact Mississauga; however, it could impact the process and amount of greenfield land released in Peel through expansions to the settlement area boundary. Any excess supply of greenfield land could lead to more fragmented and costly development.

The City of Mississauga should continue to advocate for a Regional approach to growth management that seeks to maximize intensification opportunities and proactively plans to reduce consumption of greenfield land (e.g. testing growth scenarios with higher density and intensification targets).

Comment to the Ministry:

- *The Province has a comprehensive methodology in place that brings a consistent and transparent approach to calculating land needs across the Greater Golden Horseshoe. It is suggested the Province maintain this existing methodology and not replace it with*

the proposed methodology that provides less certainty and guidance for identifying land needs and defining settlement areas expansions.

- *If changes are made to the methodology, the Province should consult further with municipalities and stakeholders to ensure this process incorporates prior agreed practices that provide clear direction for land requirements. Staff also suggest that more guidance be provided on what growth assumptions are reasonable to test (e.g. particularly around market housing), and also how to prioritize intensification and the optimization of existing infrastructure.*
- *Given the planning horizon has been extended by a decade, the methodology could also consider requirements to undertake phased land release to ensure greenfield areas evolve as complete communities and municipalities can avoid extending municipal services to multiple subdivisions concurrently.*

3. Major Transit Station Areas in Provincially Significant Employment Zones

Provincial Proposal

The Province amended the Growth Plan in 2019 to enable municipalities a small window to convert lands within employment areas to non-employment uses prior to the next Municipal Comprehensive Review in 2022, so long as lands were not located within a Provincially Significant Employment Zones (PSEZ)¹. All lands located within PSEZs continued to require provincial approval for conversion through the Municipal Comprehensive Review process.

The proposed amendment modifies this policy, enabling municipalities to convert any employment areas within major transit station areas (MTSAs) outside of a Municipal Comprehensive Review process; irrespective of it being in a PSEZ or not.

Clarity is required on whether this policy would apply to this earlier window, or if moving forward all conversions of PSEZ lands in MTSA could take place outside of the Municipal Comprehensive Review process.

Impact to Mississauga

Given the proposed policy only applies to municipally initiated conversions; its impacts are expected to be minimal. However, the proposed policy could put pressure on councils to initiate studies that would facilitate employment lands conversions within MTSAs.

¹ Approximately 97% of Mississauga's employment lands are located within PSEZs

The proposed policy could offer the City greater flexibility and allow for advanced conversions of employment areas that have been the subject of Council approved studies (e.g. Dundas Connects and potentially Clarkson in the future).

MTSA boundaries are still being defined in Mississauga, but it is anticipated that 28 of the City's MTSA's include PSEZ lands. It will be important that these areas are well managed, their economic functions are protected and speculative activity is minimized.

Comment to the Ministry:

- *City staff support that any conversions must be municipally initiated. It is suggested further clarity be provided on the timing of when this policy would apply (e.g. pre or post the Municipal Comprehensive Review in 2022).*
- *In line with the policies of the new PPS, it is suggested that the Province include additional policies in the Growth Plan that consider land use compatibility and incorporating high density employment as part of the employment land use conversion criteria.*

4. Mineral Aggregate Operations:

Provincial Proposal

Proposed Amendment 1 would remove the prohibition on new mineral aggregate operations, wayside pits, and quarries from habitats of endangered species and threatened species within the Natural Heritage System for the Growth Plan. This change will not impact the Greenbelt.

Impact on Mississauga

The impact of the proposed aggregate policy changes will likely be minimal in Mississauga. The City has only one licenced quarry and given the City's density and high land values it is unlikely that any new aggregate operations will establish themselves in Mississauga. However, across the Greater Golden Horseshoe the policy could lead to reduced efforts to retain and recover species under risk of decline or extinction as it would further compromise their habitat.

Comment to the Ministry:

- *Removing protections for species at risk to accommodate growth could impede the efforts to retain and recover species that are already impacted by the effects of habitat loss and degradation caused by humans and development. City staff encourage the Province to prioritize recovery of species at risk.*

5. Alignment with Provincial Policy Statement, 2020 (PPS):

Provincial Proposal

The Ministry of Municipal Affairs and Housing released an updated PPS for planning matters on May 1, 2020. The PPS provides overall planning policy direction on matters of provincial interest. Any council decision on a planning matter, including development applications, must be consistent with the PPS. The PPS is also a policy document considered at Local Planning Appeal Tribunal hearings. The Growth Plan is proposed to be amended to align with the PPS 2020 in the following items:

- Indigenous Communities Engagement: Require planning authorities to engage and co-ordinate on planning matters with Indigenous communities and to provide the necessary information to ensure the informed involvement of these communities. As in the PPS, 2020, the updated policies are strengthening the previous one that only encouraged municipalities to engage and co-ordinate planning matters with Indigenous communities.
- Changes to definitions for the following five terms to align with the PPS, 2020: Cultural Heritage Landscape, Ecological Function, Habitat of Endangered Species and Threatened Species, Impacts of a Changing Climate, and On-farm Diversified Use. In addition, the definitions for Municipal Water and Wastewater Systems and Public Service Facilities have also been updated.
- Housekeeping Changes to reflect the new PPS approved in 2020, including references to the PPS, the change to a 25 year planning horizon and a reference to the Policy Statement: Service Manager Housing and Homelessness Plans.

Impact to Mississauga

Staff support the proposed updates that strengthen the language for Indigenous engagement. The proposed policies align to Mississauga's ongoing engagement with Indigenous communities on land use planning, cultural heritage and archaeological matters.

The changes to definitions and housekeeping changes are to align the Growth Plan with the PPS and other Provincial legislation. There are no anticipated impacts to Mississauga.

Comment to the Ministry:

- *Staff have no comments on this proposal.*

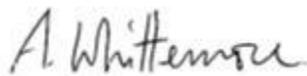
Financial Impact

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

Conclusion

The Growth Plan is a critically important document with direct implications to the City of Mississauga. Staff are appreciative for the opportunity to comment on proposed Amendment 1 to the Growth Plan and the updated Land Needs Assessment Methodology.

While staff support for the Province's efforts to bring more housing to market, there remain concerns that the proposed changes could result in over designation of greenfield lands leading to more costly and fragmented development. Staff are also concerned that the changes will impact the City's ability to achieve current Municipal Comprehensive Review timelines (e.g. to be completed by 2022) and consider that the amendment regarding the 2051 forecast should be enacted for the next Municipal Comprehensive Review.



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