

POST-MEETING

Planning and Development Committee

Date: October 23, 2023
Time: 6:00 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
and Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Joe Horneck	Ward 6 (Chair)
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required to make a Deputation please email Angie Melo, Legislative Coordinator at deputations.presentations@mississauga.ca or call 905-615-3200 ext. 5423 no later than **Friday, October 20, 2023** before 4:00PM.

Comments submitted will be considered as public information and entered into the public record.

Please note the Planning and Development Committee meeting will be streamed and a video will be posted afterwards. Link to live stream: <https://www.mississauga.ca/council/council-activities/council-andcommittee-videos/live-council-and-committee-videos/>

Contact

Angie Melo, Legislative Coordinator
905-615-3200 ext. 5423
Email angie.melo@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

An asterisk (*) symbol indicates an Item that has been either Revised or Added

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

Send written submissions or request notification of future meetings to:

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

-
1. **CALL TO ORDER**
 2. **INDIGENOUS LAND STATEMENT**
 3. **APPROVAL OF AGENDA**
 4. **DECLARATION OF CONFLICT OF INTEREST - Nil**
 5. **MINUTES OF PREVIOUS MEETING**
 - 5.1 Planning and Development Committee Draft Minutes - September 18, 2023
 6. **MATTERS TO BE CONSIDERED**
 - 6.1 RECOMMENDATION REPORT (WARD 2)

Sign Variance Application to permit one billboard sign with two electronic changing copy sign faces
2070 Bromsgrove Road
Applicant: Nicholas Campney
 - 6.2 PUBLIC MEETING INFORMATION AND RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 16, 27 and 29 storeys and ground floor commercial uses - 60 Dundas Street East, southeast corner Dundas Street East and Shepard Avenue
Owner: Gold Star Plaza Ltd.
File: OZ/OPA 22-16 W7

Pre-Bill 109
 - 6.3 PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)

Official Plan and Zoning By-law Amendments to Permit Additional Residential Units
File: CD.06-INC (ALL WARDS)
 - 6.4 INFORMATION REPORT (ALL WARDS)

Updated Low Density Residential Zones: Gentle Density in Mississauga Neighbourhoods
File: BL.09-RES (All Wards)
 - 6.5 INFORMATION REPORT (Wards 1, 4, 5 and 7)

Feasibility of Reducing Residential Parking Requirements along the Hazel McCallion Line
 - 6.6 Scope of Work for Employment Land, Office and Retail Market Analysis
 7. **ADJOURNMENT**

City of Mississauga
Corporate Report



<p>Date: October 4, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: SGNBLD 23-7495 VAR (W2)</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: October 23, 2023</p>

Subject

RECOMMENDATION REPORT (WARD 2)

Sign Variance Application to permit one billboard sign with two electronic changing copy sign faces

2070 Bromsgrove Road

Applicant: Nicholas Campney

Recommendation

That the sign variance application under file SGNBLD 23-7495 VAR (W2), Nicholas Campney, 2070 Bromsgrove Road, to permit one billboard sign with two electronic changing copy sign faces (electronic billboard sign) be refused, as outlined in the corporate report dated October 4, 2023, from the Commissioner of Planning and Building.

Background

The applicant has requested a variance to the Sign By-law to permit one billboard sign with two electronic changing copy sign faces (Appendix 2). Planning and Building Department staff do not support the variance as proposed.

In accordance with Recommendation PDC-0065-2017, all proposed billboard signs with electronic changing copy are to be evaluated in accordance with the Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy (Guidelines) and brought to Planning and Development Committee (PDC) for consideration.

This report provides background information regarding the application and the rationale for the staff recommendation.

Comments

Site Location

The subject property is located on the west side of Southdown Road, north of the Canadian National Railway (CN). The location of the proposed billboard is 85.0 m (278.9 ft.) from the nearest residential property and 52.0 m (170.6 ft.) from the signalized intersection at Bromsgrove Road and Southdown Road.



The subject property and the surrounding context

Context and Surrounding Land Uses

The subject property is zoned **D** (Development) and is currently used as the Go Station surface parking lot. The surrounding properties are zoned **C5** (Commercial) Tim Hortons restaurant and surface parking lot, **G1** (Greenland) channelized section of Sheridan Creek, **E2-108** (Employment) transit station, surface parking and a structured parking facility and **R3-1** and **R3-2** (Residential) zones containing detached homes.

Other Similar Sign Variance Applications Previously Approved

There is an existing billboard with two static sign faces on the subject property with a sign permit (SGNBLD 88-7127) issued in 1988 before establishing the Sign By-law 54-02 in 2002. The applicant confirmed that the existing static billboard sign would be removed and replaced with the new proposed electronic billboard sign. (Attachment 2)

Proposal

The proposed Billboard is located on the east side of the subject property with a 4.0 m (13.1 ft.) setback from the street line. The Billboard has two electronic changing copy sign faces that will target traffic travelling in both directions along Southdown Road.

The dimension of the sign face is 6.1 m x 3.05 m (20.0 ft. x 10.0 ft.), with an area of 18.6 m² (200.2 ft²) and 7.62 m (25.0 ft.) height. (Appendix 2)



Image of the existing condition

Application Assessment

The application does not comply with some of the electronic billboard sign Guidelines (Appendix 1). The proposed billboard sign is located 85.0 m (278.9 ft.) from the nearest residential property, which is less than the minimum distance of 250 m (820.2 ft.) identified in the Guidelines. The distance from the proposed billboard to a major traffic sign or driver decision point at Bromsgrove Road and Southdown Road intersection is 52.0 m (170.6 ft.), which is less than the minimum permitted distance of 120 m (393.7 ft.) identified in the Guidelines. The sign's setback from the street line is 4.0 m (13.1 ft.), which is less than the minimum permitted distance of 7.5 m (24.6 ft.), also identified in the Guidelines.

We anticipate negative visual impacts due to the proximity of the proposed billboard to the adjacent residential neighbourhood, the street line, and the nearest signalized intersection.

Financial Impact

The recommendation contained herein has no financial impact on the City of Mississauga.

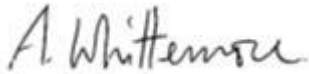
Conclusion

The requested sign variance to permit one billboard sign with two electronic changing copy sign faces should be refused as it does not comply with some of the Guidelines for the Review of Billboard Signs with Electronic Changing Copy.

Attachments

Appendix 1: Sign Variance Assessment Table

Appendix 2: Applicant's Proposal



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building
Prepared by: Amr Merdan, Urban Designer

Sign Variance Assessment Table

The table below shows the Council-approved *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* (Guidelines) or the sections of the Sign By-Law 54-02 that the applicant's proposal has addressed or has not addressed satisfactorily.

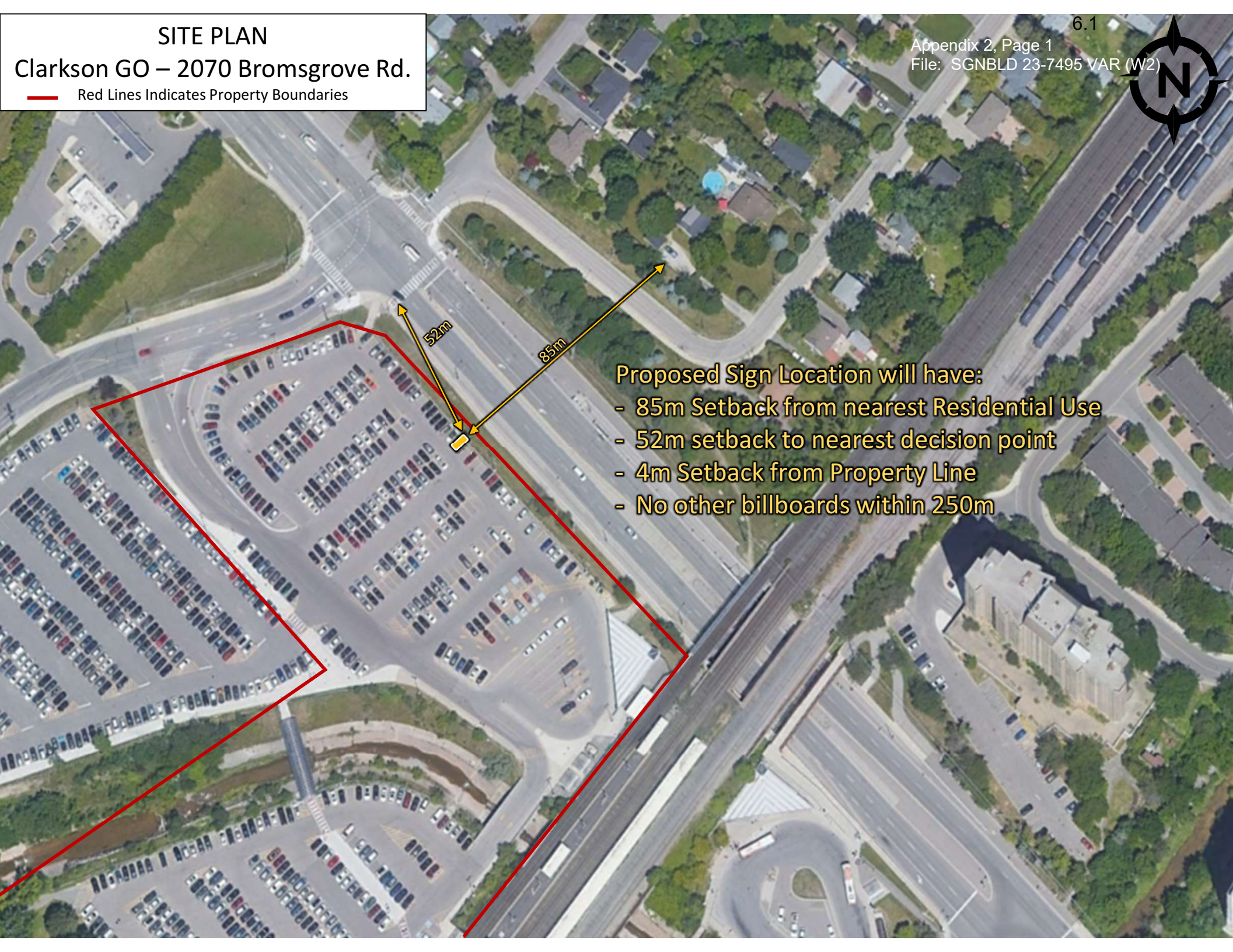
The Sign By-law or Guidelines	Applicant's proposal	Meet (✓)
		Not Meet (X)
<p>Location: Table (4) in Sign By-law states that billboard sign is permitted in the following areas of the city:</p> <p>Public Squares in the Downtown Core. Public Squares within the Cooksville 4 Corners. Public Squares within Major Nodes. The city deems specific areas to be the locations in which electronic billboard signs are seen as key elements that contribute to the character and vibrancy of the area.</p>	<p>The subject property is zoned D (Development) and surrounded by properties zoned C5 (Commercial), G1 (Greenlands), E2 (Employment), and R3 (Residential).</p> <p>Billboard sign is not permitted in a 'D' zone area.</p>	X
Table (4) in Sign By-law states that one (1) billboard sign is permitted for each property where there is no ground sign.	No ground sign is located on the subject property.	✓
Maximum height: 7.6 m (25.0 ft.)	7.62 m (25.0 ft.)	✓
Setback from the street line: 7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	X
Number of faces: No part of a billboard shall be a multi-faced	One billboard with two electronic copy faces.	✓
Maximum sign area per face: Table 4 in Sign By-law and section 3.5 in the Guidelines indicate that the maximum sign area of a billboard shall be 20 m ² (215.3 ft ²) per sign face.	The proposed sign face area is 18.6 m ² (200.2 ft ²).	✓
Minimum distance from another billboard sign on the same side of the street: 250 m (820.2 ft.)	No other electronic billboards are located within 250 m (820.2 ft.) of the subject property on the same side of the street.	✓
Minimum distance from a residential zone: 250 m (820.2 ft.)	The distance from the proposed billboard to the nearest detached residential property is 85.0 m (278.9 ft.).	X
Minimum distance to the closest traffic control device: 120 m (393.7 ft.) from a major traffic sign or driver decision point, where the posted speed limit on a road is less than 80 km/hr.	The posted speed limit in this portion of Southdown Road is 60 km/hr. The distance from the proposed billboard to the closest traffic control device at Bromsgrove Road and Southdown Road intersection is 52.0 m (170.6 ft.)	X
Specifications: sections 3.7, 3.8, 3.9, 3.10, 3.11, and 3.12 of the Guidelines state the required specifications for a proposed billboard sign, including the minimum message display duration, the transition between successive displays, message sequencing and amount of information displayed, sign animation, and the sign brightness and luminance	The proposed billboard sign satisfactorily addresses all the required technical specifications in the Guidelines.	✓

SITE PLAN



Clarkson GO – 2070 Bromsgrove Rd.

— Red Lines Indicates Property Boundaries



- Proposed Sign Location will have:
- 85m Setback from nearest Residential Use
 - 52m setback to nearest decision point
 - 4m Setback from Property Line
 - No other billboards within 250m

SITE PLAN



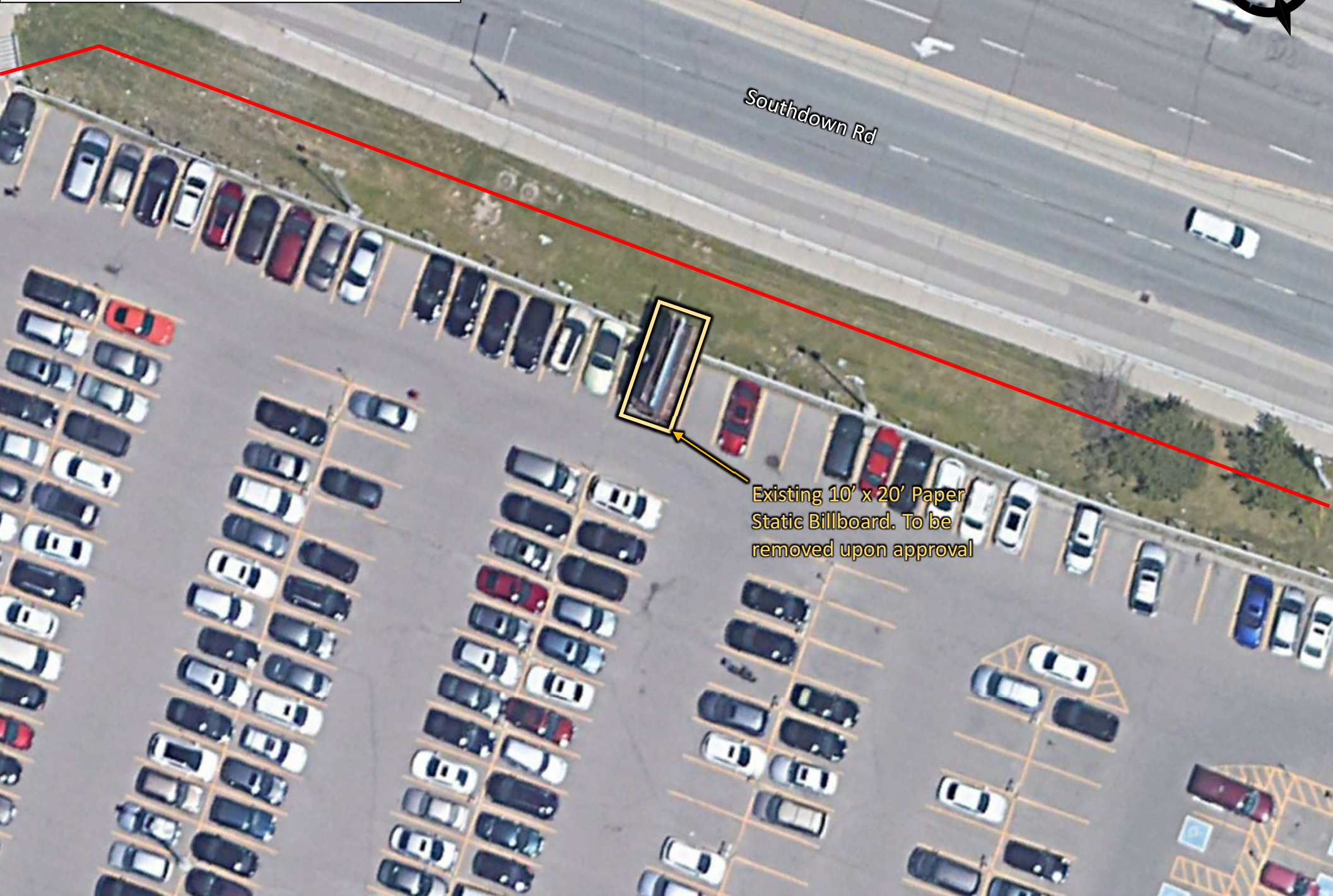
Clarkson GO – 2070 Bromsgrove Rd.

— Red Lines Indicates Property Boundaries

Southdown Rd



Existing 10' x 20' Paper Static Billboard. To be removed upon approval



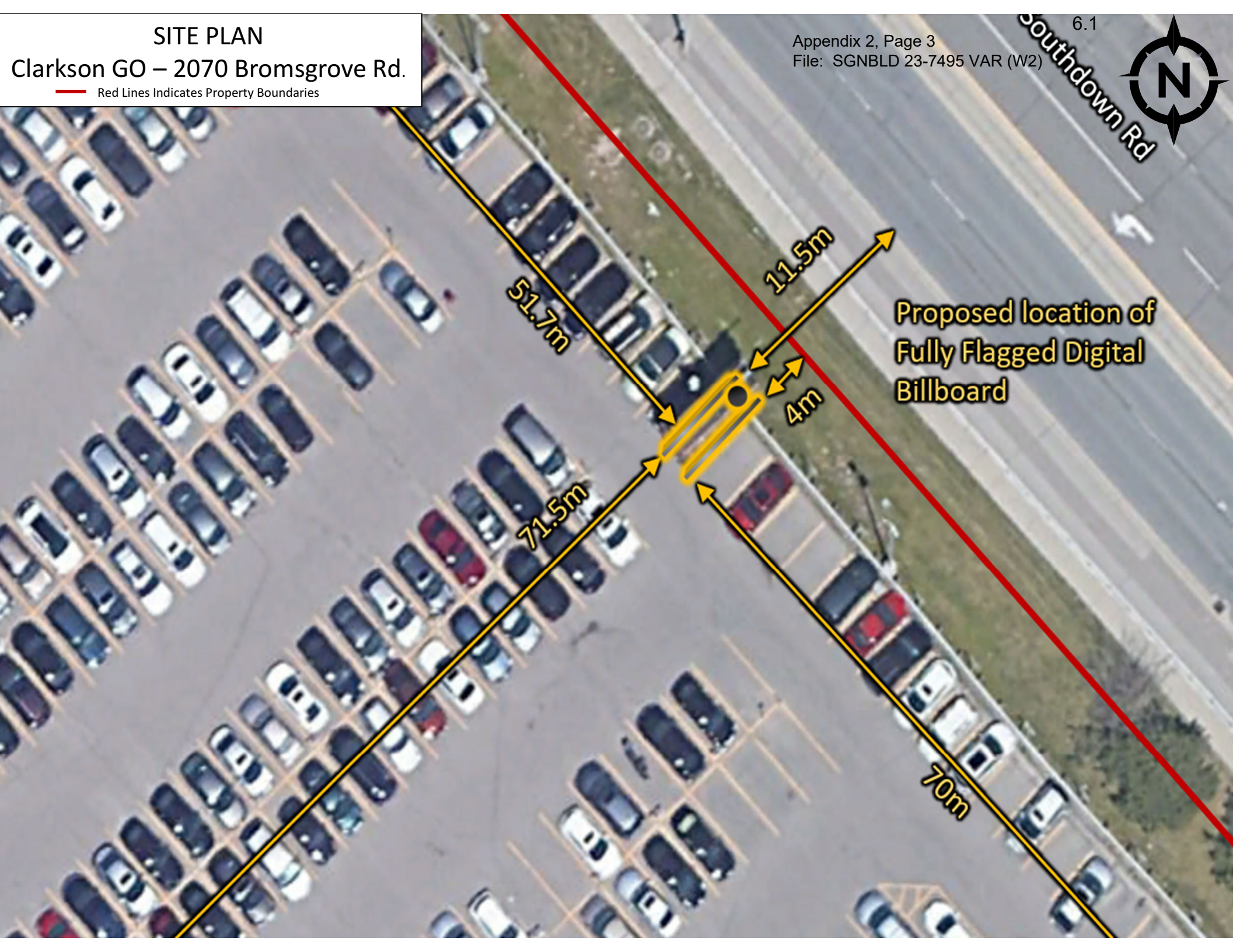
SITE PLAN

Clarkson GO – 2070 Bromsgrove Rd.

Red Lines Indicates Property Boundaries



Southdown Rd



Proposed location of Fully Flagged Digital Billboard

51.7m

11.5m

4m

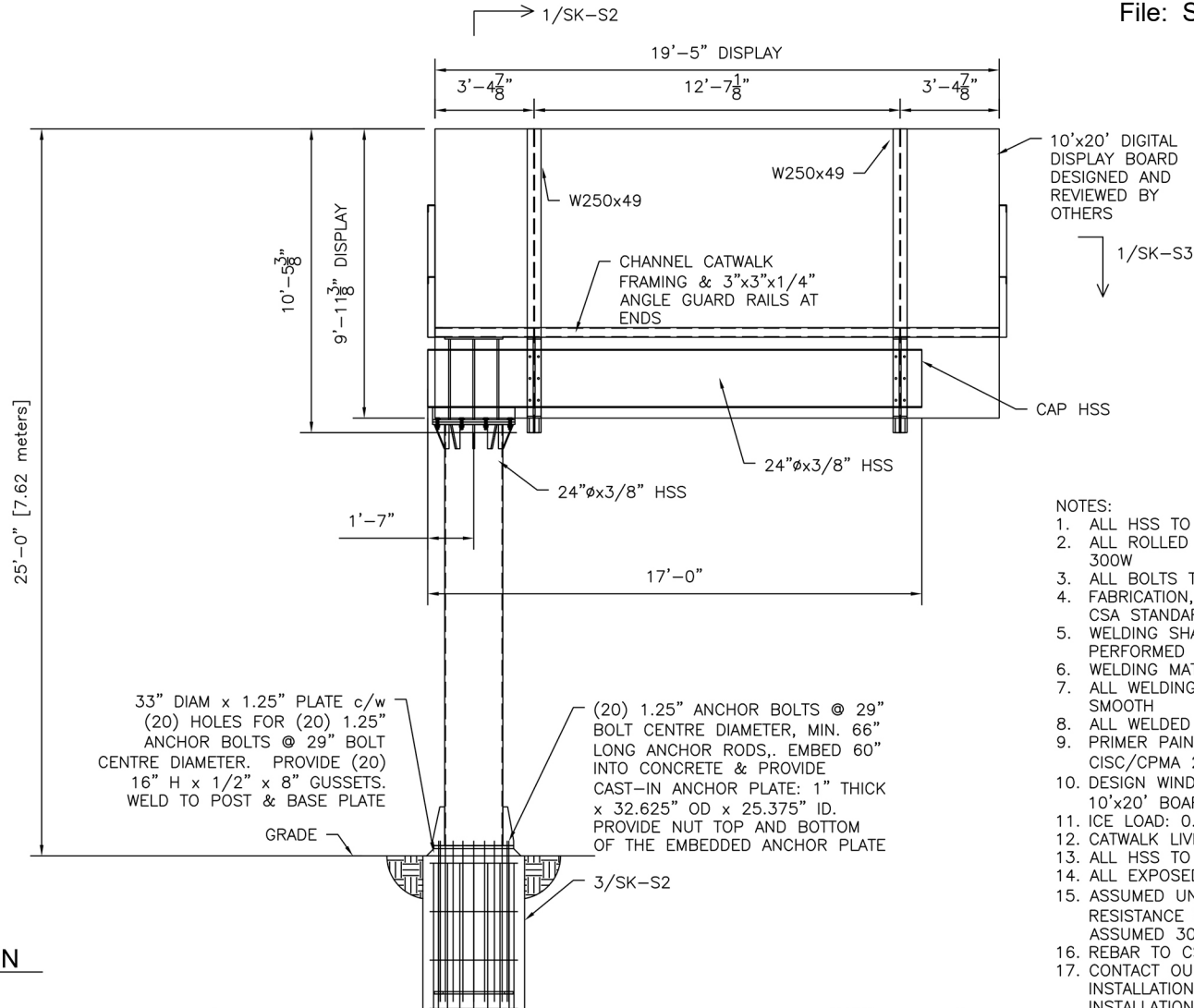
71.5m

70m

The Proposed Sign

The Proposed Sign would occupy approximately the same location as the existing sign, with similar attributes. However, the design is more modern and compliments the revitalization of Metrolinx stations across the Province.





10'x20' DIGITAL
 DISPLAY BOARD
 DESIGNED AND
 REVIEWED BY
 OTHERS

CAP HSS

NOTES:

1. ALL HSS TO CSA G40.21 - 350W
2. ALL ROLLED SECTIONS AND PLATES TO CSA G40.21 - 300W
3. ALL BOLTS TO BE MIN A325
4. FABRICATION, ERECTION AND HANDLING TO CONFORM TO CSA STANDARD S16.
5. WELDING SHALL CONFORM TO CSA STANDARD W59 AND BE PERFORMED BY A FABRICATOR CERTIFIED TO CSA W47.1
6. WELDING MATERIALS TO CONFORM TO CSA W48-M
7. ALL WELDING CONNECTIONS TO BE UNIFORM AND GROUND SMOOTH
8. ALL WELDED JOINTS TO BE CONTINUOUS 6MM FILLET WELDS
9. PRIMER PAINT TO CONFORM TO CGSB 1-GP 40M OR CISC/CPMA 2-75
10. DESIGN WIND LOAD: $q_{50}=0.48\text{kPa}$ (MISSISSAUGA, ON) 10'x20' BOARD (LED), 7.62 METERS HIGH
11. ICE LOAD: 0.24 kPa PER FACE
12. CATWALK LIVE LOAD: 3.6 kPa
13. ALL HSS TO BE CAPPED
14. ALL EXPOSED STEEL TO BE HOT DIPPED GALVANIZED
15. ASSUMED UNIT WEIGHT OF 18 kN/m³, AND PASSIVE SOIL RESISTANCE FACTOR (k_p) = 3. SOILS BEARING PRESSURE ASSUMED 3000 PSF.
16. REBAR TO CSA G30-12M GRADE 400
17. CONTACT OUR OFFICE 48 HOURS PRIOR TO SIGN INSTALLATION TO ARRANGE FOR A SITE REVIEW DURING SIGN INSTALLATION
18. PROVIDE DRAINAGE HOLES AT THE LOW POINTS OF ALL MEMERS.
19. CONCRETE TO BE 32MPa CLASS C2
20. THIS INSTALLATION HAS BEEN REVIEWED IN ACCORDANCE WITH PART 4 OF THE 2012 OBC.



1 PARTIAL ELEVATION
 SK-S1 SCALE 1/4" = 1'-0"

JEROL JEROL TECHNOLOGIES INC.
 95 ALLAURA BLVD.
 AURORA, ONT., L4G 3N2
 905-726-3817

PROJECT:	2070 Bromsgrove RD, Mississauga ON.	PROJECT #:	23060
TITLE:	ELEVATION & SECTION FOR NEW DOUBLE SIDED 10'x20' FLAG DIGITAL DISPLAY	DATE:	JUN 23/2023
		SCALE:	NOTED
		SKETCH #:	SK-S1/4

City of Mississauga
Corporate Report



<p>Date: October 4, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 22-16 W7</p>
	<p>Meeting date: October 23, 2023</p>

Subject

PUBLIC MEETING INFORMATION AND RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 16, 27 and 29 storeys and ground floor commercial uses

60 Dundas Street East, southeast corner Dundas Street East and Shepard Avenue

Owner: Gold Star Plaza Ltd.

File: OZ/OPA 22-16 W7

Pre-Bill 109

Recommendation

1. That City Council direct Legal Services, appropriate City staff and any necessary consultants to attend the Ontario Land Tribunal (OLT) hearing in opposition to the Official Plan Amendment and Rezoning applications, under file OZ/OPA 22-16 W7, in their current form, for the lands at 60 Dundas Street East and for Legal Services to bring a report to Council should there be a potential for settlement.
2. That City Council authorize the Planning and Building Department to instruct Legal Services on requesting mediation or to otherwise enter into settlement discussions during or before the Ontario Land Tribunal hearing process.

Executive Summary

- Official plan amendment and rezoning applications have been submitted to permit three apartment buildings with heights of 16 storeys (Tower A), 27 storeys (Tower B) and 29 storeys (Tower C), and a 14 storey podium connecting Towers B and C. The buildings are proposed to contain 1,009 dwelling units, with 1,138 m² (12,249.3 ft²) of retail space at ground level and 836 m² (8,998.6 ft²) of commercial and flex space on the 2nd floor.

- The official plan amendment and rezoning applications have been appealed to the Ontario Land Tribunal (OLT) by the applicant for non-decision within the prescribed timelines required by Provincial legislation. A case management conference was held on September 12, 2023.
- Planning staff support an increase in permissions to accommodate residential intensification on the property as it is located within Downtown Cooksville, a designated intensification area, is in proximity to planned transit and will increase the housing supply. In this case however, approval of the development applications in their current form is premature pending the resolution of outstanding issues, including:
 - Delineation of the developable area of the property to the satisfaction of the City and Credit Valley Conservation Authority (CVC), based upon the regulatory floodplain and associated erosion hazards associated with Cooksville Creek
 - Insufficient information to confirm adequate sanitary servicing capacity is available to service the proposed development
 - Additional justification and/or modifications to the proposed zone standards
 - Additional information/justification on how the current proposal conforms to the Mississauga Official Plan (MOP) criteria and policies for tall buildings, including those related to sun shadow impact, scale and transition
 - Technical studies and issues remain and have to be addressed, including but are not limited to the submission of satisfactory Floodplain and Erosion Study, Environmental Impact Study, Traffic Impact Study, Wind Study, Functional Servicing Report, and a Sun Shadow Study
- Staff require direction from Council to attend any OLT proceedings which may take place, including direction to mediate or otherwise resolve or narrow the outstanding issues, in connection with the applications and in support of the recommendations outlined in this report

Background

On April 28, 2023, the owner appealed the applications to OLT due to non-decision within the prescribed timelines required by Provincial regulation. At the case management conference on September 12, 2023, the Tribunal scheduled a second case management conference for November 30, 2023, as well as a 10 day hearing for August 12 to 23, 2024.

The purpose of this report is to make a recommendation to Planning and Development Committee (PDC) on the application and to seek direction with respect to the appeal.



Aerial Image of 60 Dundas Street East



Applicant's rendering of the proposal

Comments

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on August 31, 2022. No written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

No community meetings were held for the subject application. No public meeting have been held and no comments have been received from area landowners by the Planning and Building Department.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 1. The applications seek to redevelop the site for tall buildings, which supports general intensification policies and transit investment. However, the application is premature until such time that the developable area has been delineated to the satisfaction of the City and CVC. Further, through the submission material, the applicant has not justified how the current proposal conforms to MOP policies relating to sun shadow impact, scale and transition. There are also proposed zone standards being requested that have not been appropriately justified, and therefore, not supported by City staff.

Additionally, the Region of Peel has raised concerns with the sanitary sewer capacity based on information provided by the applicant to date. There are a number of technical studies and issues that have not been adequately addressed and require additional information to be submitted by the applicant, including, but is not limited to, the submission of satisfactory

technical studies including: a Floodplain and Erosion Study, an Environmental Impact Study, a Traffic Impact Study, a Wind Study and a Sun Shadow Study.

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.

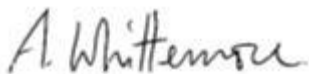
Conclusion

Staff have reviewed the applications and conclude that the development, as proposed, is not acceptable from a planning standpoint and should not be approved. While staff support an increase in permissions to accommodate residential intensification on the property, the applications have not provided sufficient information and/or justification to support the proposed development. Additional information and modifications are required to the satisfaction of the City departments and agencies to resolve outstanding issues.

Should these applications be approved by the OLT, staff will recommend that an "H" holding provision be applied to the lands to ensure all technical information is provided and that appropriate agreements be completed by the applicant. Should the required justification and technical information be received and found acceptable prior to the OLT hearing, staff will bring a supplementary recommendation report to Council in order to receive direction on how to proceed with respect to the OLT hearing.

Attachments

Appendix 1: Detailed 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: Gold Star Plaza Ltd.

60 Dundas Street East

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1. Proposed Development

The applicant proposes to redevelop the property with three apartment buildings with heights of 16 storeys (Tower A), 27 storeys (Tower B) and 29 storeys (Tower C), with a 14 storey podium connecting Buildings B and C. The buildings would contain 1,009 dwelling units, with 1 138 m² (12,249.3 ft²) of retail space at ground level and 836 m² (8,998.6 ft²) of commercial and flex space on the 2nd floor. The proposal also includes 1,026.8 m² (11,052.4 ft²) of parkland to be conveyed to the City. The applicant has not confirmed the tenure of the proposed development. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: July 13, 2022 Deemed complete: August 16, 2022 Revised: December 23, 2022
Developer/ Owner:	Gold Star Plaza Ltd.
Applicant:	Bousfields Inc.
Number of units: Unit breakdown:	1,009 units Studio – 103 (10.2%) 1 Bedroom – 592 (58.7%) 2 Bedroom – 295 (29.2%) Townhouse – 15 (1.5%) Penthouse – 4 (0.4%)
Existing Gross Floor Area	2 673 m ² (28,772 ft ²) – commercial
Proposed Gross Floor Area:	62 149 m ² (668,966 ft ²) – total 60 175 m ² (647,718 ft ²) – residential

Development Proposal		
	1 974 m ² (21,248 ft ²) – commercial	
Height:	Tower A – 16 storeys / 58.7 m (192.6 ft) Tower B – 27 storeys / 95.1 m (312 ft.) Tower C - 29 storeys / 101.7 m (333.7 ft.)	
Lot Coverage:	36.8 %	
Floor Space Index:	6.05	
Amenity Area/unit	8.9 m ² (95.8 ft ²) / dwelling unit	
Anticipated Population:	2,421* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required (Precinct 1) 807 (0.8 resident spaces /unit)	Provided 733 (~0.7 resident spaces /unit)
visitor and non-residential spaces (combined)	202 (spaces / unit based on visitor rate*)	128 (~0.12 spaces/unit)
Total	1009*	861
Green Initiatives:	<ul style="list-style-type: none"> • Environmentally innovative construction practices • Bicycle Parking • Enhanced pedestrian spaces • Public Park • Storm water management and retention • Permeable paving • Native species planting • Green roof 	
	<ul style="list-style-type: none"> • *mix of non-residential uses is unknown and therefore required non-residential parking could not be determined. Visitor rate used as required. 	

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>:

- Archeological Assessment
- Architectural Plans
- Area Context Plan
- Civil Engineering Drawings
- Draft Official Plan and Zoning By-law Amendments
- Environmental Impact Study and Addendum
- Existing and Proposed Utility Plans
- Floodplain Study
- Functional Servicing & Stormwater Management Report
- Green Development Standards Cover Letter
- Housing Issues Report
- Hydrogeological Review Report
- Landscape Plan
- Lighting Plan and Report
- Noise and Vibration Impact Study
- Parcel Register
- Pedestrian Wind Study
- Phase I & II Environmental Site Assessment
- Planning and Urban Design Rationale
- Preliminary Assessment - Long-Term Stable Slope Crest

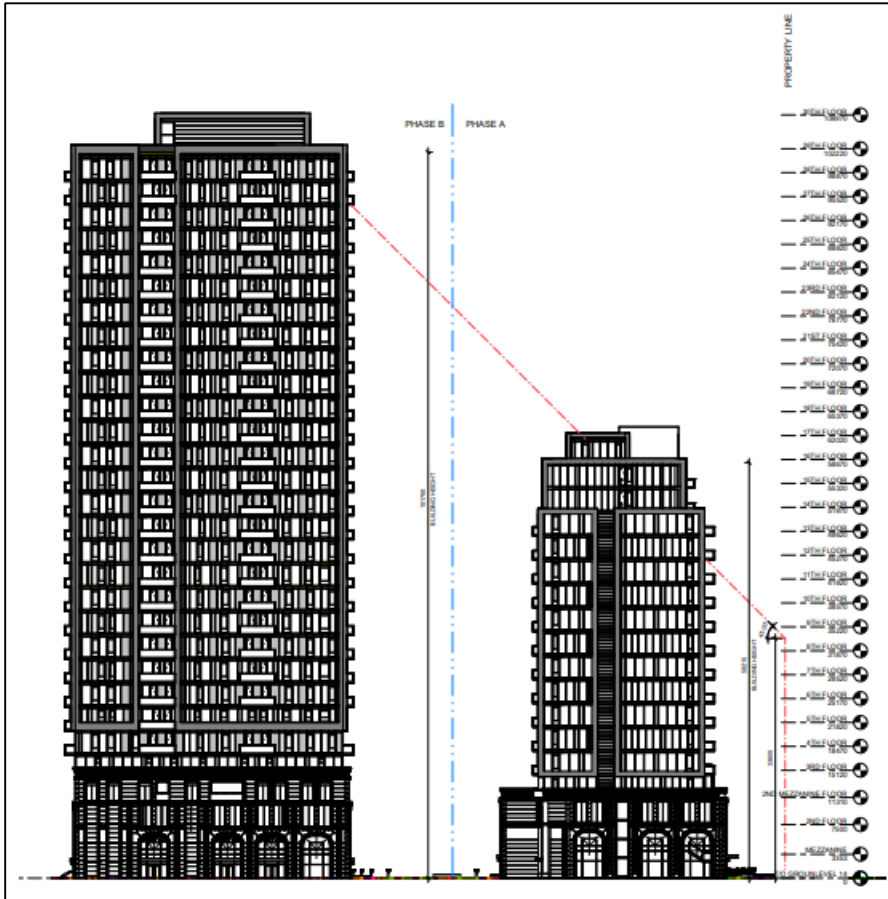
- Preliminary Geotechnical Report
- Prospective Drawings
- Scoped Environmental Impact Study
- Shadow Study Report
- Slope Stability and Erosion Risk Assessment
- Solid Waste Management Plan
- Transportation Study
- Tree Inventory and Preservation Plan Report
- Tree Preservation Plan
- Urban Design Study
- Waste Management Plan

The application has not been reviewed by the Urban Design Advisory Panel. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration.

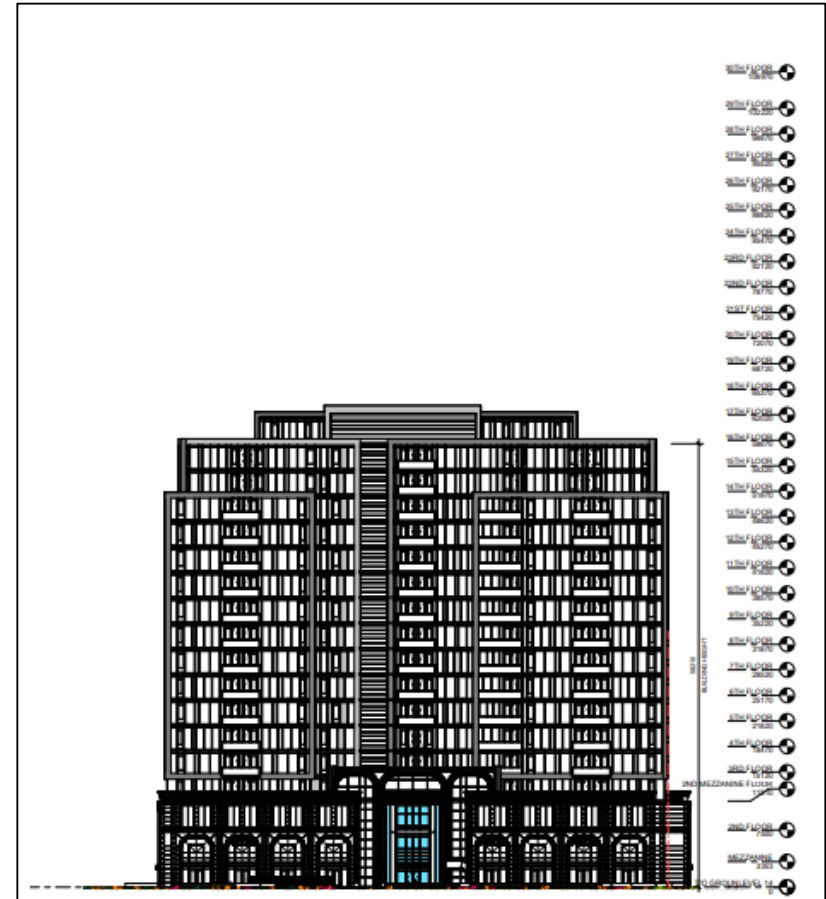
Application Status

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

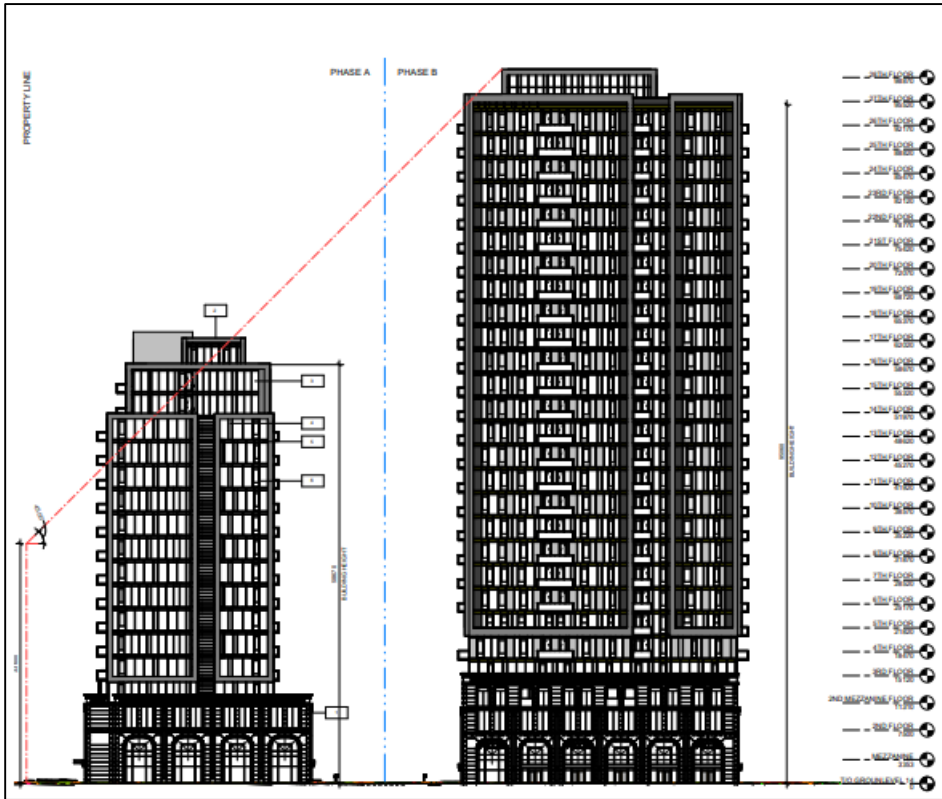
A community meeting has not yet been held for the proposed development.



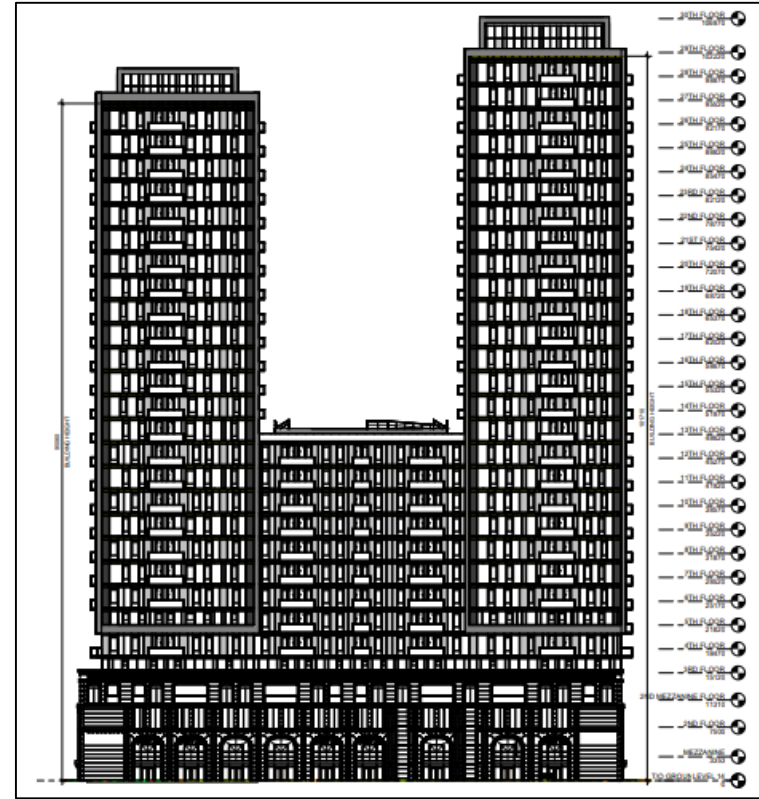
East Elevation



North Elevation



West Elevation



South Elevation



Applicant's Rendering

2. Site Description

Site Information

The property is located at the southeast corner of Dundas Street East and Shepard Avenue, within the Downtown Cooksville Character Area, which is within the City's Urban Growth Centre. The built form in this area is a mix of low-rise commercial buildings and high-rise residential apartments. The site is currently occupied by a one storey commercial plaza and surface parking area.

Property Size and Use	
Frontages:	
Dundas St East	79 m (259.2 ft.)
Shepard Ave	115 m (377.3 ft.)
Gross Lot Area:	1.1 ha (2.7 ac.)
Existing Uses:	One storey retail commercial plaza and surface parking lot



Aerial Photo of 60 Dundas St East

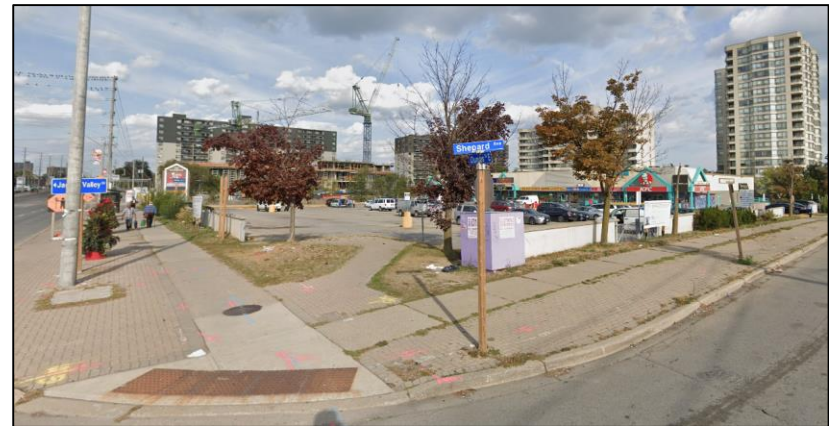


Image of existing conditions facing southeast

Site History

- June 20, 2018 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

North of the subject lands (across Dundas Street East) is a two storey commercial building containing multiple retail, service commercial and office uses and a standalone Bell utility building. To the east is Cooksville Creek and a multi-use trail. South of the site are 10 and 12 storey apartment buildings. To the west are one and two storey commercial buildings containing multiple retail, service commercial and office uses.

The surrounding land uses are:

- North: Dundas Street East, commercial buildings, and a Bell utility building
 East: Cooksville Creek and a City owned multi-use trail
 South: Apartment buildings
 West: Shepard Avenue and commercial buildings

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 the other former townships to form the Town of Mississauga in 1968.

Downtown Cooksville is centered upon the intersection of Hurontario Street and Dundas Street, which is located one block west of the subject property. The surrounding area contains free-standing commercial buildings and commercial plazas containing a mix of retail, service commercial and office uses along Dundas Street and Hurontario Street. Residential uses are also prominent in the area, with a variety of residential building types, including a number of apartment buildings ranging in height from 7 to 28 storeys.



Aerial Photo of 60 Dundas Street East

Demographics

Based on the 2016 census, the existing population of the Downtown Cooksville area is 9,310 with a median age of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 92% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 1,515 units (40%) owned and 2,290 units (60%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 2,722. Total employment combined with the population results in a PPJ for Downtown Cooksville of 131 persons plus jobs per ha.

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

Other Development Applications

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

- SP 19-130 W7 – 86-90 Dundas Street East – application in process for a 17 storey apartment building with ground floor commercial uses.
- OZ/OPA 22-17 W7 – 65 Agnes Street – application under appeal for a 29 storey apartment building.
- OZ 21-004 W7 – 3016, 3020, 3026 and 3032 Kirwin Avenue and 3031 Little John Lane – application in process for an eight storey apartment building.
- OZ/OPA 21-8 W7 – 3085 Hurontario Street – application in process for four apartment buildings, 9, 30, 33, and 35 storeys, with ground floor commercial uses.
- OZ/OPA 22-24 W7 – 3115 Hurontario Street – application in process for a 35 storey apartment building with commercial and community uses.
- OZ/OPA 22-19 W7 – 25 and 33 Hillcrest Avenue, 3136, 3154 and 3168 Hurontario Street – application under appeal for 5 apartments, 34, 39, 43, 43 and 46 storeys with commercial and community uses.

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

Community and Transportation Services

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO Station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 150 m (492.1 ft.) from the subject land. The following major MiWay bus routes service the site:

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

The surrounding area also benefits from existing bicycle infrastructure, including the Cooksville Creek multi-use trail, and the Camilla Road / Kirwin Avenue bike lane.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan (MOP) 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	Analysis
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>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</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</p>	<p>The subject site and development proposal represent an opportunity to intensify and increase the range of housing in the area.</p> <p>However, given it's proximity to the Cooksville Creek (natural feature), a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by Credit Valley Conservation (CVC).</p> <p>In support of the proposal, the applicants submitted a Floodplain Study (dated February 2022) and an Environmental Impact Study (dated</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>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> <p>Development shall generally be directed, in accordance with guidance developed by the Province, to areas outside of hazardous lands adjacent to river, stream and small inland lake systems. (PPS 3.1.1 b)</p> <p>Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosions hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. (PPS 3.1.2 c)</p> <p><i>Hazardous Lands:</i> Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large, inland lakes, this means the land, including that covered by water, between a defined offshore distance</p>	<p>February 2022). Both studies have been reviewed by the Credit Valley Conservation and the City and it has been determined that they have not been completed to the satisfaction of said reviewers. Additional technical information is required prior determining the appropriateness of development adjacent to the Cooksville Creek and its associated natural hazard land.</p> <p>At the time of writing this report, the applicant has not demonstrated that the natural features have been protected for the long term, or that development has been directed to areas outside of hazardous lands.</p> <p>As a result, the proposed development is not consistent with policies of the Provincial Policy Statement</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (PPS 6)</p>	
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities. (Growth Plan 1.2)</p> <p>Forecasted growth to the horizon of this Plan will be allocated within settlement areas where growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (Growth Plan 2.2.1.2 c)</p> <p>Forecasted growth to the horizon of this Plan will be allocated based on development being generally directed away from hazardous lands (Growth Plan 2.2.1.2.e)</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</p>	<p>The proposed development is accommodating intensification within the built-up area and in proximity to planned transit, as well as increasing the housing supply. However, the proposed development does not provide for an appropriate built form as it relates to its scale and impact on the surrounding area.</p> <p>Additionally, the applicant has not provided sufficient information to delineate the developable area from the hazard lands associated with the Cooksville Creek and, therefore, it has not been demonstrated what portions of the subject property are appropriate for redevelopment.</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which:</p> <ul style="list-style-type: none"> - identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (Growth Plan 2.2.2.3 b) - encourage intensification generally throughout the delineated built-up area (Growth Plan 2.2.2.3 c). <p>The boundaries for major transit station areas on priority transit corridors will be delineated by upper- and single-tier municipalities, in consultation with lower-tier municipalities (Growth Plan 2.2.4.2).</p> <p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit (Growth Plan 2.2.4.3).</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to</p>	

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>identify new systems in a manner that is consistent with the PPS (Growth Plan 4.2.2.6).</p> <p>In planning to achieve the minimum intensification and density targets in their plans, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form (Growth Plan 5.2.5.6).</p>	
<p>Region of Peel Official Plan (ROP)</p>	<p>These applications were submitted prior to the Region of Peel's new Official Plan coming into effect on November 4, 2022. The previous ROP, which was approved by the Ministry of Municipal Affairs and Housing on October 22, 1996, will be used to evaluate the proposal.</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 application meets 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 Region of Peel has confirmed that, the proposed development does not require an amendment to the Region of Peel Official Plan.</p> <p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Regional Core Greenlands.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>	<p>In November 2022, the new Peel 2051 Region of Peel Official Plan (RPOP) came into force. In keeping with the Growth Plan, RPOP identified Major Transit Station Areas (MTSAs) in the Region and developed polices and applied minimum density targets to said areas. The subject property is located within a Primary Major Station Area, which requires a minimum density target of 300 people and jobs per hectare.</p> <p>The Downtown Cooksville MTSA will exceed the minimum density targets as required by the Province within the Major Transit Station Area, based on existing developments, approved applications and proposed applications. While staff are generally supportive of residential intensification on this property, the degree to which the intensification is proposed is not necessary to meet the provincial Growth Plan density targets in this area of the City.</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
			<p>As previously mentioned, a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by Credit Valley Conservation (CVC).</p> <p>The applicant has not addressed the erosion hazard as per the comments from the City and CVC.</p>

5. Mississauga Official Plan

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

Existing Designation

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use** with a **Natural Hazard** overlay. The **Mixed Use** designation permits various commercial, business and office uses as well as residential uses, when in conjunction with other permitted uses. The **Natural Hazard** overlay indicates property or lands that could be unsafe for development due to naturally occurring processes. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

The subject property is located within the Dundas (HLRT-5) Major Transit Station Area (MTSA).

In August 2022, the City adopted OPAs 143 and 144, which introduced MTSA policies relating to land use, urban design, and maximum heights. At the time of writing this report, the

OPA 143 has been appealed to the OLT by a number of landowners and OPA 144 is with the Region pending approval.

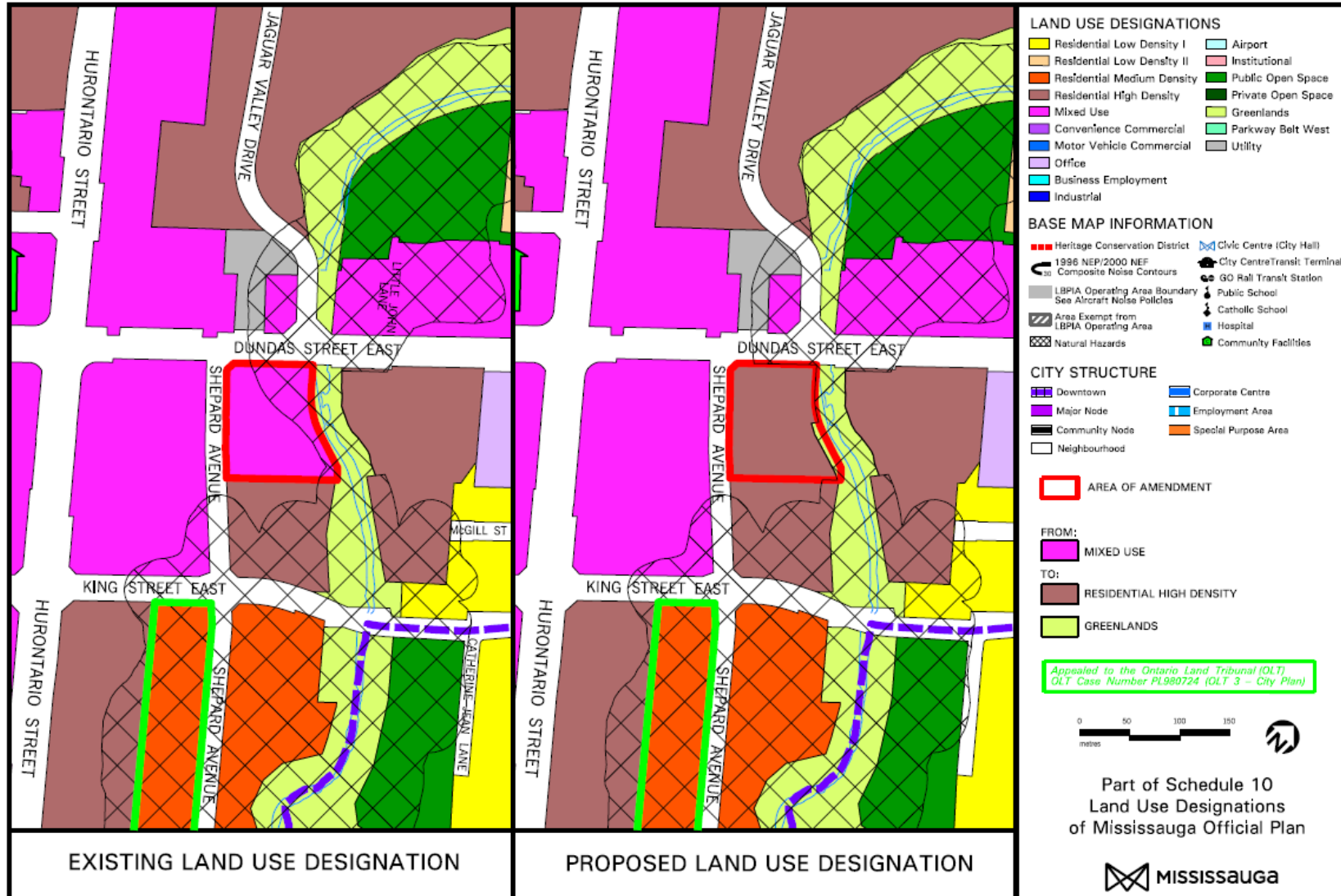
Further, the City adopted OPAs 145 and 146, which introduce new policies on community infrastructure, parks, urban design roads, pedestrian connections, and MTSA policies relating to height, densities and uses for Downtown Fairview, Cooksville and Hospital Character Areas. At the time of writing this report, OPA 145 has been appealed to the OLT by a number of landowners and OPA 146 is with the Region pending approval.

The subject property is located within Downtown Cooksville, which is designated an Intensification Area and located along Dundas Street which is identified as an Intensification Corridor in MOP.

Proposed Designation

The applicant is proposing to change the **Mixed Use** designation to **Residential High Density** and **Greenlands** designations with a Special Site policy to permit maximum heights of 29 storeys, and a Floor Space Index of 6.05. 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.

Planning Staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP including those found in Section 19.5 against this application.



Excerpt of Downtown Cooksville Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (S.5.1.6)</p> <p>The Green System as shown on Schedule 1a, is composed of the Natural System, which includes lands within the Natural Heritage System; lands subject to Natural Hazards; and Parks and Open Spaces. (S.5.2)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (S.5.2.1)</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 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>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (S.5.4.3)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (S.5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. (S.5.4.12)</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 uses will be permitted in all areas. (S.5.5.7)</p> <p>Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage</p>

	General Intent
	resources, the policies of the Natural Heritage System and heritage resources will take precedence. (S.5.5.11)
Chapter 6 Value The Environment	<p>The Green System in Mississauga, consisting of the Natural Heritage System, the Urban Forest, Natural Hazard Lands and Parks and Open Spaces, contributes to a valuable natural environment in the city. (S. 6.1)</p> <p>Mississauga will protect life and property from natural and human made hazards and ensure land use compatibility. (S.6.1.1 c and S.6.1.1 e)</p> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands. (S.6.1.12)</p> <p>Natural Hazard Lands are generally associated with valley and watercourse corridors. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Watercourse corridors, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function that they provide. (S.6.3)</p> <p>Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations. (S.6.3.1)</p> <p>The City will promote the Green System to public and private stakeholders as being integral to protecting the city's natural heritage features, particularly its role in providing ecological linkages and ecosystem services. (S.6.3.2)</p> <p>The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and management of lands identified by conservation authorities as part of their natural heritage systems. (S.6.3.4)</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands and will be provided to perform maintenance of slope stability and reduction of erosion on valley slopes. (S.6.3.7)</p> <p>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. (S.6.3.8)</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. (S.6.3.26)</p> <p>Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required. (S.6.3.27)</p> <p>Development and site alteration on lands adjacent to a Provincially significant wetland, Provincially significant coastal wetland and habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study,</p>

	General Intent
	<p>demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority. (S.6.3.29)</p> <p>Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors. Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. (Natural Hazard Lands)</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. (Natural Hazard Lands)</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. (S.6.3.47)</p> <p>Development and site alteration is generally prohibited on lands subject to flooding. (S.6.3.51)</p> <p>The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority. (S.6.3.53)</p> <p>Access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City. (S.6.3.54)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (S.7.2.1)</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>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. (S.7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (S.9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p>

	General Intent
	<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>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life. (S. 9.1.6)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (S.9.1.10)</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (S.9.1.11)</p> <p>Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements. (S.9.1.14)</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 from surrounding areas. (S.9.2.1.4)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (S.9.2.1.8)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (S.9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (S.9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (S.9.2.1.16)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (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 be designed to support and incorporate pedestrian and cycling connections.(S.9.2.1.22)</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 (S.9.2.1.23, 24 and 25)</p>

	General Intent
	<p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 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 and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (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. (Section 9.5.1.11)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (S.9.5.1.12)</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>

	General Intent
	<p>Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways. (S.9.5.2.3)</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. (S.9.5.2.4)</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; c) 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 will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials. (S.9.5.3.7)</p> <p>Tall buildings will minimize undue physical and visual negative impact relating to: a) microclimatic conditions, including sun, shadow and wind; b) noise; c) views; d) skyview; and e) adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. (S.9.5.3.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. (S.11.2.3.1)</p> <p>Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. (S.11.2.3.2)</p> <p>Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)</p> <p>Lands designated Mix Use permits commercial and residential uses. (S.11.2.6)</p>
Chapter 12 Downtown	<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. (S.12.1.1.1)</p> <p>Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (S.12.1.1.3) <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. (S.12.1.1.4)</p> <p>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)</p>

	General Intent
	<p>The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. (S. 12.4.1.2)</p> <p>Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following: a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways; b. no parking should be provided between the buildings and street line; c. blank walls should be avoided along the street in favour of fenestration; d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets; e. split level commercial frontages should be avoided; f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces; g. storefront signage should respect the pedestrian scale and architectural character of development; h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street. (S. 12.4.1.6)</p> <p>Public Realm: The Design of the Public Boulevard - The following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard: a. common paving materials and patterns, street furniture and signage; b. road crossings defined by special paving; c. intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands; d. setting back of bus bays from intersection corners to allow sidewalks to project; e. curb edge parking; and f. provision of street trees, feature lighting and related pedestrian amenities. (S. 12.4.1.9)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (S.19.5.1)

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

Directing Growth

The subject site is located in the Downtown Cooksville Character Area and along the Dundas Street Intensification Corridor. In accordance with MOP, intensification along the corridor is encouraged, provided that it is appropriate and of a scale that does not adversely impact the adjacent area.

Provided the natural hazards area of the site has been adequately addressed and delineated, and the built form concerns have been resolved, staff consider the site appropriate for residential intensification and tall buildings.

Natural Hazard Lands

As previously noted, a portion of the land is located within a Natural Hazard lands overlay, which indicates a probability of flooding, erosion and other risks associated with proximity to a water course.

In support of the proposal, the applicants submitted a Floodplain Study (dated February 2022) and an Environmental Impact Study (dated February 2022). Both studies have been reviewed by the Credit Valley Conservation and the City and it has been determined that they have not been completed to the satisfaction of said reviewers. Additional information is required to be submitted and reviewed prior to determining the appropriateness of development adjacent to the Cooksville Creek and its associated natural hazard land.

As a result, it is premature to be considering the appropriateness of development on the property until such time that the developable area is delineated and the natural hazard lands are determined to the satisfaction of the City and CVC.

Sun Shadow Impact

In accordance with Chapter 9 (Build a Desirable Urban Form) of the MOP, tall buildings are required to: maximize sunlight on the public realm (S.9.2.1.14); demonstrate compatibility and integration with the public realm by ensuring adequate sunlight is maintained (S.9.5.1.9); and, minimize undue physical and visual negative impacts relating to microclimate conditions, including sun, shadow and wind (S.9.5.3.9).

Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (S.9.1.14).

In order to demonstrate conformity with the intent of the above noted policies, Council adopted the Standards for Sun Shadow Studies, which provides direction on the acceptability of sun/shade on the subject land and on the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

In support of the proposal, the applicant submitted a Shadow Study (dated December 2022).

Public Realm

With respect to the public realm, the objective is to maximize the use of these spaces during the shoulder seasons (i.e. spring and fall) by ensuring adequate sunlight is provided on sidewalks and other components of the public realm. For high density residential streets (Dundas Street), developments should be designed to allow for full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 (fall equinox) as follows:

For a total of at least 5 hours that must include the 2 hour period between: 12:12 p.m. and 2:12 p.m. and an additional 2 hour period from either 9:12 a.m. to 11:12 p.m. or from 3:12 p.m. to 5:12 p.m.

With respect to the proposed development, shadows are cast on the sidewalk on the north side of Dundas Street East at 12:12 p.m., thus not meeting the City's criterion.

Public Open Spaces, Parks and Plazas

With respect to public open spaces, parks and plazas, developments should be designed to provide a sun access factor of at least 50% on September 21st.

The applicants are proposing a public park in the east side of the subject lands. The sun access factor is 36% on September 21st, thus not meeting the City's Criterion.

Communal Outdoor Amenity Area

With respect to communal outdoor amenity areas, proposed developments should allow for full sun at least half the time, or 50% sun coverage at all times of the year.

There are six outdoor amenity areas proposed within the development and two outdoor amenity areas located on a development under construction to the east of the Cooksville Creek, municipally known as 86-90 Dundas Street East (Emblem Developments).

On June 21st, four of the communal outdoor amenity areas on the subject lands do not meet the 50% sun coverage standard.

On March/September 21st, both outdoor amenity areas on the Emblem Development do not meet the 50% sun access factor. Further, four of the outdoor amenity areas on the subject land that do not meet the criterion.

On December 21st, one of the outdoor amenity areas on the Emblem Development and three of the outdoor amenity areas on the subject land do not meet the criterion.

Physical Impact / Scale

In accordance with Chapter 9 (Build a Desirable Urban Form) of MOP, appropriate height and built form transitions will be required between sites and their surrounding areas (S.9.2.10). Further, tall buildings will address pedestrian scale through building articulation, massing and materials (S.9.2.1.15), and

will be pedestrian oriented though the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials (S.9.5.3.7).

In accordance with Chapter 11 (Downtowns) of MOP, the maximum building height for lands designated **Residential High Density** shall not exceed 25 storeys (S.12.1.2.2).

In order to demonstrate conformity with the intent of the above noted policies for this area, Council adopted the Downtown Fairview, Cooksville and Hospital Built Form Standards, which provides direction and guidance for proposed development at the planning application stage. The standards contain angular plane criterion for Dundas Street East, which is a characterized "A2 Street". To meet the standard, new buildings sited on the lands are required to meet an angular plane from the 80% of the right of way width of 45 degrees.

In support of the proposal, the applicant submitted architectural drawings of all buildings illustrating the 45 degree standard. Tower A and Tower C do not meet the angular plane standard. In addition, Tower A has been oriented in a manner that does not maximize sunlight on the public realm nor does it address the pedestrian scale, as the broad side of the building is located along Dundas Street East.

In accordance with the built form standards, the maximum allowable floor plate sizes for buildings above 12 storeys is 750 m² (8,073 ft²). Towers A, B and C have floor plate sizes of 1,152.8 m² (12,408.6 ft²), 800.9 m² (8,620.4 ft²) and 807.4 m² (8,690.5 ft²), respectively, thus exceeding the standard. Further,

Towers B and C contain a 14 storey connecting link with a floor plate size of 566.5 m² (6,098.0 ft²) which further adds to the negative impact of the Towers.

In accordance with the built form standards, the minimum tower separation is 30.0 m (98.4 ft.). Based on the architectural drawings provided, the tower separation between Towers A and B, and Towers A and C are both 28.1 m (92.2 ft.), thus not meeting the standard.

Community Parkland

In accordance with Mississauga Official Plan, in addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase (S.6.3.73).

The applicants are proposing parkland dedication along the easterly boundary of the subject land. Comments from Community Services have indicated that hazard lands will not be acceptable for parkland dedication pursuant to Parkland Conveyance By-law 0137-2022. As a result, a satisfactory Environmental Impact Statement and Floodplain and Erosion study, outlining the limits of development associated with the natural hazard/nature features and associated buffers, are required to determine the limits of the proposed area for parkland dedication purposes.

Given that the above studies have not been completed to the satisfaction of the City and CVC, consideration of parkland dedication is premature at this time.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure may not be adequate to support the proposed development.

The Region of Peel has advised that there is adequate water to service the site. However, there are sanitary sewer capacity issues at a specific portion of the infrastructure, which requires upgrades before the site can successfully connect. The Region has advised that if the proposal connects to a different manhole, the additional flows can be accommodated without upgrades. A revised Functional Servicing Report is required in this regard.

General Appropriateness

The surrounding area contains a mix of low and high-rise residential, retail commercial and office uses.

While some level of intensification may be appropriate on the subject lands, it is premature to consider such a proposal until such time that the requisite technical studies relating to the hazard lands and delineation of the developable area on site are completed to the satisfaction of the City and CVC. In addition, the dedication of parkland on the subject land is supported by City staff. However, the appropriateness of the

parkland dedication is premature pending the outcome of said technical studies.

Further, these applications are not consistent with the policies of MOP and the criteria used to evaluate the appropriateness of tall buildings.

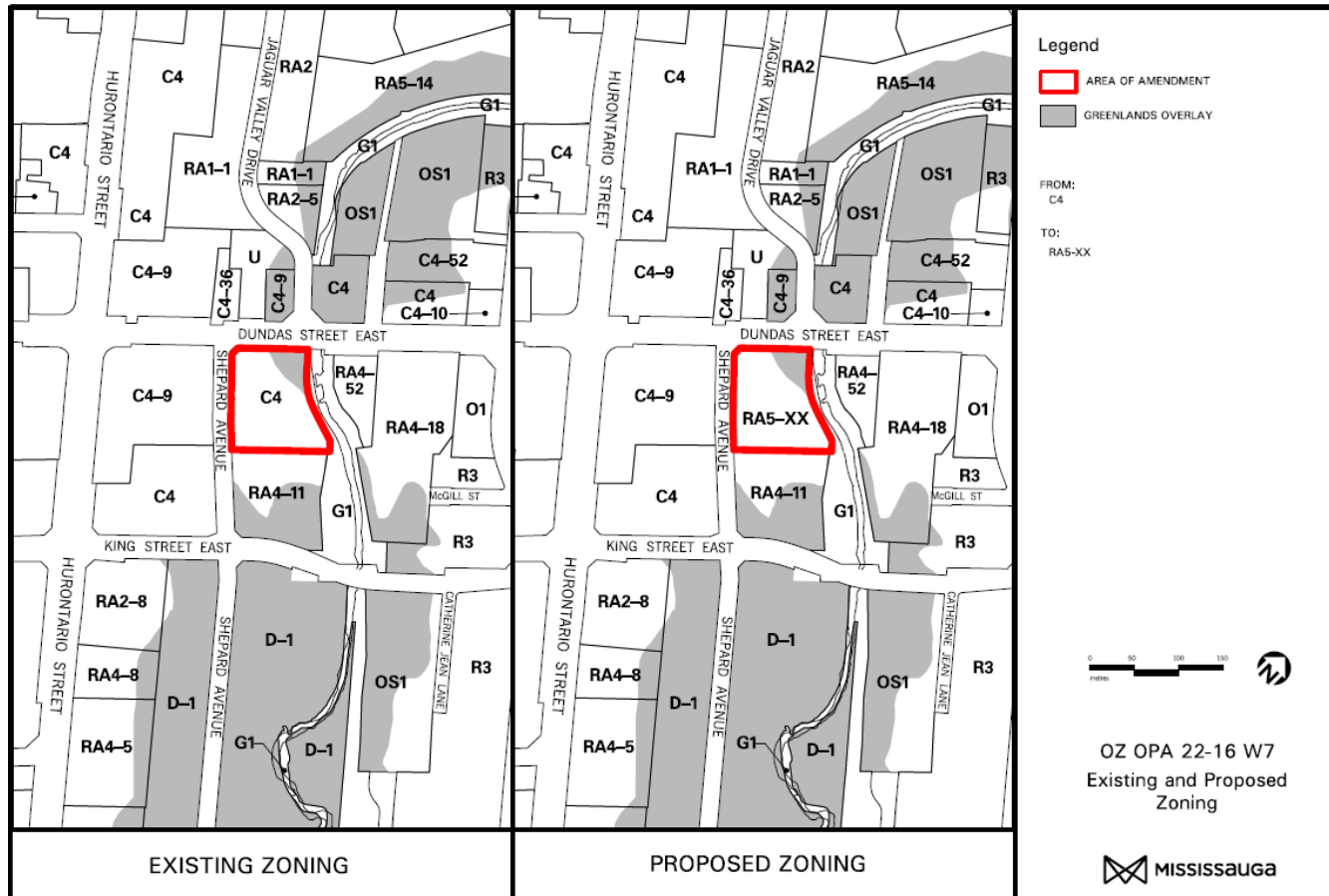
6. Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial), which permits commercial and retail uses and dwelling units above the first storey of a commercial building.

Proposed Zoning

The applicant is proposing to rezone the property **RA5 – Exception** (Apartments – Exception) to permit a maximum 29 storey condominium apartment building with a Floor Space Index of 6.05.



Excerpt of Zoning Map 14

Proposed Zoning Regulations

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
Permitted Uses	Retail Store Restaurant Take-out restaurant Veterinary Clinic Animal Care Establishment Funeral Establishment Service Establishment Commercial School Financial Institution Medical Office Office Overnight Accommodation Recreational Establishment Entertainment Establishment Private Club University/College Parking Lot Apartment Dwelling unit located above the first storey of a commercial building	Apartment Long-Term Care Building Retirement Building	Office Retail Store Financial Institution Personal Service Establishment Restaurant Take-out Restaurant Townhouse Live-work Units Daycare Medical Office Recreational Establishment
Maximum Floor Space Index (FSI)	N/A	2.9	6.1
Maximum Gross Floor Area – Apartment Zone per storey for each storey above 12 storeys	N/A	1,000 m ² (10,763.9 ft ²)	2,167.5 m ² (23,330.8 ft ²)
Minimum Front and Exterior Side Yard			Front – 2.5 m (8.2 ft.) Exterior Side - 3.0 m (9.8 ft.)

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	7.5 m (24.6 ft.)	Front – 2.5 m (8.2 ft.) Exterior Side – 3.0 m (9.8 ft.)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	N/A	8.5 m (27.9 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 3.4 m (11.2 ft.)
For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	N/A	9.5 m (31.2 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 6.1 m (20 ft.)
For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	N/A	10.5 m (34.4 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 6.1 m (20.0 ft.)
Minimum Interior Side and Rear Yard			
For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	Interior Side – 4.5 m (14.8 ft.) Rear – 7.5 m (24.6 ft.)	Interior Side – 4.3m (14.1 ft.) Rear – 7.5 m (24.6 ft.)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m	N/A	Interior Side – 6.0 m (19.7 ft.) Rear – 10.0 m (32.8 ft.)	Interior Side – 3.8 m (12.5 ft.) Rear – 10.0 m (32.8 ft.)

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
<p>(65.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>	<p>N/A</p> <p>N/A</p>	<p>Interior Side – 7.5 m (24.6 ft.) Rear – 12.5 m (41 ft.)</p> <p>Interior Side – 9.0 m (29.4 ft.) Rear – 15.0 m (49.2 ft.)</p>	<p>Interior Side – 4.3 m (14.1 ft.) Rear – 12.5 m (41 ft.)</p> <p>Interior Side – 4.3 m (14.1 ft.) Rear - 14.2 m (46.6 ft.)</p>
<p>Maximum Height</p>	<p>Sloped roof: 16.0 m (52.5 ft.) and 3 storeys Flat roof: 12.5 m (41 ft.) and 3 storeys</p>	<p>77. 0 m (252.6 ft.) and 25 storeys</p>	<p>103.0 m (338.0 ft.) and 29 storeys</p>
<p>Encroachments and Projections</p> <p>Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard</p> <p>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</p>	<p>N/A</p> <p>N/A</p>	<p>1.0 m (3.3 ft.)</p> <p>1.0 m (3.3 ft.)</p>	<p>1.7 m (5.6 ft.)</p> <p>1.7 m (5.6 ft.)</p>
<p>Minimum Landscaped Buffer and Amenity Area</p>			

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
<p>Minimum depth of 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</p> <p>Minimum depth of landscaped buffer adjoining any other lot line</p>	<p>N/A</p> <p>4.5 m (14.8 ft.)</p>	<p>4.5 m (14.8 ft.)</p> <p>3.0 m (9.8 ft.)</p>	<p>3.0m (9.8 ft.)</p> <p>2.5m (8.2 ft.)</p>
<p>Parking, Loading, Servicing Area and Parking Structures</p> <p>Minimum parking spaces</p> <p>Minimum setback from a parking structure completed below finished grade, inclusive of external access stairwells to any lot line</p> <p>Minimum width of parking spaces</p>	<p>Rates vary depending on use</p> <p>N/A</p> <p>2.6 m (8.5 ft.)</p>	<p>Apartment</p> <p>0.8 Resident spaces/unit 0.2 Visitor spaces/unit to be shared with non-residential uses</p> <p>3.0 m (9.8 ft.)</p> <p>2.6 m (8.5 ft.)</p>	<p>Apartment</p> <p>0.7 Resident spaces/unit 0.10 Visitor spaces/unit to be shared with non-residential uses</p> <p>0.0 m (0.0 ft.) to front lot line (Dundas Street East)</p> <p>0.0 m (0.0 ft.) to exterior side lot line (Sheppard Avenue)</p> <p>0.0 m (0.0 ft.) to rear (south) lot line</p> <p>2.4 m (7.9 ft.)</p>

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
Definition of a First Storey	means the storey of a building, structure or part thereof, that has its floor closest to the established grade and its ceiling more than 1.8 m (5.9 ft.) above the established grade .	means the storey of a building, structure or part thereof, that has its floor closest to the established grade and its ceiling more than 1.8 m (5.9 ft.) above the established grade .	For the purposes of this exception, mezzanine levels shall not be considered as a storey
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Based on the current proposal and justification provided to date, the amendments that are not supported by staff at this time include the following:

Zone Category

In accordance with the supporting development material, the applicants are seeking to rezone the subject land from **C4** to **RA5-Exception**. Consideration of this zone change is premature until such time that the hazard and developable lands have been appropriately delineated to the satisfaction of the City and CVC. Any lands forming part of the hazard will be placed in a protective zoning and residential land use permissions will be prohibited. Given that additional technical information has not been provided to support the proposed zone change, staff do not support the amendment at this time.

Parking Space Dimensions

In accordance with Section 3.1.1.4.1, parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m (8.5 ft.) and a minimum length of 5.2 m (17.1 ft.), exclusive of any aisle or driveway, where the applicant is requesting a reduction in the minimum width to 2.4 m (7.9 ft.).

The intent of this provision is to ensure that motor vehicles can be appropriately accommodated in parking spaces. It should be noted that the applicant did not provide any justification for the requested relief. Staff have reviewed this request and do not support this amendment.

Required Number of Parking Spaces

In accordance with Table 3.1.2.1, a condominium apartment is required to provide 0.8 resident spaces / unit and 0.2 visitor spaces / unit. However, the visitor parking spaces can be shared with the parking spaces required for non-residential uses, provided the greater required parking spaces between visitor and non residential uses is provided. The intent of this provision is to ensure there is an adequate amount of parking for the occupants and visitors to the apartment.

In accordance with the supporting development material, the applicants are seeking to permit a reduction to the required number of parking spaces relating to the apartment, as follows:

- 0.7 resident spaces / unit; and,
- 0.10 shared visitor spaces / unit to be shared with non-residential uses;

City staff have reviewed this request and the justification provided and do not support the proposed reduction. Further justification in the form of a Parking Utilization Study is requested for further consideration of the reduced parking standards. To date, said information has not been provided by the applicant. As a result, staff do not support the requested relief.

Minimum setback of a Parking Structure

In accordance with Table 4.15.1.13.5, the minimum setback from a parking structure completely below finished grade,

inclusive of external access stairwells, to any lot line is 3.0 m (9.8 ft.), whereas the applicant is requesting a minimum setback of 0.0 m (0.0 ft.) to both Shepard Avenue and Dundas Street East. Further, a minimum setback of 0.0 m (0.0 ft.) is proposed to the southerly lot line.

The intent of this provision to ensure that parking structures are setback appropriately to lot lines to accommodate landscape buffers and ensure maintenance can occur on the structure within the limits of the private lands.

In accordance with the architectural drawings submitted, the proposed underground garage will be encroaching into the City's ultimate right of way along Dundas Street East, which is not supported by staff. In addition, a minimum setback of 0.7 m (2.3 ft.) is required to accommodate appropriate shoring within the limits of the subject land. As a result, staff do not support the setback from either road frontage.

With respect to the rear lot line, the requested underground setback limits the ability to provide appropriate landscape treatment along the common property line due to the limited soil volume in that area. As a result, staff do not support the requested relief.

Additional Zoning Amendments

Based on the applicant's architectural drawings, it would appear that additional relief is required to the base **RA5** zone despite the applicant not requesting relief in the submitted amending zoning by-law. As a result, the proposed built form would be

required to comply with zoning requirements not being sought for relief.

Affordable Housing

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

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

housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

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

A Housing Report was submitted in support of the proposal. However, the report did not indicate that any housing options contemplated in the City's Housing Report Terms of Reference were proposed to be provided in the development. Additional information is required in this regard.

7. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
95 Kindergarten to Grade 6	Clifton Public School	Camila Road Senior Public School	Cawthra Park Secondary School
26 Grade 7 to Grade 8	Enrolment: 312	Enrolment: 585	Enrolment: 1299
14 Grade 9 to Grade 12	Capacity: 468	Capacity: 655	Capacity: 1044
	Portables: 0	Portables: 4	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
21 Kindergarten to Grade 8	St Catherine of Siena Elementary School	St Martin Catholic Secondary School
17 Grade 9 to Grade 12	Enrolment: 436	Enrolment: 1071
	Capacity: 668	Capacity: 1026
	Portables: 0	Portables: 0

8. Community Questions and Comments

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

9. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 24, 2023)	<p>Updated Waste Management Plan: The Region has requested an updated Waste Management Plan, which we has not yet received.</p> <p>Servicing Requirement (Wastewater): There are capacity issues at a specific sewer portion, to which the applicant intends to connect. Upgrades to this portion will be necessary before the site can successfully connect, but the applicant has been advised to submit a revised FSR to connect to a different manhole, which may be able to accommodate flows without upgrades. Additionally, a hydrant flow test and a single use demand table are yet to be received. In this respect, Regional staff request that the applicant provide an updated FSR with proposed connections to the recommended sewer.</p>
Credit Valley Conservation Authority (September 7, 2023)	<p>The subject property is located adjacent to Cooksville Creek and as such, is located within the Regulatory Floodplain and erosion hazard associated with Cooksville Creek. Based on this, the property is subject to Ontario Regulation 160/06 and a permit for development is required from CVC.</p> <p>The proposal is for a rezoning to include three separate multi unit residential towers ranging from 29 to 36 storeys. Since the subject property is located within the Regulatory Floodplain of Cooksville Creek, CVC staff have concerns with rezoning the hazardous lands for a high density residential use. Typically, hazardous lands are delineated and zoned in a restrictive category (i.e.Greenbelt). Throughout the submission process, CVC and City staff met with the applicant to discuss the feasibility of development on this site, including the submission of a Floodplain Study by Crozier (February 2022), an approved Terms of Reference by Crozier (May 2022), and a Floodplain Memo Update by Crozier (January 2023). It is understood that there may be some opportunity via different approaches and solutions to resolve some of the flooding issues on the site, however, until the requisite technical studies are completed to the satisfaction of the City and CVC, rezoning the site to a residential use is premature.</p> <p>The current submission also includes various plans, including grading and floodproofing, and a Slope Stability and Erosion Risk Assessment by Grounded Engineering (August 2022). CVC staff have not reviewed this additional information but will provide future comments once the Flood Study is revised to provide comprehensive analysis and solutions consistent with the approved Terms of Reference by Crozier (May 2022). Note that floodproofing via grading as a sole means to address the flood hazard is not an acceptable solution to support a change in use and alternative solutions should be explored that address the hazard in a comprehensive manner, confirm no offsite impacts, and are acceptable to the City from a design, safety and feasibility perspective.</p> <p>As such, CVC staff continue to have concerns with the proposal and we unable to clear our interests related to natural hazards at this time.</p>
Peel District School Board (August 8, 2023)	<p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement:</p> <p>(a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all</p>

Agency / Comment Date	Comments
	<p>anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>(b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (July 20, 2023)</p>	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p>
<p>City Community Services Department – Park Planning Section (August 23, 2023)</p>	<p>The proposed development site is located on south of Dundas Street East and east of Hurontario Street in the Urban Growth Centre, Downtown Cooksville Character Area, with a parkland deficit of 5.7 ha (14.1 ac). This site also does not meet the provision of 400 m (1,312.3 ft.) walking distance to a City owned playgrounds within growth areas, unimpeded by major pedestrian barriers. This site is also within conservation authority regulated area and adjacent to City owned lands classified as Significant Natural Area in the Natural Heritage System.</p> <p>A satisfactory Environmental Impact Statement and CVC Flood Study, outlining limits of development associated with natural hazard/natural features and associated buffers, are required to determine limits of proposed area for parkland dedication purpose. Furthermore, it is noted, any private amenity space and hazard lands will not be suitable for parkland dedication in keeping with Parkland Conveyance By-Law 0137-2022</p>
<p>City Community Services – Heritage Planner (January 20, 2023)</p>	<p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review. Ministry letter outstanding.</p>
<p>CPS Housing (November 4, 2022)</p>	<p>Mississauga's Inclusionary Zoning (IZ) By-law was enacted on August 10, 2022, and came into effect on August 11, 2022 initiating the IZ transition period. MTSAs were identified in the Regional Official Plan and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The City's IZ transition period concluded as of January 1, 2023 at which time IZ came into full force and effect for all applicable development applications.</p> <p>Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007, during the transition period a proposal is exempt from IZ if a rezoning application is submitted in full, in accordance with the DARC checklist, prior to January 1, 2023 AND a subsequent complete site plan application is filed within 2 years of the date the rezoning application was deemed complete.</p>

Agency / Comment Date	Comments
	<p>The rezoning application associated with this proposal, (OZ/OPA 22-16 W7) was submitted in full on July 20, 2022 and deemed complete on August 16, 2022. Provided a complete site plan application is filed by August 16, 2024, this proposed development has an exemption from inclusionary Zoning (IZ). Should the complete site plan application not be submitted by the deadline, IZ will apply as follows:</p> <ul style="list-style-type: none"> - The subject lands fall within IZ Area 1. The property is subject to Inclusionary Zoning. - A Building Permit cannot be issued for the development on the subject lands if the IZ requirements are not satisfied as they form part of the City's zoning by-law and therefore constitute applicable law. In order to satisfy the IZ requirements, for the purposes of Building Permit issuance, an IZ legal agreement must be enacted and registered on title. - The current set aside rate is 4%, which is set to increase each subsequent year. The set aside rate applicable will be the set-aside rate in effect in the year the IZ legal agreement is entered into. - In the event that the rezoning application is approved, a condition will be added to the site-specific zoning to indicate that an exemption may apply, subject to Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007. The City will determine the final exemption status at the time of the complete site plan application filing. - In the event that the applicant maintains their exemption from IZ, the City encourages the provision of a range of housing options in this development, including affordable home ownership options or rental housing.
<p>City Transportation and Works – Municipal Parking (February 6, 2023)</p>	<p>The proposed reduced parking rates are not supportive of the Parking Regulations Study recommendations as outlined in the existing City of Mississauga Zoning By-Law 0225-2007, as amended, for Parking Precinct 1 (By-law 0117-2022, June 8, 2022). Additionally, the parking justification submitted by the Applicant is not satisfactory as the required Parking Utilization Study was not undertaken or provided for Staff review. For these reasons Staff do not support the proposed parking rates in this instance. Should the Applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site, and how such measures will reduce parking demand on-site.</p>
<p>City Transportation and Works Department (August 29, 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project and 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 to confirm the feasibility of the development proposal from an engineering standpoint. Should the application be approved by the Ontario Land Tribunal (OLT), the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure (i.e. servicing and/or public boulevard/road works) will be required to be addressed through an "H" Holding Zone Removal application (or OLT decision).</p>

Agency / Comment Date	Comments
	<p><u>Stormwater</u></p> <p>The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.</p> <p>The applicant has not yet demonstrated a satisfactory development concept. The subject site is within the Cooksville Creek floodplain, limiting the developable area of the site. Further technical information is required to demonstrate a site-specific flood mitigation strategy to allow for the safe development of the site.</p> <p><u>Traffic</u></p> <p>A Traffic Impact Study (TIS) and a Traffic and Parking Brief, prepared by R.J. Burnside & Associates dated March 2022 and December 2022, respectively, were submitted in support of the proposed development. Both submissions were reviewed and audited by Transportation and Works staff. Based on the information provided to date, staff require additional analysis and clarification on the information provided.</p> <p>The study concluded that the proposed development is anticipated to generate approximately 323 (114 in, 209 out), 387 (216 in, 171 out) two-way site trips for the weekday AM and PM peak hours in 2028, respectively.</p> <p>The following information is required to confirm feasibility of the proposal:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently; • Provide the future property line due for the required land dedications; • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA), dated August 2, 2022, and a Phase Two ESA, dated December 6, 2022 both prepared by Grounded Engineering Inc., were submitted in support of the proposed development. The Phase Two ESA identified soil contamination on the property; therefore, the following is to be submitted for review:</p> <ul style="list-style-type: none"> • A letter of reliance for the Phase One and Two ESA reports; • A delineation program and/or remedial action plan to address the identified contamination; • A completed Storm Sewer Use By-law Acknowledgement form;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • A written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; and, • A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u></p> <p>A Noise and Vibration Impact Study prepared by RWDI, dated December 12, 2022 was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic noise and stationary sources such as HVAC related equipment in the roof-top mechanical penthouse as well as various exhaust fans. Noise mitigation will be required in the form of upgraded building components as well as noise warning clauses included in the development agreement. Vibrations from the LRT is not expected to be a concern. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings that need to be revised. Should this application be approved by the OLT the required plans and drawings need to be revised/resubmitted to ensure compliance with City Standards.</p>
City Fire Department (January 26, 2023)	<p>When addresses for the buildings are confirmed, it is anticipated that Towers B and C will get Shepard Avenue addresses.</p> <p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site is acceptable.</p>
Trillium Health Partners (November 28, 2022)	<p>At this stage THP has no comment on the proposed development, but requests the applicant continue to clarify in its Planning Justification Report how the proposal responds to and aligns with the updated policies of Official Plan Amendment (OPA) 145 passed by City Council in August 2022 as the proposed development continues to evolve.</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>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Alectra Utilities - Bell Canada - Canada Post - City Community Services Department - Arborist Private Property - City Community Services Department - Arborist Public Property - Conseil Scolaire Viamonde - Greater Toronto Airport Authority - Enbridge Gas Inc. - Public Art Coordinator - Rogers Communications
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City Legal Services - GO Transit Metrolinx - Light Rail Transit Office

Development Requirements

There are engineering matters including: grading, environmental, 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.

10. Community Benefits Charge (CBC)

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the

Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge,

exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

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

11. “H” Holding Provision

Several technical details remain outstanding to confirm the feasibility of the development proposal. Should the application be approved by the OLT, the outstanding technical feasibility matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an H Holding Provision, which can be lifted upon:

- Execution of a satisfactory Development Agreement with appropriate clauses and Municipal Infrastructure Schedules
- Provision for a daylight triangle at the intersection of Dundas Street East and Shepard Avenue, to the satisfaction of the City of Mississauga
- Provision for a road allowance widening towards the ultimate 42.0 metre (137.8 ft.) right-of-way of Dundas Street East, as identified in the Official Plan
- Receipt of updated reports, including a Functional Servicing and Stormwater Management Report, Traffic Impact Study, and Noise and Vibration Report

- Receipt of revised drawings including grading plans, servicing plans, cross-sections, and architectural drawings showing any required noise barriers
- Updated Hydrogeological Report
- Receipt of a Record of Site Condition
- Receipt of satisfactory environmental studies and documents, including a reliance letter for the Phase One and Phase Two ESA, Remedial Action Plan, a Storm Sewer Use By-law Acknowledgement form, a letter certified by a Qualified Person stating that land to be dedicated to the City is environmentally suitable for the proposed use, and a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
- Receipt of a satisfactory Floodplain and Erosion Study and Environmental Impact Study to the satisfaction of the City and CVC

12. Site Plan

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

While the applicant has worked with City departments to address some site plan related issues through review of the concept plan, further revisions will be needed to address matters such as flood mitigation, building articulation, massing, and transportation matters. Through the site plan process, further refinements are anticipated.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit three apartment buildings with heights of 16, 27 and 29 storeys respectively, with 1,138 m² (12,249.3 ft²) of ground floor commercial and 836 m² (8,998.6 ft²) of commercial and flex space on the 2nd floor against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Based on review of the applicable Provincial, Regional and Municipal policies, the redevelopment of the site for tall buildings supports general intensification policies and supports transit investment. However, given it's proximity to the Cooksville Creek (natural feature), a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by the CVC.

Prior to considering the redevelopment of the lands for tall buildings, the delineation of the developable area on the land needs to occur to the satisfaction of the City and CVC. As of the writing of this report, there are outstanding technical studies that have not been submitted and staff are unable to make a determination on the appropriateness of development in the absence of knowing the developable area. As a result, support for the development applications is premature at this time.

Once the developable area has been delineated, and provided conformity with the built form and urban design policies of MOP

are achieved, tall buildings are appropriate in this location of the City.

However, the development as currently proposed, is not acceptable from a planning standpoint and should not be approved for the following reasons:

- The City and CVC is not satisfied that the developable areas have been appropriately delineated with respect to the floodplain and erosion hazards lands identified on the lands.
- There are a number of technical studies and issues that have not been properly addressed (e.g. Traffic Impact Study, Windy Study, Functional Servicing Report, Sun Shadow study) which may ultimately impact the development.
- Insufficient information has been provided to confirm adequate sanitary servicing capacity is available to service the proposed development.
- The applicant has not justified how the current proposal conforms to the aforementioned MOP criteria for tall buildings relating to sun shadow impact, scale and transition.
- The applicant has not justified the appropriateness of the zone standards being proposed.

Planning and Development Committee

October 23, 2023

OZ/OPA 22-16 W7
60 Dundas Street East

Recommendation Report

OLT Appeal – Non-decision within prescribed
timelines required by Provincial legislation

Subject Lands

60 Dundas Street East



Subject Lands



Looking southeast at the intersection of Dundas Street West and Shepard Avenue

Subject Lands



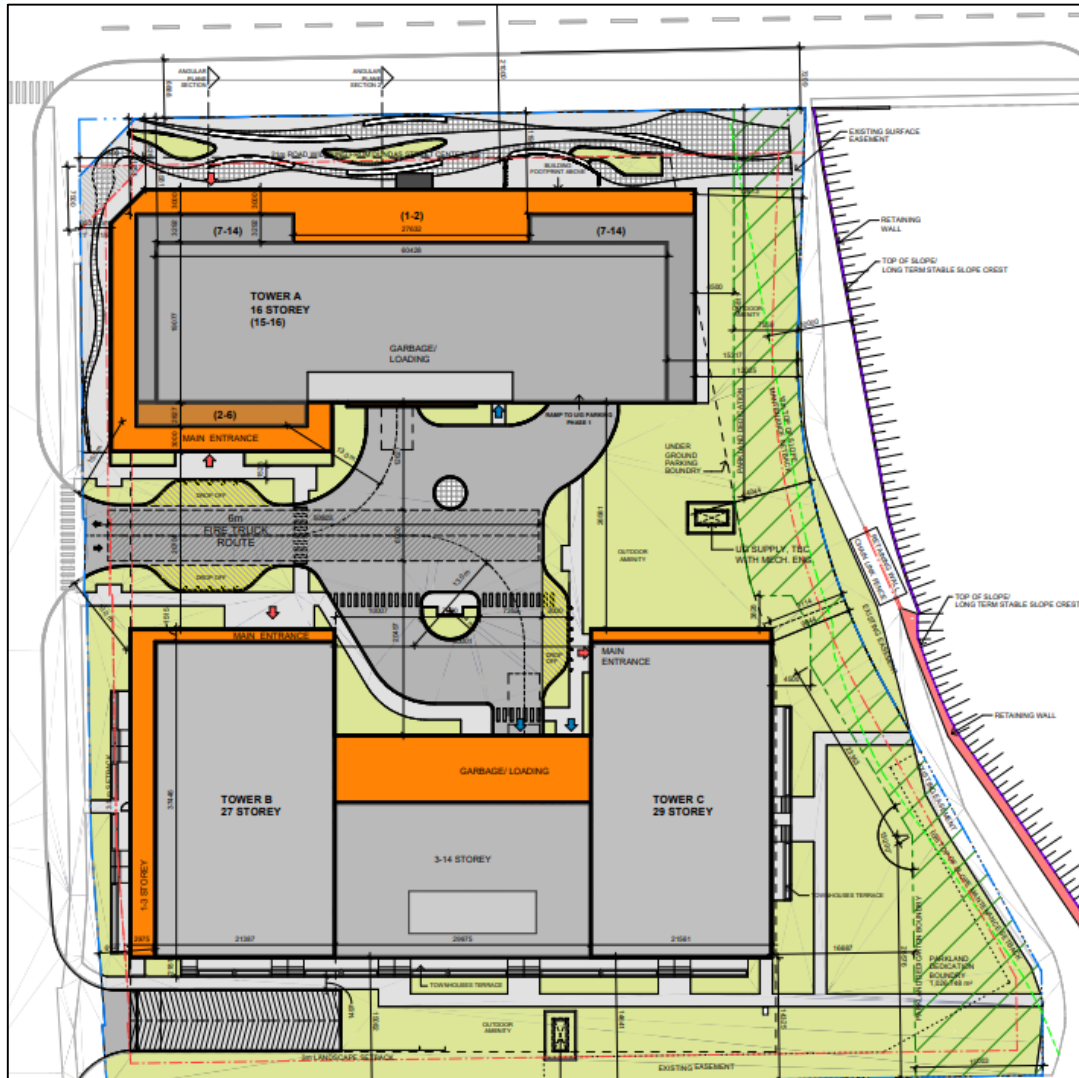
Looking south from Dundas Street East

Subject Lands



Looking northeast from
Shepard Avenue

Proposal



3 apartments (29, 27, and 16 storeys)

1,009 dwelling units

- 10.2% - studio
- 58.7% - 1 bdrm
- 29.2% - 2 bdrm
- 0.4% - penthouse
- 1.5% - townhouse

Ground floor commercial and 2nd storey 'flex' space

5 levels of underground parking

Proposed parkland dedication adjacent to creek

Rendering



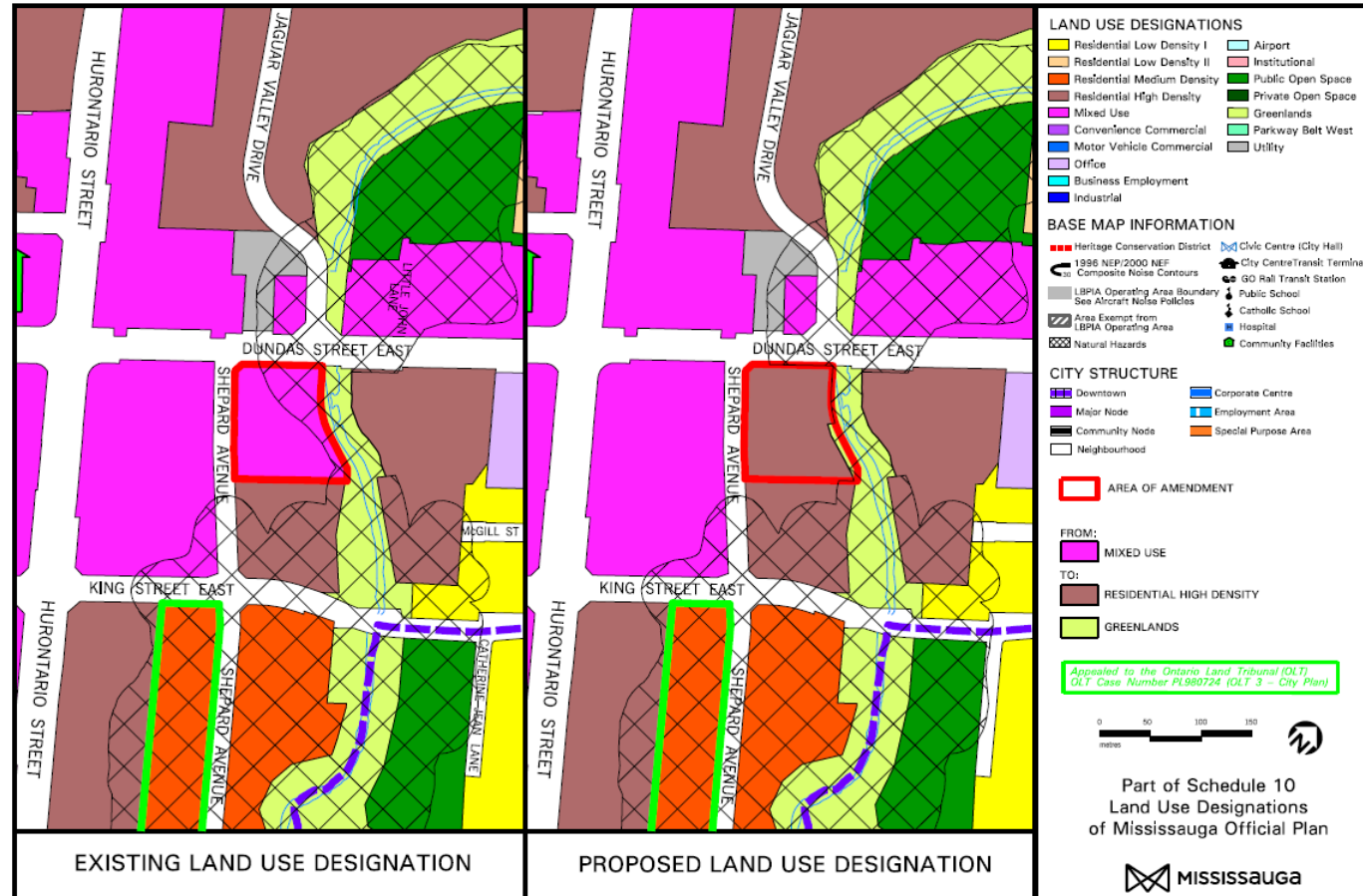
Rendering looking in a southerly direction

Mississauga Official Plan

Downtown Cooksville

Mixed use with a Natural Hazard overlay

Official Plan Amendment to redesignate to Residential High Density and Greenlands to permit a maximum height of 29 storeys.

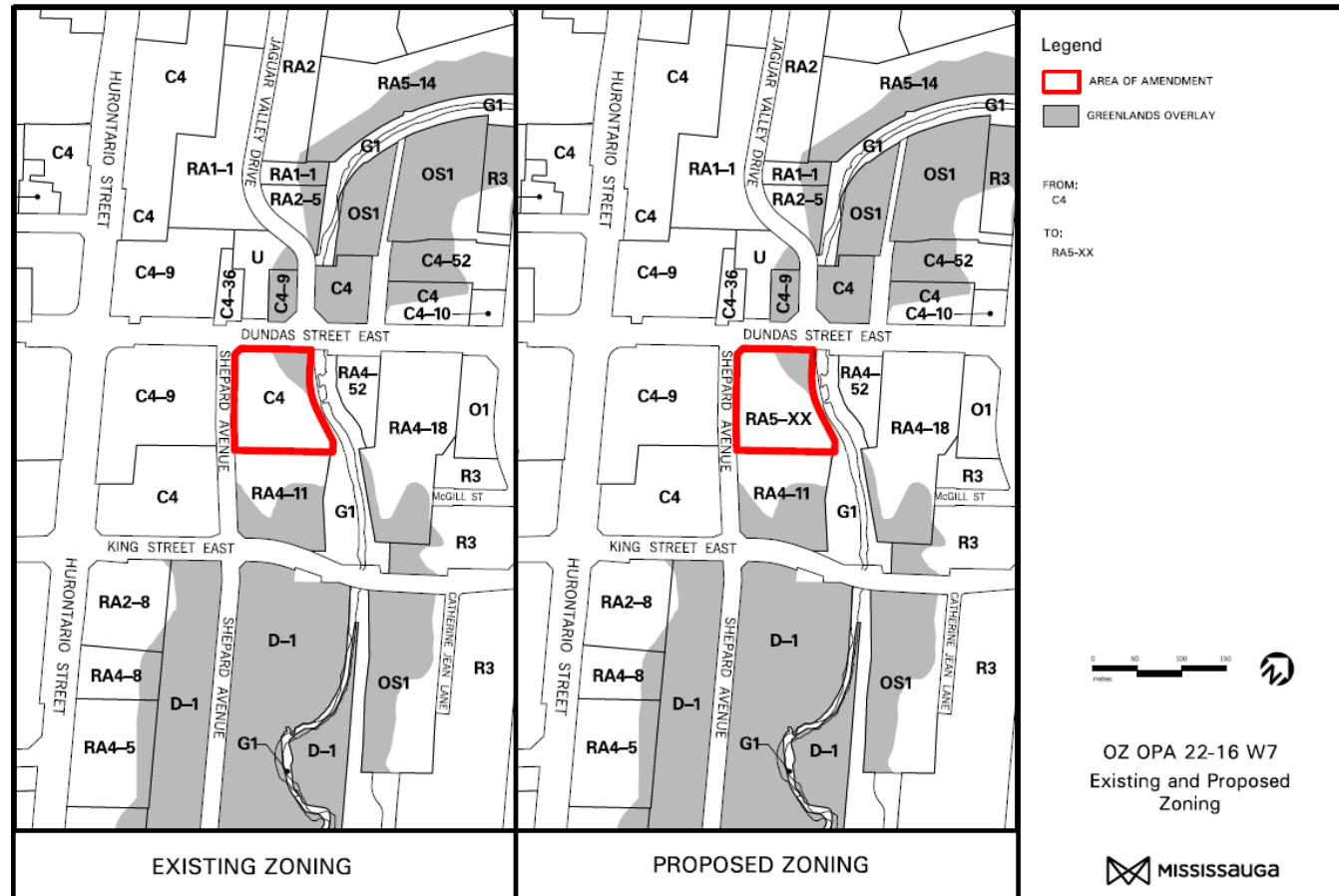


Excerpt from Downtown Cooksville Character Area

Zoning By-law

Existing
C4 (Mainstreet Commercial)

Proposed
RA5-XX (Apartments -
Exception)



Excerpt from Map 14

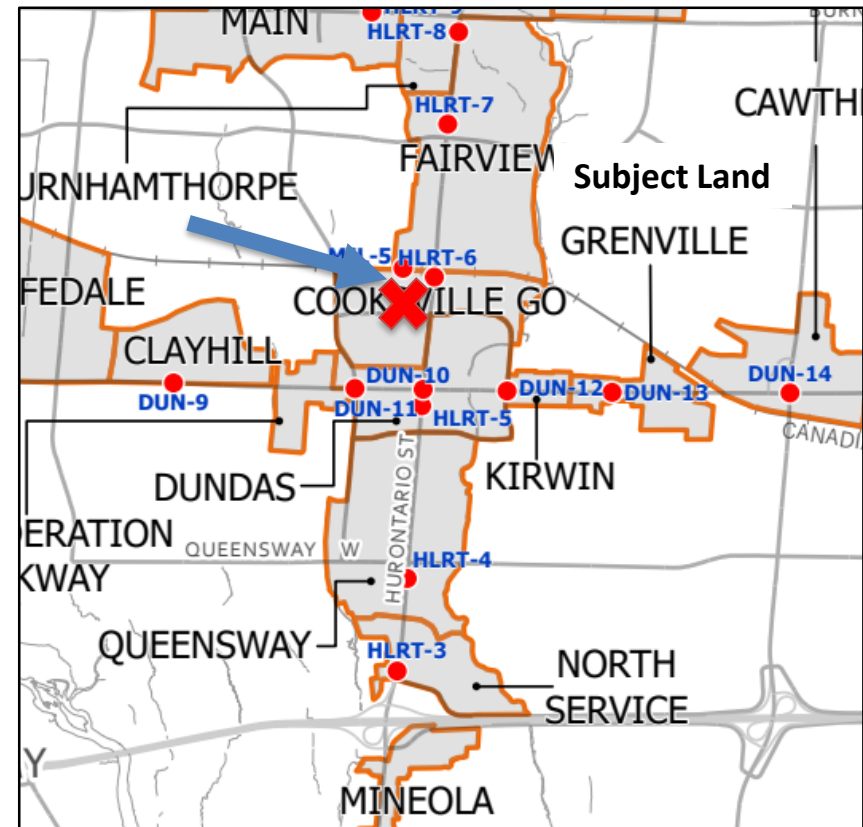
Milestones

- December 2021 – DARC Meeting
- August 2022 - Application submission / Application deemed complete
- April 2023 – Applicant appeal to Ontario Land Tribunal (non-decision within prescribed timeline of Provincial legislation)
- September 2023 – Case Management Conference – Ontario Land Tribunal
- November 2023 – 2nd Case Management Conference – Ontario Land Tribunal
- August 2024 – Hearing – Ontario Land Tribunal

Evaluation – Policy Framework

Growth Plan / Region of Peel Official Plan

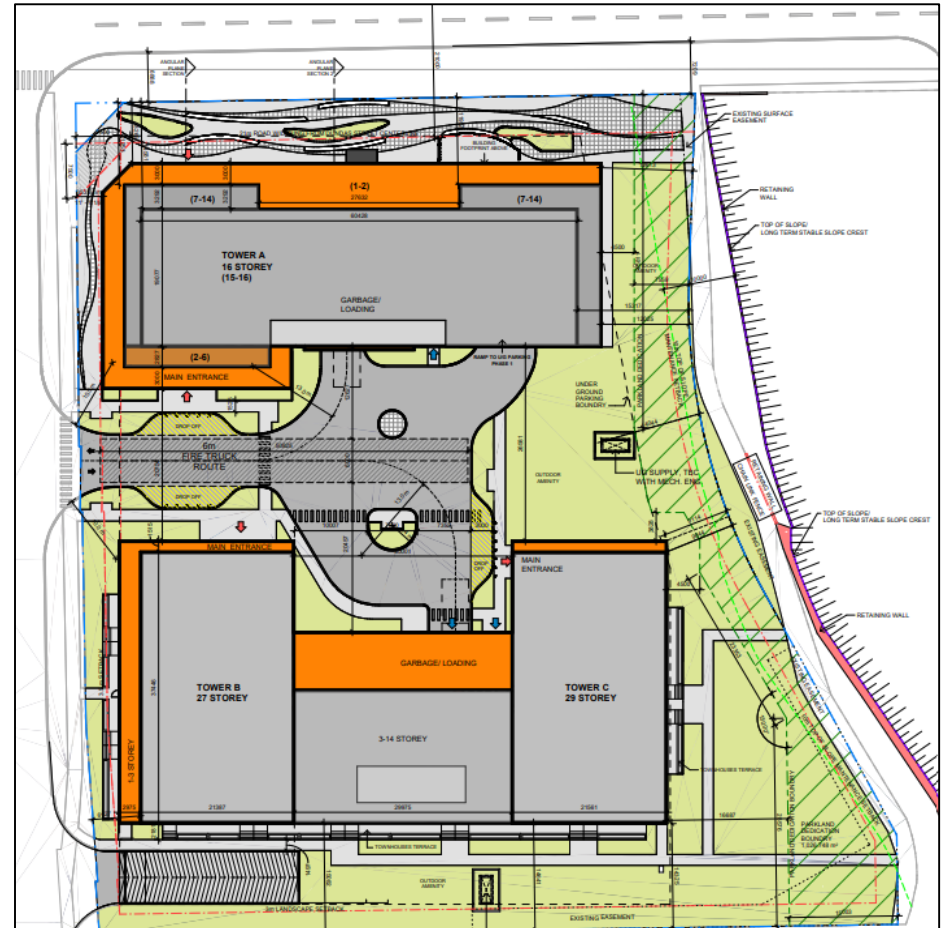
- Located in Downtown Cooksville Character Area (Primary Major Transit Station Area) with minimum density targets (300 people and jobs / Ha).
- Will exceed minimum density targets required based on current density, active and approved applications.
- Intensifying within built up area in proximity to transit, increasing housing supply



Source: MOPA 144

Concerns with Current Proposal

- Flood plain / Erosion Hazard
- Appropriateness of Zone standards
 - parking
 - setbacks
 - zones (Open Space vs. Residential)
- Built form
 - Sun shadow
 - Transition
 - Floor plate sizes
 - Tower separation



Evaluation – Policy Framework Sun Shadow Impact

Mississauga Official Plan

25 storey maximum height in Downtown Cooksville

Chapter 9 – policies for evaluating tall buildings

- Maximize sunlight on public realm
- Compatibility and integration with the public realm by ensuring adequate sunlight
- Minimize undue physical and visual negative impact relating to sun, shadow and wind.

Standards for Sun Shadows (Council adopted)

- Residential Private Amenity Spaces
- Public Realm
- Communal Outdoor Amenity Area

Proposal does not meet standards



Conclusion

- Staff support residential intensification on this site.
- Developable area has not been delineated, taking into account floodplain and erosion hazard lands.
- Development could be redesigned to conform to MOP criteria for tall buildings.
- The applicant has not justified requested zone standards.
- The development, as currently proposed, is not acceptable from a planning standpoint and should not be approved.
- Staff recommend that City Council direct Legal Services to attend the OLT hearing in support of the recommendation.

Thank you!

City of Mississauga
Corporate Report



<p>Date: October 4, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.06-INC (All Wards)</p>
	<p>Meeting date: October 23, 2023</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)

Official Plan and Zoning By-law Amendments to Permit Additional Residential Units

File: CD.06-INC (ALL WARDS)

Recommendation

That the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007, as detailed in Appendices 1 and 2 of the report dated October 4, 2023, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing Official Plan and Zoning By-law amendment be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007, be considered both the public meeting and a combined information and recommendation report.

Executive Summary

- The goal of the Increasing Housing Choices in Neighbourhoods Study is to expand the range of low-rise housing types and tenures within Mississauga, including additional residential units (ARUs).
- ARUs contribute to the creation of complete communities by modestly increasing ground-related housing supply and making efficient use of existing infrastructure and services. The introduction of ARUs within neighbourhoods also provides opportunities for residents to incorporate multi-generational living, age-in-place and a means of supplementing mortgage income.

- To implement the legislative changes under the *Planning Act* mandating the permission of three units on a residential parcel, staff are proposing Official Plan and Zoning By-law amendments that introduce ARUs in a manner that is complementary to local context and interests.

Background

PROVINCIAL LEGISLATIVE CHANGES

Ontario is facing significant housing challenges and increasing supply is becoming a strategic priority for all levels of government. Bill 23, the *More Homes Built Faster Act, 2022* received Royal Assent on November 28, 2022 requiring municipalities to amend their Official Plans and Zoning By-laws to permit up to three units on a detached, semi-detached, or townhouse lot. Bill 23 was intended to promote gentle infill and diverse housing options within neighbourhoods to reach the goal of building 1.5 million homes over ten years.

The City is also undertaking its ten year review and update of the Mississauga Official Plan (MOP), which includes re-examining land use policies to respond to evolving trends as well as to bring MOP into conformity to Provincial regulations. Through the Official Plan review, amendments are proposed that will implement the Province's legislative requirements and prioritize providing a broader range of gentle infill housing options within low-rise residential neighbourhoods.

Although Bill 23 mandates, and does not allow any rights of appeal against an Official Plan and Zoning By-law permitting the use of three units on a residential parcel, municipalities still have broad authority to introduce policy or regulatory options that are complementary to local context and interests.

INCREASING HOUSING CHOICES IN MISSISSAUGA'S NEIGHBOURHOODS STUDY

In order to meet the Provincial requirements of Bill 23, and recognizing that low density neighbourhoods present an opportunity to create more diversity in the housing stock, allow aging-in-place, and address declining population in some neighbourhoods, Mississauga has taken the following steps:

- April 19, 2021: Council endorsed the report titled "Official Plan Review – Scope of work for Increasing Housing Choices in Mississauga's Neighbourhoods Study". The report proposed undertaking a study that would explore opportunities for increasing ground-related housing supply within Mississauga, including ARUs.
- April 17, 2023: Council received the report titled "Official Plan Review – Update on the Increasing Housing Choices in Neighbourhoods Study" for information. This report provided an update to the ongoing IHCN study, an overview of the preliminary Official Plan and Zoning By-law recommendations to implement the permission of a minimum of three units on a residential lot, and stated that multiplexes of four units or more would be reviewed in the near future.

The purpose of this report is to provide recommendations on the legislatively required three units. The meeting of Planning and Development Committee (PDC) on October 23, 2023 will constitute the statutory public meeting for the proposed amendments.

Comments

COMMUNITY ENGAGEMENT

The IHCN study commenced in April 2021 and included an extensive communication and community engagement process to help educate members of the public about gentle density, understand local context and interests, and test concept designs for different housing typologies. In total, 1,128 public survey responses were received, 63 members of the public attended a virtual meeting, and 12 stakeholder groups were consulted. Many of the key questions received by meeting attendees are answered below.

The feedback that was received from the public and stakeholders were taken into consideration as staff have developed the following recommendations. For further information regarding consultation, see Appendix 1, Community Engagement Section.

PROPOSED ZONING BY-LAW AMENDMENTS

To align with the requirements of Bill 23, staff are recommending that up to three residential units on detached, semi-detached, and townhouse lots be permitted in the following formats:

- Three units within the main dwelling; or
- Two units within the main dwelling and one unit in a separate building.

A comprehensive summary of the proposed Zoning By-law amendments can be found in Appendix 2 of this report.

1. How will new ARUs be compatible with existing neighbourhoods?

Staff are recommending an approach that aims to align the proposed regulations for ARUs with existing Zoning By-law provisions for detached garages or primary dwellings. For attached ARUs, there is no recommended change for the regulations, as they will be contained within the main dwelling. For detached ARUs (i.e. coach house), the regulations will be aligned with the standards for detached garages. Taking this approach allows visible growth in existing neighbourhoods that is gradual and relatively more familiar in scale to what is permitted and exists today within the City.

Appendix 3 includes simplified 3D renderings of one-storey and two-storey detached ARUs, with the Zoning By-law regulations as proposed in this report.

2. How will the streetscape impact for detached ARUs be limited?

Smart Density, urban design consultants, were retained to prepare infill housing concepts that were generally compatible with existing community contexts with most common Mississauga properties. It was determined that a one-storey detached ARU with a maximum size of 55 m²

(592 ft²) would be the most appropriate. This size of ARU would allow for a functional unit that would maintain privacy, while minimizing visual impact on the streetscape. Staff are proposing that a detached ARU can be a maximum of 10% of the lot area up to a maximum of 100 m² (1,076 ft²), if it is located on a larger lot (see Table 1). Detached ARUs will also be limited to locate within the rear yard of the primary dwelling, balancing both objectives of minimized streetscape impact and maximized privacy. The exception to this requirement would be corner lots zoned **R1**, **R2**, **R3**, and **R8**, which have shallow rear yards and increased exterior yards, and would be permitted to introduce a detached ARU within either.

One-Storey Detached ARU – Maximum Gross Floor Area & Height	
Maximum ARU size on lot with a lot area less than or equal to 550 m ² (5,920 ft ²)	55 m ² (592 ft ²)
Maximum ARU size on lot with a lot area greater than 550 m ² (5,920ft ²)	10% of the lot area, capped at 100 m ² (1,076 ft ²)
Maximum Height	Sloped roof: 4.6 m (15 ft.) Flat roof: 3.0 m (9.8 ft.)

Table 1: Maximum permitted size and height for one-storey detached ARUs.

Two-storey detached ARUs will be restricted to lots with a lot area greater than 750 m² (8,073 ft²) and through lots, and will require greater setbacks relative to one-storey detached ARUs. Staff recognize that larger lots can accommodate a bigger structure, and increased setbacks will mitigate streetscape impact and maintain privacy (See Tables 2 and 3). Additionally, through lots, as a result of having two property lines abutting a street or private road, will limit impact on adjacent properties and make efficient use of existing road access where available.

Two-Storey Detached ARU – Maximum Gross Floor Area & Height	
Maximum size for lot with lot area greater than 750 m ² (8,073 ft ²)	10% of the lot area, capped at 100 m ² (1,076 ft ²)
Maximum Height	Sloped roof: 6.8 m (22.3 ft.) Flat roof: 5.8 m (19 ft.)

Table 2: Maximum permitted size and height for two-storey detached ARUs.

3. How will greenspace be maintained or maximized with the introduction of detached ARUs?

Members of the public expressed a desire for maximizing open greenspace, to provide amenity area for residents and to create opportunities for landscaping. The proposed minimum rear, interior, and exterior setbacks will optimize the amount of space between the primary dwelling

and a detached ARU (See Table 3). This is intended to help create a contiguous, shared outdoor amenity area. Maximizing rear yard space also allows soft landscaping and tree preservation opportunities, helping to manage stormwater runoff onsite.

	One-Storey Detached ARU	Two-Storey Detached ARU
Minimum interior setback	0.6 m (2 ft.)	1.8 m (5.9 ft.)
Minimum rear setback	0.6 m (2 ft.)	1.8 m (5.9 ft.)
Minimum exterior side setback	2.5 m (8.2 ft.)	4.5 m (14.8 ft.)

Table 3: Required setbacks for a one-storey detached ARU and two-storey detached ARU.

4. Will there be adequate parking to accommodate the introduction of ARUs?

Staff recognize that requiring additional parking spaces could further deteriorate soft landscaping conditions on the site and note that members of the public expressed the greatest preference for shared parking arrangements. Further, the Zoning By-law currently requires two parking spaces for a detached, semi-detached, or townhouse dwelling. As such, staff are proposing that no additional parking spaces will be required for ARUs.

Staff within the Traffic Management and Municipal Parking Division are currently undertaking the Parking Matters 2.0 project which will provide recommendations in regards to the City's parking permit system, lower driveway boulevard parking permissions, parking fees, and digital parking solutions. These elements will likely take time to implement, but will assist in managing future residential area on-street parking demand.

5. How much would it cost to construct an ARU?

Parcel Economics, a financial analysis firm, was retained to provide insight into the financial feasibility of ARU typologies from the perspective of typical homeowners and/or developers. Financial performance varied significantly (see Table 4), but the greatest promise was exhibited by attached garage conversions and one-storey detached ARUs, as they presented a desirable mix of:

- relatively low initial cash equity requirements;
- quicker construction timelines; and
- decent revenue generating opportunities relative to upfront construction costs.

ARU Development Cost Estimates	
One-Storey Detached ARU (1-bedroom)	\$249,000
Two-Storey Detached ARU (2-bedroom)	\$424,000
Laneway Suite	\$395,000
Attached Garage Conversion	\$86,000 to \$92,000

Table 4: Cost estimates to newly construct various ARU typologies, October 2022.

Staff recognize that proponents of other ARU typologies could be motivated by non-financial goals, such as multi-generational housing and creating a ground-oriented and barrier-free unit.

6. Will ARUs contribute to rental or ownership housing stock?

ARUs are intended to increase the rental housing stock. New Official Plan policies are proposed that aims to restrict ARUs from becoming severable infill housing. The proposed ARUs would be rental in tenure to increase much needed low-rise rental housing options in communities. Severed ownership will not be permitted at this time as the need for new rental units is currently a greater priority and easier to implement. Please see Appendix 2 for further details regarding the proposed Official Plan amendments.

7. How many ARUs will be constructed?

Staff anticipate that changes to neighbourhoods will be gradual and will likely not lead to large shifts in the number of second and third units. The licensing of second units in Mississauga may serve as an indicator for the potential number of ARUs. Approximately 400 second units are introduced per year, although staff note these units may be easier to introduce in comparison to third units. In conjunction with the costs associated to construct an ARU, staff recognize that certain lots will not be able to accommodate an ARU. All ARUs require a building permit to determine Zoning By-law and Ontario Building Code compliance and certain housing types and lot configurations can present compliance challenges. Staff are intending to internally monitor and review the uptake of ARUs, which will also help to determine if further changes to the Zoning By-law may be necessary to respond to evolving issues or trends.

ARU PERMIT DRAWING GUIDELINES

To facilitate and streamline the implementation of ARUs, staff within the Building Division are working to introduce sample/typical ARU designs that could be utilized by the public. These drawings are intended to provide examples of detached ARU scenarios and serve as a guide for homeowners considering a detached ARU on their lot. The permit drawing guidelines are expected to be available to the public by Q1 of 2024.

LINK TO OTHER GENTLE DENSITY WORK

The table below shows the status of this project (see Table 5, line 1) in the context of other gentle density zoning initiatives that are underway by the City.

	Zoning By-law Review	Information Report Timing	Recommendation Report Timing
1.	Three units per lot (ARUs), as per Provincial requirement	April 17, 2023 Council	October 23, 2023 PDC
2.	"R" Zone consolidation	October 23, 2023 PDC	Q1 2024
3.	Multiplexes (four units or more)	Q1 2024	Q3 2024
4.	Expanded Street Townhouse Permissions	Pending experience with "R" Zone consolidation	---

Table 5: Gentle density zoning initiatives to increase housing choices within neighbourhoods in Mississauga.

PLANNING ANALYSIS SUMMARY

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 *Provincial Policy Statement (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.

The proposed amendments are consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. A detailed planning policy analysis can be found in Appendix 1 of this report.

Financial Impact

The City of Mississauga uses Development Charges and Cash-in-Lieu Parkland as revenue tools to collect funds, among other financial mechanisms. Along with changes to the *Planning Act*, the Province's Bill 108 and Bill 23 also introduced changes to the *Development Charges Act, 1997* and parkland contribution requirements. These changes exempt ARUs from development charges and any parkland contributions, in an effort to promote their construction.

Conclusion

There are many factors influencing housing attainability, however, lack of housing options and affordability remain at the forefront. The City plays an important role in creating a policy framework that works to encourage and expand the range of low-rise housing forms and tenures permitted in residential neighbourhoods. ARUs broaden the range of gentle infill housing options, modestly increase ground-related housing supply, and contribute towards complete communities by creating opportunities to age-in-place and for multi-generational living.

It is pertinent and timely that the City continue to expand housing options and tenures in Mississauga. In summary, the proposed Official Plan and Zoning By-law amendments are

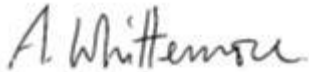
acceptable from a planning standpoint and should be approved.

Attachments

Appendix 1: Detailed Planning Analysis

Appendix 2: Proposed Zoning By-law and Official Plan Amendments

Appendix 3: Simplified 3D Renderings of Detached ARUs



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

Prepared by: Ameena Khan, Planner

Information/Recommendation Report Detailed Planning Analysis

City-Initiated Zoning By-law and Official Plan Amendment

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1. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Provincial Policy Statement (PPS)</p>	<p>Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. (PPS Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.6)</p>	<p>Healthy, liveable and safe communities are sustained by: accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. (PPS 1.1.1.b)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources. (PPS 1.1.3.2.a)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which: are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion. (PPS 1.1.3.2.b)</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 by permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities. (PPS 1.4.3.b.1)</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 by permitting</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>and facilitating: all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3. (PPS 1.4.3.b.2)</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 by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (PPS 1.4.3.c)</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 by: promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. (PPS 1.4.3.d)</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 by: establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. (PPS 1.4.3.f)</p>
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Applying the policies of this Plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. (Growth Plan 2.2.1.4.a)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. (Growth Plan 2.2.1.4.c)</p> <p>Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: identifying a diverse range and mix of housing options and densities, including</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>additional residential units and affordable housing to meet projected needs of current and future residents (Growth Plan 2.2.6.1.a.i.)</p> <p>Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by: considering the range and mix of housing options and densities of the existing housing stock. (Growth Plan 2.2.6.2.c)</p> <p>Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by: planning to diversify their overall housing stock across the municipality. (Growth Plan 2.2.6.2.d)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Regional Council adopted a new ROP on April 28, 2022 and the Minister of Municipal Affairs and Housing approved the new ROP with 44 modifications on November 4, 2022.</p> <p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate proposed zoning by-law amendments.</p>	<p>The ROP identifies the lands affected by the proposed zoning by-law amendments as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.2, include providing a diversity of complete healthy communities, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.</p> <p>It is the policy of Regional Council to:</p> <p>To promote the development of compact, complete communities by supporting intensification and higher density forms of housing. (ROP 5.9.1)</p> <p>To make housing available for diverse populations, including the provision of accessible housing and appropriate support services. (ROP 5.9.5)</p> <p>To consider barriers to housing, including social and economic factors. (ROP 5.9.6)</p> <p>Direct the local municipalities to include policies in local municipal official plans that permit additional residential units, including: a) the use of two residential units in a detached house, semi-detached house, or rowhouse; and b) the use of a residential unit in a building or structure ancillary to a detached house, semidetached house, or rowhouse. (ROP 5.9.14)</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 in the recently released Growth Plan, 2020.

The following policies are applicable in the review of the proposed Official Plan and Zoning By-law amendment. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for: the development of a range of housing choices in terms of type, tenure and price. (Section 7.2.2.a)</p>
Chapter 8 Create a Multi Modal City	<p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. (Section 8.4.2)</p>
Chapter 9 Build A Desirable Urban Form	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that: demonstrates context sensitivity, including the public realm. (Section 9.1.10.c)</p> <p>The city vision will be supported by site development that: promotes universal accessibility and public safety. (Section 9.1.10.d)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: respect existing lotting patterns. (Section 9.2.2.3.a)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: respect the scale and character of the surrounding area. (Section 9.2.2.3.c)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: minimize overshadowing and overlook on adjacent neighbours. (Section 9.2.2.3.d)</p>

	General Intent
	<p>While new development need not mirror existing development, new development in Neighbourhoods will: incorporate stormwater best management practices. (Section 9.2.2.3.e)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: preserve mature high quality trees and ensure replacement of the tree canopy. (Section 9.2.2.3.f)</p> <p>Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles. (Section 9.4.3.1)</p>
Chapter 19 Implementation	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated: Mississauga Official Plan. (Section 19.4.2.a)</p> <p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated: Mississauga Zoning By-law. (Section 19.4.2.b)</p>

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

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

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

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

3. Consistency with PPS

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards. Several revisions to the Official Plan and Zoning By-law are proposed, however, only the proposed amendments related to additional residential units (ARUs) are influenced by the policies contained in the PPS.

Section 1.1.1.b of the PPS speaks to healthy, liveable, and safe communities being sustained by a multitude of factors, including the ability to accommodate for a range of affordable and market-based residential types to meet long-term needs, including in the form of ARUs. The proposed Official Plan and Zoning By-law amendments outline the policy framework and development

standards to introduce ARUs, diversifying the housing stock and unlocking a new form of housing that can be suitable for all stages of life.

Sections 1.1.3.2.a and 1.1.3.2.b directs land use patterns within settlements areas to be based on densities and a mix of land uses that makes efficient use of existing land, infrastructure and services, without the need for unnecessary expansions. Sections 1.4.3.c and 1.4.3.d similarly directs planning authorities to provide for an appropriate range and mix of housing options by permitting and facilitating new housing towards areas where existing infrastructure, services, land, resources, and transit can be made use of. The introduction of ARUs allows for gentle density infill housing that makes efficient use of infrastructure and services already available within the City's neighbourhoods.

Sections 1.4.3.b.1 and 1.4.3.b.2 directs planning authorities to provide for an appropriate range and mix of housing options and densities that can meet social, health, economic, and well-being requirements, including in the form of ARUs. ARUs unlock a new form of ground-related rental housing, support multi-generational living and aging in place, and can act as a means of supplemental mortgage income. Introducing ARUs serves a multitude of socio-economic purposes and households of varied sizes, needs, and incomes.

Section 1.4.3.f directs planning authorities to provide for an appropriate range and mix of housing options and densities by establishing development standards for residential development and intensification that can minimize the cost of housing and facilitate compact form. ARUs contribute to gentle

infill housing that is comparatively more compact and cost-effective to other housing infill options. Further, introducing development standards for ARUs that align with existing Zoning By-law provisions for detached garages is aimed at easing their conversion, intended to further reduce costs for residents.

The proposed Official Plan and Zoning By-law amendment to introduce ARUs is consistent with the PPS' goal to introduce a diverse range of housing options that efficiently uses existing infrastructure and services, serves residents in all stages of their lives, and fosters complete communities.

4. Conformity with Growth Plan

The Growth Plan is a long-term plan for the Greater Golden Horseshoe, designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier, and more affordable for people of all ages. Several revisions to the Official Plan and Zoning By-law are proposed, however, only the proposed amendments related to the introduction of ARUs are influenced by the policies contained in the Growth Plan.

Sections 2.2.1.4.a and 2.2.1.4.c supports the achievement of complete communities that feature a diverse mix of land uses and housing options, can make use of convenient access to amenities and services, and can accommodate people at all stages of their lives.

Sections 2.2.6.2.c and 2.2.6.2.d directs municipalities to support the achievement of complete communities by diversifying

housing options, while taking into consideration the range, density, and mix of the existing housing stock.

ARUs are a new form of ground-related housing that makes efficient use of the existing housing stock, and which can benefit from readily available access to neighbourhood amenities and services. ARUs also contribute to the creation of complete communities by providing housing options that can accommodate household needs as they evolve over time.

The proposed amendments to facilitate the introduction of ARUs are consistent with the Growth Plan as it would reinforce the Growth Plan's objectives for directing growth in a diverse manner that supports long-term needs, fosters complete communities, and efficiently uses land and resources.

5. Region of Peel Official Plan

The Region of Peel Official Plan is a long-term plan for managing Peel's growth and development. Several revisions to the Official Plan and Zoning By-law are proposed, however, only the proposed amendments related to the introduction of ARUs are influenced by the policies contained in the ROP. The proposed amendments are located within the Urban System of the Region of Peel, however, they do not require an amendment to the Region of Peel Official Plan.

Sections 5.9.1, 5.9.5, and 5.9.6 of the ROP recognizes the importance of higher density forms of housing that can contribute to compact, complete communities, and also considers the diverse needs of the population and their barriers

to housing. ARUs contribute to the creation of complete communities by modestly increasing ground-related housing supply and making efficient use of existing infrastructure and services. The introduction of ARUs within neighbourhoods also provides opportunities for residents to incorporate multi-generational living, age-in-place, and have supplemental mortgage income.

Overall, the proposed amendments conform to the ROP as ARUs represent efficient and safe use of land, and promotes the creation of complete communities which offer a diverse range of housing options.

6. Mississauga Official Plan (MOP)

Mississauga's Official Plan guides how the City will grow and develop, outlines the goals and policies intended to be achieved by 2031, and as required by the *Planning Act*. Several revisions to the Official Plan and Zoning By-law are proposed, however, only the proposed amendments related to the introduction of ARUs are influenced by the policies contained in MOP.

Sections 7.1.6, 7.2.1, and 7.2.2 recognize the components of a complete community include diverse housing options that can suit the evolving needs of residents, and land uses that can make efficient using of existing infrastructure and services. Many residents face the problem of being unable to afford housing that can suit their needs at every stage of life. ARUs allow for gentle intensification within neighbourhoods, to make use of existing infrastructure and services, and to allow

residents flexible housing options that can cater to evolving needs.

Section 8.4.2 encourages shared use of parking, and off-site parking where considered appropriate. The proposed amendments do not require additional parking to be provided for ARUs. This provides flexibility to the homeowner, allowing the ability to share parking spaces with a potential second or third unit.

Section 9.2.2.3 lists the criteria for new development within neighbourhoods and recognizes that it does not have to mirror existing development. Instead, it should be sensitive to the existing and planned character of the neighbourhood and natural environment. Sections 5.1.7, 5.3.5.6, and 9.1.3 similarly speaks to growth being introduced in a manner that protects and conserves neighbourhoods, is contextually suitable, and provides appropriate transition.

The proposed Official Plan and Zoning By-law amendments are intended to introduce development standards for ARUs that contextually fit the existing built form and scale of the neighbourhood. Aligning the majority of the regulations for ARUs to detached garages if detached, and to the base Zone if attached, allows visible growth in neighbourhoods that is more gradual and transitional.

Section 19.4.2, recognizes Mississauga's Official Plan and Zoning By-law as needing to be regularly evaluated to ensure policies of MOP are implemented. Official Plan and Zoning By-law amendments are proposed that implements the Province's legislative requirements for three units as-of-right and prioritizes

providing a broader range of gentle infill housing options within lower-rise residential neighbourhoods.

The proposed Official Plan and Zoning By-law amendment to introduce ARUs is consistent with MOP as it would nurture complete communities by broadening the range of gentle infill housing options, in a manner that is complementary to local context and interests.

7. Zoning

Please see Appendix 2: Proposed Zoning By-law and Official Plan Amendments in this regard.

8. Community Engagement

The Increasing Housing Choices in Neighbourhoods (IHCN) study commenced in April of 2021 and included an extensive communication and community engagement process to help educate members of the public about gentle density, understand local context and interests and test concept designs for different housing typologies.

Since then, staff have engaged in consultation on multiple occasions through a variety of methods. Online surveys were made available to the public from April to December of 2021 and June to August of 2022, virtual meetings with focused stakeholder groups were held throughout the last quarter of 2021, and a virtual public meeting was hosted on June 23, 2021. Members of the public and stakeholder groups were asked for their input on introducing a variety of housing options to provide for gentle densification. In total, 1,128 public survey responses

were received, 63 members of the public attended the virtual meeting, and 12 stakeholder groups were consulted.

At each study milestone, staff engaged and communicated with community members and interested groups using a variety of methods. During the project's first virtual community meeting on June 23, 2021, attendees participated in online breakout rooms to discuss how creating more housing options could be beneficial for residents City-wide. In addition to capturing notes, a graphic illustrator was used to document feedback in a visual way. Two online surveys – featuring photos, graphics and floor plans – were issued to gauge general interest in new housing choices (April to December 2021) and to take detailed feedback on concept designs (June to August of 2022). An on-demand explainer video was posted on the project website to complement the second survey.

Recognizing the importance of capturing qualitative feedback, staff also held virtual meetings with focused stakeholder groups, including equity-deserving groups, not-for-profits, ratepayer associations and housing cooperatives throughout the last quarter of 2021. The input these groups provided helped the team better understand their needs and the pressures they were facing. To increase overall education and awareness, the project was broadly communicated using the City's e-newsletter, corporate social media channels and advertisements, traditional media outreach and the digital signage network.

Generally, residents and stakeholders support the introduction of ARUs within neighbourhoods as a way to increase opportunities for multi-generational living, aging-in-place, and supplementing mortgage income. It was also understood that

gentle densification could make efficient use of existing infrastructure by modestly increasing ground-related housing supply, which may also unlock the potential for creating relatively more affordable units.

The majority of residents preferred ARUs that maximized yard space to allow opportunities for gardening and recreation, incorporated shared parking to minimize hard surfaces on site, and used discreet entrances (i.e. side entrance, covered side entrance, indoor common entrance) as a way to lessen streetscape impact. Ultimately, most residents preferred balanced design objectives such as maximizing privacy, with maintaining the livability and functionality of new and existing dwellings.

Staff have continued to update members of the public leading up to the draft zoning regulations and will undertake additional communication and engagement efforts as future phases of the IHCN project roll out to support the City's efforts to increase gentle density in Mississauga.

9. Conclusions

City staff have evaluated the proposed amendments against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

Based on the above analysis, staff are of the opinion the proposed Official Plan and Zoning By-law amendments are consistent with the *Provincial Policy Statement* and conform to the Region of Peel Official Plan. Further, staff are of the opinion the proposed amendments can be supported, as they will

implement the Province's legislative requirements, and would expand the range of low-rise housing forms and tenures permitted in residential neighbourhoods.

Proposed Zoning By-law Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation, Enforcement and Definitions			
1.	Sentence 1.1.2.3.3 – Exception Zones and Exception Zone Schedules	Introduce ‘Sentence 1.1.2.3.3’ that allows three units as-of-right on residential lots, notwithstanding Exception Zones and Exception Schedules.	Exception Zones and Exception Schedules take precedence in the Zoning By-law in terms of uses and maximum dwelling units permitted. To align with the requirements under the <i>Planning Act</i> , municipalities are required to update their Zoning By-law to permit the use of three units as-of-right on the same lot as a detached, semi-detached, or townhouse dwelling.
Section 1.2: Definitions			
1.	Attached Additional Residential Unit (Attached ARU)	Introduction of a newly defined term, ‘Attached Additional Residential Unit’, within the Zoning By-law. This definition aims to capture the Province’s requirements for municipalities to amend their Zoning By-law to permit the introduction of up to two attached ARUs in conjunction with a detached, semi-detached, or townhouse dwelling.	The intent for introducing a definition for “Attached Additional Residential Unit” is to capture self-contained units that are located within a detached, semi-detached, or townhouse dwelling.
2.	Detached Additional Residential Unit (Detached ARU)	Introduction of a newly defined term, ‘Detached Additional Residential Unit’, within the Zoning By-law. This definition aims to capture the Province’s requirements for	The intent for introducing a definition for “Detached Additional Residential Unit” is to capture self-contained units that are located within an ancillary structure on

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
		municipalities to amend their Zoning By-law to permit the introduction of up to one detached ARU in conjunction with a detached, semi-detached, or townhouse dwelling.	the same lot as a detached, semi-detached, or townhouse dwelling.
3.	Floor Area – Detached ARU	Introduction of a newly defined term, ‘Floor Area – Detached ARU’, within the Zoning By-law. This definition is aimed at appropriately calculating the size of detached ARUs.	Existing Zoning By-law definitions do not adequately capture how the area of a detached ARU would be calculated. A new definition is proposed which simplifies that the area of a detached ARU would be calculated by the sum of the floor area of each storey.
4.	Gross Floor Area (GFA) – Infill Residential	Amend the definition of Gross Floor Area (GFA) – Infill Residential to include attached ARUs, and exclude detached ARUs.	To avoid detached ARUs from being included in the Gross Floor Area (GFA) – Infill Residential calculation, the definition will be amended to explicitly exclude detached ARUs.
5.	Second Unit	Delete definition for “Second Unit”.	To avoid redundancies with new definitions that capture secondary and tertiary units, the definition for “second unit” will be deleted.
Part 4: Residential Zones			
1.	Subsection 4.1.1 – Dwelling Unit	Delete Subsection 4.1.1, containing the general provisions for a “Dwelling Unit”.	To ensure the Zoning By-law does not contradict Provincial legislative requirements, Subsection 4.1.1 –

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			Dwelling Unit will be deleted and replaced with the regulations for ARUs.
2.	Subsection 4.1.1 – Additional Residential Units	Introduce ‘Subsection 4.1.1 – Additional Residential Units’, which will include where detached and attached ARUs are permitted and their applicable provisions.	Although the the <i>Planning Act</i> mandates three units as-of-right on the same lot as a detached, semi-detached, or townhouse dwelling, municipalities still have the opportunity to introduce policy or regulatory options. Subsection 4.1.1 contains all provisions applying to ARUs across the City of Mississauga.
3.	Article 4.1.1.1 and Table 4.1.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.1’ and ‘Table 4.1.1.1 – Additional Residential Units’ in Subsection 4.1.1 – Additional Residential Units, outlining the base zones where detached and attached ARUs will be permitted (including the maximum permitted per lot), and the applicable development standards.	<p>To align with the requirements of the <i>Planning Act</i>, a maximum of two attached ARUs, or alternatively one detached ARU and one attached ARU will be permitted in conjunction with a detached, semi-detached or townhouse dwelling in zones R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, RM1, RM2, RM3, RM5, RM6, and RM7. Both scenarios would cumulatively allow for three units on a new or existing residential lot.</p> <p>Three unit dwellings (attached ARUs) will be subject to the regulations of the base zone in which they are located and Subsection 4.1.1, while detached ARUs would be subject to Table 4.1.1.14, containing the detached ARU</p>

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			<p>regulations, and Subsection 4.1.1.</p> <p>It is noted that not all lots will be able to accommodate an ARU considering the housing type and lot configuration. Certain housing types in particular present challenges in complying with Ontario Building and Fire Code requirements and introducing an ARU (attached or detached) may not be feasible.</p>
4.	Article 4.1.1.2, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.2’ in Subsection 4.1.1 – Additional Residential Units, which states that additional parking spaces are not required for ARUs.	Members of the public expressed the greatest preference for a shared parking arrangement and requiring additional parking spaces could further deteriorate soft landscaping conditions. It is also noted that the Zoning By-law was updated to eliminate parking requirements for second units in 2022. As such, no additional parking spaces will be required for ARUs.
5.	Article 4.1.1.3, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.3’ in Subsection 4.1.1 – Additional Residential Units, which does not allow home occupations to locate within ARUs.	At this time, home occupations will continue to be limited to locate within a detached dwelling, as currently permitted in the Zoning By-law.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
6.	Article 4.1.1.4, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.4’ in Subsection 4.1.1 – Additional Residential Units, which states that no additional driveways will be permitted for the purposes of an ARU.	To avoid additional driveways and increased hardscaping as a result, the introduction of a secondary driveway is not permitted for the purposes of accommodating an ARU(s). Currently, the Zoning By-law prohibits second units from introducing additional driveways.
7.	Article 4.1.1.5, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.5’ in Subsection 4.1.1 – Additional Residential Units, which specifies that the introduction of ARUs will not change the existing use of the dwelling.	The number of dwelling units can often dictate the dwelling type. However, the introduction of up to two ARUs on a residential lot shall not change the use or type of the existing dwelling.
8.	Article 4.1.1.6, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.6’ in Subsection 4.1.1 – Additional Residential Units, which allows through lots to have two-storey detached ARUs.	Through lots would be permitted to construct two-storey detached ARUs. Through lots are lots, other than a corner lot, that have frontage on two streets or private roads, each of which could provide access to the lot. As a result of having two property lines abutting a street or private road, impact to adjacent properties would be limited and existing road access can be efficiently utilized, where available. Two-storey detached ARUs on through lots would also be permitted a maximum of 100 m ² in size.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
9.	Article 4.1.1.7 and Article 4.1.1.8, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.7’ and ‘Article 4.1.1.8’ in Subsection 4.1.1 – Additional Residential Units, which specifies that a one-storey or two-storey detached ARU that incorporates parking will be subject to the minimum size requirements for garages, and the applicable one-storey or two-storey detached ARU regulations.	To recognize instances where a detached ARU may incorporate parking spaces, certain parking regulations will still be applicable to ensure parking space requirements are met.
10.	Article 4.1.1.9, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.9’ in Subsection 4.1.1 – Additional Residential Units, which permits the overall maximum lot coverage of a lot to increase by up to an additional 10%, if up to 10% is solely calculated towards a detached ARU.	The overall lot coverage calculation includes all buildings and structures located on a lot, including in the form of a detached ARU. To avoid becoming non-compliant with the lot coverage requirement, it is proposed that a maximum of up to 10% lot coverage be granted for a lot only for the purposes of constructing a detached ARU.
11.	Article 4.1.1.10, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.10’ in Subsection 4.1.1 – Additional Residential Units, which prohibits decks and balconies on the second storey of two-storey detached ARUs.	To limit overlook and privacy issues to adjacent neighbors, decks and balconies for two-storey detached ARUs will not be permitted.
12.	Article 4.1.1.11, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.11’ in Subsection 4.1.1 – Additional Residential Units, which limits the size of detached ARUs in	To ensure detached ARUs remain secondary to the primary dwelling, they are required to be smaller in terms of height and size.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
		comparison to the primary dwelling located on the same lot.	
13.	Article 4.1.1.12, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.12’ in Subsection 4.1.1 – Additional Residential Units, which specifies that only RM7 lots with a detached or semi-detached dwelling shall be permitted ARUs.	The RM7 zone permits a detached dwelling, semi-detached, duplex, or triplex. However, the legislative changes made under the <i>Planning Act</i> only applies to detached, semi-detached, and townhouse dwellings.
14.	Article 4.1.1.13, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.13’ in Subsection 4.1.1 – Additional Residential Units, which specifies that a detached ARU shall only be permitted on corner lots and through lots in the RM5 and RM6 zones.	The Ontario Fire Code requires access for the fire department by means of a street, private roadway, or yard. This type of access, to a detached ARU located in a rear yard, is limited to townhouse dwellings located on a corner lot and through lot.
15.	Article 4.1.1.14 and Table 4.1.1.14 – Detached Additional Residential Units, Subsection 4.1.1 – Additional Residential Units	Introduce ‘Article 4.1.1.14’ and ‘Table 4.1.1.14 – Detached Additional Residential Units’, outlining the development standards that would apply to detached ARUs.	<p>The provisions for detached ARUs addresses the main goal identified through community engagement, namely a balanced approach to intensification, which ensures continued livability for existing and new residents.</p> <p>Detached ARUs will be limited to locate within the rear yard of the primary dwelling, balancing both objectives of minimized streetscape impact and maximized privacy. The exception to this requirement would be corner lots zoned</p>

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			<p>R1, R2, R3, and R8, which have shallow rear yards and increased exterior yards, and would be permitted to introduce a detached ARU within either.</p> <p>A maximum size of 55 m² (592 ft²) is proposed for lots with a lot area less than or equal to 550 m² (5,920 ft²). For lots with a lot area greater than 550 m² (5,920 ft²), a maximum of 10% of the lot area is permitted. A maximum cap of 100 m² (1,076 ft²) is also proposed to limit the size of detached ARUs for lots greater than 1,000 m² (10,076 ft²) in size.</p> <p>For one-storey detached ARUs, a maximum sloped roof height of 4.6 m (15 ft.) is permitted, or a maximum flat roof height of 3.0 m (9.8 ft.). A minimum interior side and rear lot line setback of 0.6 m (2 ft.) would be required, and a minimum exterior side lot line setback of 2.5 m (8.2 ft.) if located on a corner lot.</p> <p>Two-storey detached ARUs will be limited to locate on lots that have a lot area greater than 750 m² (8,073 ft²). For two-storey detached ARUs, a maximum sloped roof height of 6.8 m (22.3 ft.) is permitted, or a maximum flat roof height</p>

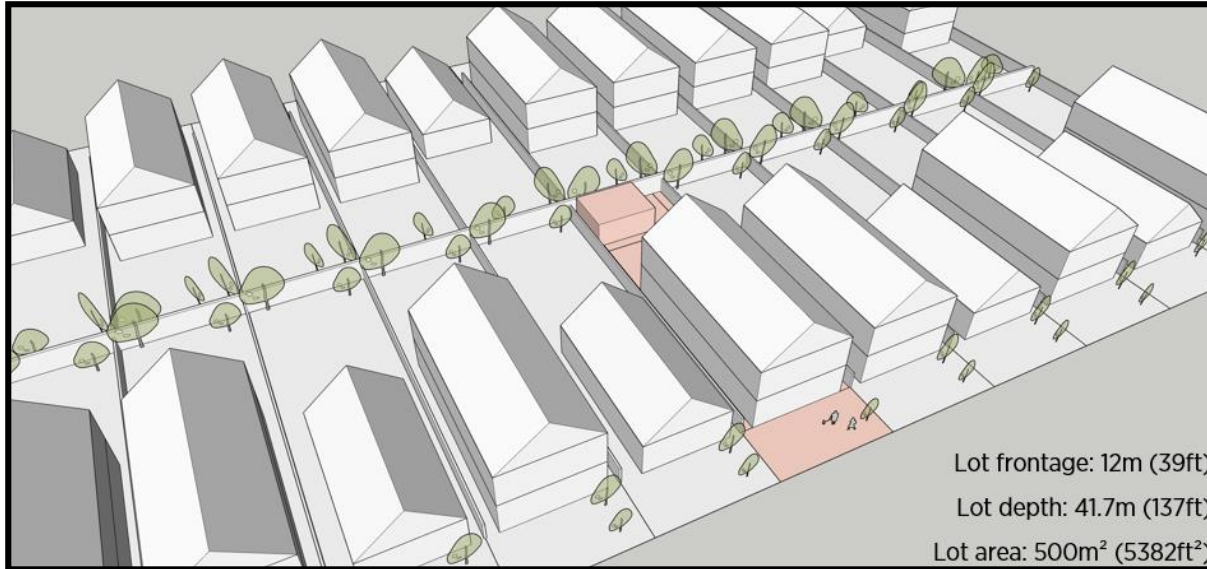
#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			of 5.8 m (19 ft.). A minimum interior side and rear lot line setback of 1.8 m (5.9 ft.) would be required, and a minimum exterior side lot line setback of 4.5 m (14.8 ft.) if located on a corner lot.
16.	Article 4.1.2.4, Subsection 4.1.2 – Accessory Buildings and Structures	Amend Article 4.1.2.4 to exempt detached ARUs from being considered an accessory building or structure.	To avoid detached ARUs being incorrectly considered as an accessory building or structure, the Article containing the exemptions is amended to include mention of detached ARUs.
17.	Article 4.1.5.3 and Article 4.1.5.5, Subsection 4.1.5 – Encroachments and Projections	Amend Article 4.1.5.3 and Article 4.1.5.5 to allow an encroachment of 0.6 m into a required yard for the purposes of a porch, deck, or stairs.	To provide access to an attached ARU located at, below, or above the first storey, an encroachment of 0.6 m into a required yard in the form of stairs, a porch, or deck is permitted. Ensuring a 0.6 m minimum setback from any structure to the side lot lines will allow for adequate access to the rear yard and proper drainage.
18.	Subsection 4.1.20 – Second Unit	Delete Section 4.1.20, which includes the general provisions for a “Second Unit”.	To avoid redundancies with ARUs, the Subsection containing the second unit provisions will be deleted.

NOTE: Additional minor and technical changes to the Zoning By-law may be required.

Proposed Official Plan Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Chapter 11: General Land Use Designations			
1.	Section 11.2.5 – Residential	Delete policy 11.2.5.8, which allows second units to be permitted within detached, semi-detached, and townhouse dwellings.	To avoid redundancies with the introduction of ARUs, this policy will be deleted and policy 11.2.5.9 will be renumbered to 11.2.5.8.
2.	Section 11.2.5 – Residential	Introduce policy 11.2.5.9, which introduces the permissions for ARUs.	To align with the requirements of Bill 23, on a lot with a principal dwelling residence (detached, semi-detached or townhouse), a maximum of three units shall be permitted in the form of: a maximum of two additional units in the principal residence; or a maximum of one unit in the principal residence and one unit within a building ancillary to the main structure.
3.	Section 11.2.5 – Residential	Introduce policy 11.2.5.10, which discourages ARUs from becoming severable infill housing.	ARUs are intended to increase the rental housing stock by way of remaining associated with and ancillary to a detached, semi-detached, or townhouse dwelling.

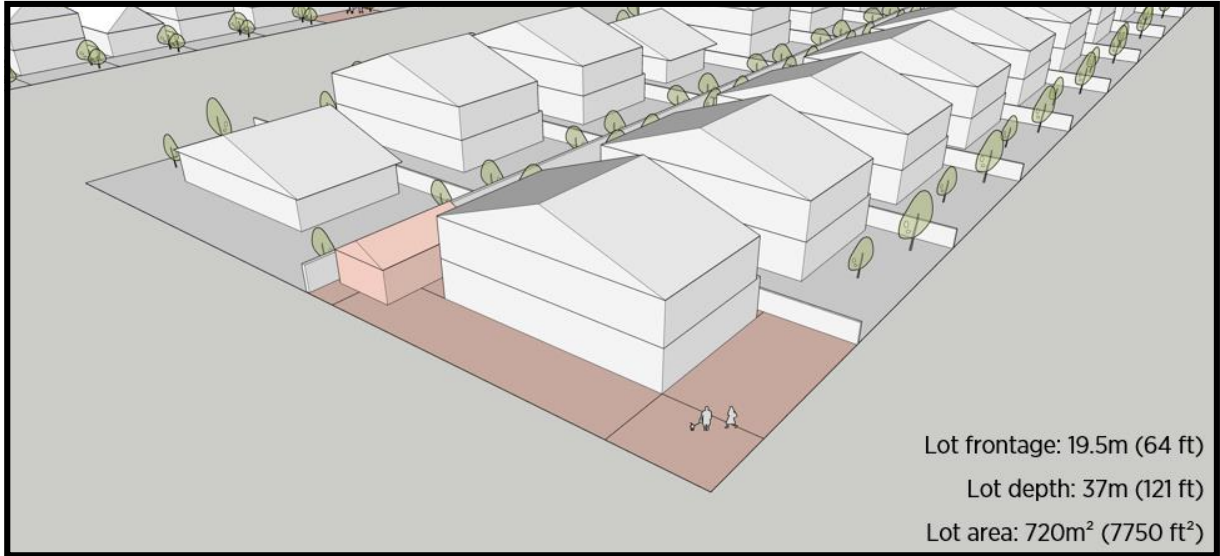
Simplified 3D Renderings – One-Storey Detached ARU



One-Storey Detached ARU Details:

- ✓ Flat roof height of 3 m (9.8 ft.)
- ✓ Gross floor area of 40 m² (430 ft²)
- ✓ Interior setback of 0.6 m (2 ft.)
- ✓ Rear setback of 0.6 m (2 ft.)

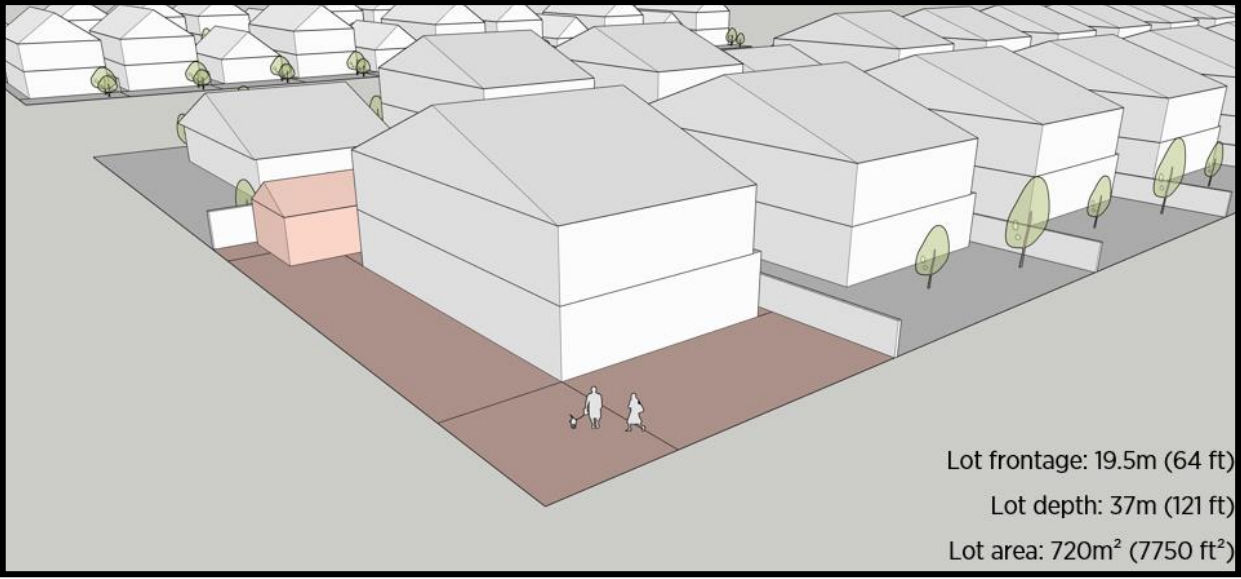




Lot frontage: 19.5m (64 ft)
Lot depth: 37m (121 ft)
Lot area: 720m² (7750 ft²)

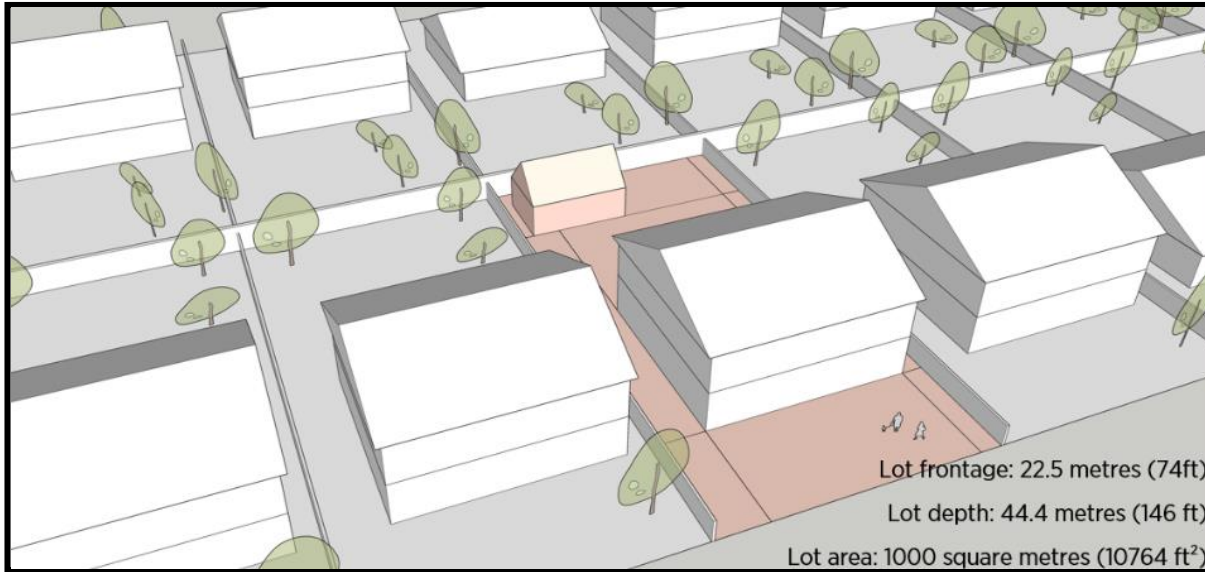
One-Storey Detached ARU Details:

- ✓ Sloped roof height of 4.6 m (15ft.)
- ✓ Gross floor area of 55 m² (592 ft²)
- ✓ Exterior setback of 2.5 m (8.2 ft.)
- ✓ Rear setback of 0.6 m (2 ft.)



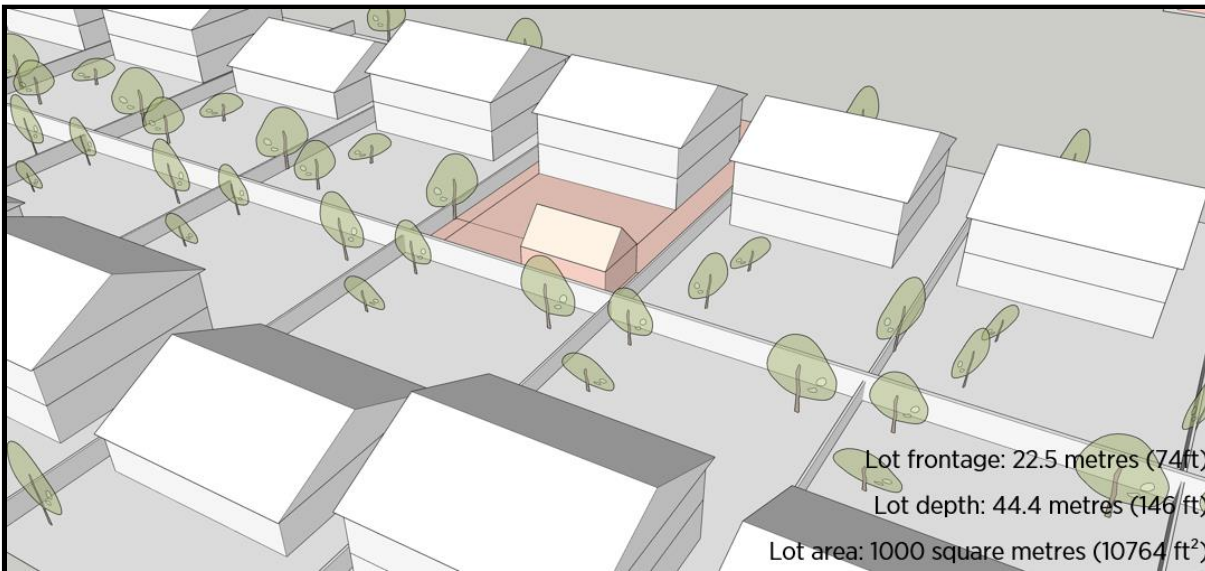
Lot frontage: 19.5m (64 ft)
Lot depth: 37m (121 ft)
Lot area: 720m² (7750 ft²)

Simplified 3D Renderings – Two-Storey Detached ARU



Two-Storey Detached ARU Details:

- ✓ Sloped roof height of 6.8 m (22.3 ft.)
- ✓ Gross floor area of 100 m² (1,076 ft²)
- ✓ Interior setback of 1.8 m (5.9 ft.)
- ✓ Rear setback of 1.8 m (5.9 ft.)



Increasing Housing Choices in Neighbourhoods (IHCN)

CITY OF MISSISSAUGA



IHCN – Gentle Density Zoning Initiatives

	Zoning By-law Review	Information Report Timing	Recommendation Report Timing
1.	Three units per lot (ARUs), as per Provincial requirement	April 17, 2023 Council	October 23, 2023 PDC
2.	'R' Zone Consolidation	October 23, 2023 PDC	Q1 2024
3.	Four Units per Lot	---	Q4 2023
4.	Multiplexes (more than four units)	Q1 2024	Q3 2024
5.	Expanded Street Townhouse Permissions	Pending experience with 'R' Zone Consolidation	---

IHCN – Community Engagement

6.3 Staff Presentation - Additional Residential Units

- ✓ Online Survey – April to December 2021
- ✓ Virtual Public Meeting – June 23, 2021
- ✓ Focused Stakeholder Group Meetings – Q4 2021
- ✓ Online Survey – June to August 2022



ADDITIONAL RESIDENTIAL UNITS

ATTACHED + DETACHED
Provincially Mandated

Presented by: Aameena Khan, Planner



ARUs – Community & City Engagement

6.3 – Staff Presentation – Additional Residential Units



IHCN Community Engagement (start of April 2021)

- 1,128 public survey responses received
- 63 virtual meeting attendees
- 12 stakeholder groups



Housing Panel



Committee of Adjustment Members



Attached ARUs

Draft Zoning By-law Regulations

✓	Subject to the base Zone regulations of primary dwelling
✓	Subject to new General Provisions for ARUs

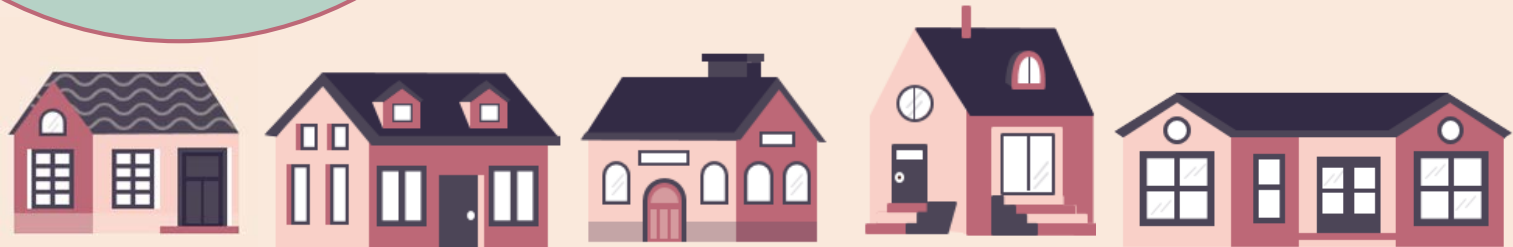
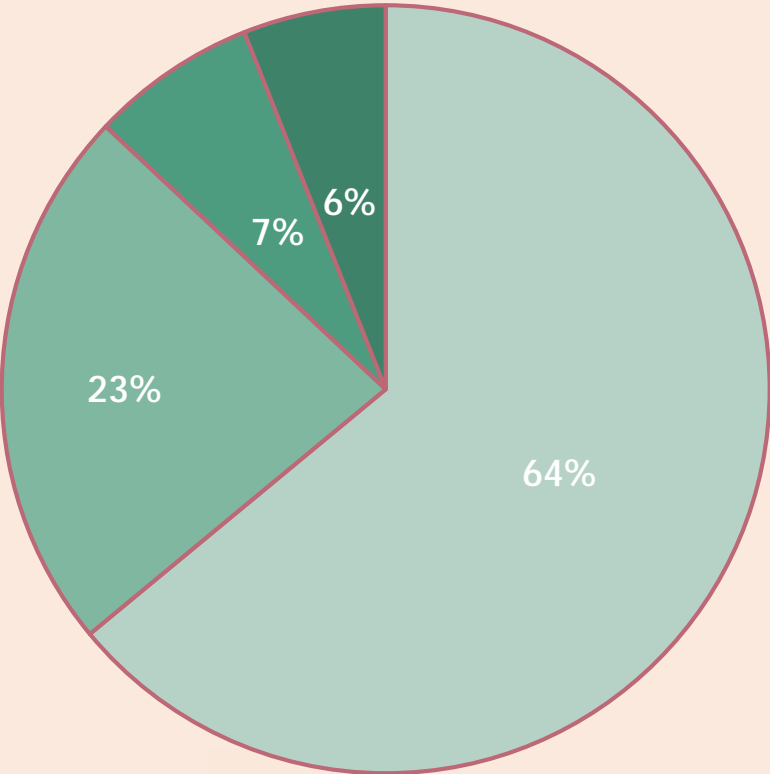


Lot Area Breakdown



Total Residential Lots: 133,801*

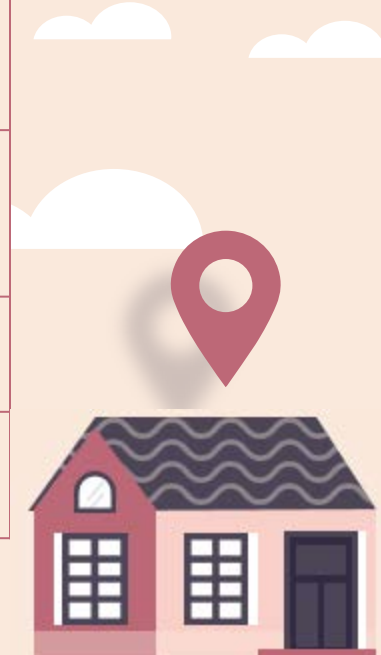
- Less than 550m² (5,920ft²)
- Greater than or equal to 550m² (5,920ft²) and less than 750m² (8,073ft²)
- Greater than or equal to 750m² (8,073ft²) and less than 1000m² (10,764ft²)
- Greater or equal to 1000m² (10,764ft²)



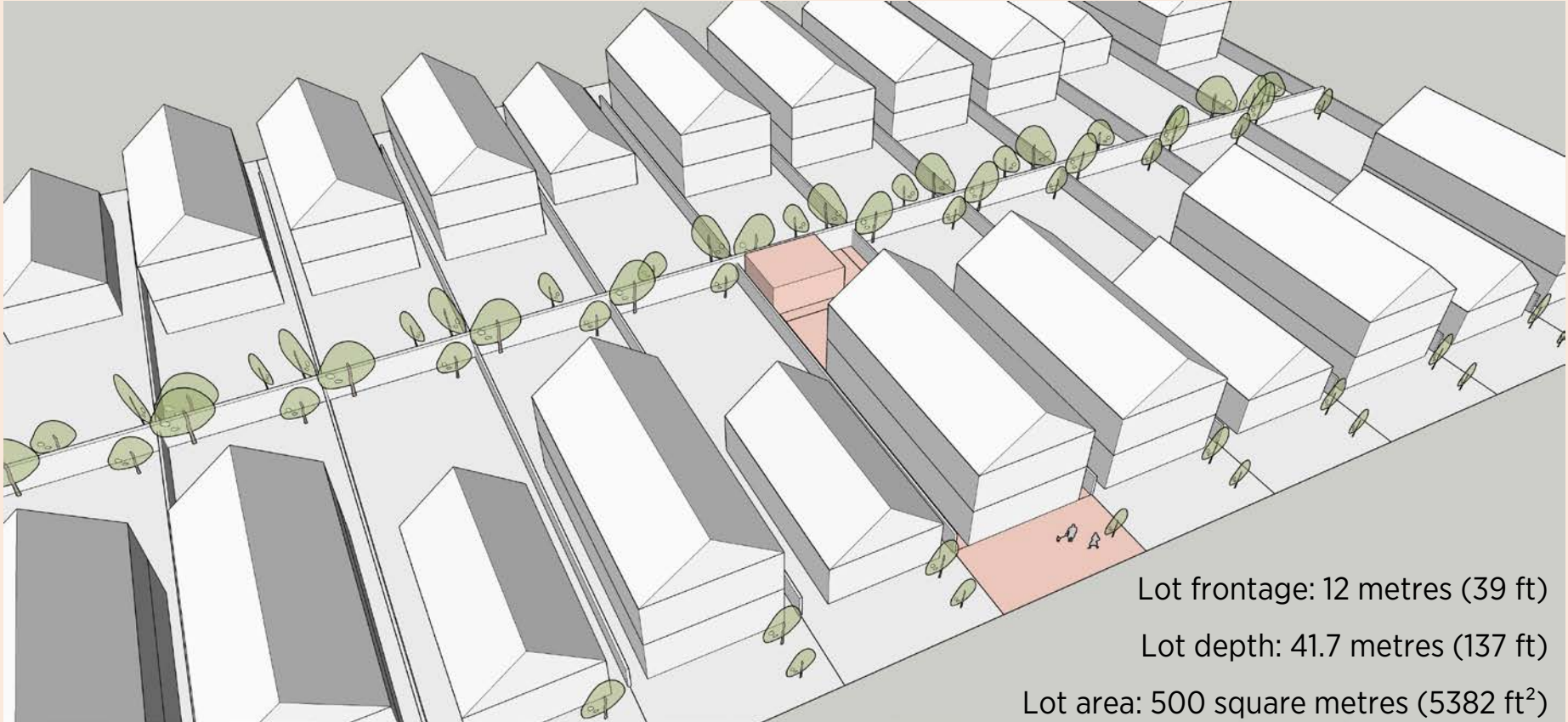
One-Storey Detached ARUs

Draft Zoning By-law Regulations

LOCATION	Rear Yard
MAXIMUM SIZE – GFA (M ²)	<ul style="list-style-type: none"> • Lots less than or equal to $550\text{ m}^2 = 55\text{ m}^2$ or 592 ft^2 • Lots greater than $550\text{ m}^2 = 10\%$ of the lot area (up to 100 m^2 or 1076 ft^2)
HEIGHT (M)	<p>4.6 m or 15 ft (sloped roof)</p> <p>3.0 m or 9.8 ft (flat roof)</p>
INTERIOR AND REAR SETBACK (INTERIOR LOTS)	0.6 m or 1.97 ft interior side yard, 0.6 m or 1.97 ft rear yard
EXTERIOR AND REAR SETBACK (CORNER LOTS)	2.5 m or 8.2 ft exterior side yard, 0.6 m or 1.97 ft rear yard



One-Storey Detached ARU – Flat Roof, 40 square metres (430 ft²)



Lot frontage: 12 metres (39 ft)

Lot depth: 41.7 metres (137 ft)

Lot area: 500 square metres (5382 ft²)

One-Storey Detached ARU – Flat Roof, 40 square metres (430 ft²)



Lot frontage: 12 metres (39 ft)

Lot depth: 41.7 metres (137 ft)

Lot area: 500 square metres (5382 ft²)

Examples of One-Storey Detached ARUs for Smaller Lots



- 45 square metres (480 square feet)
 - 1 bedroom + 1 bathroom
- Includes deck outdoor amenity area

Examples of One-Storey Detached ARUs for Smaller Lots

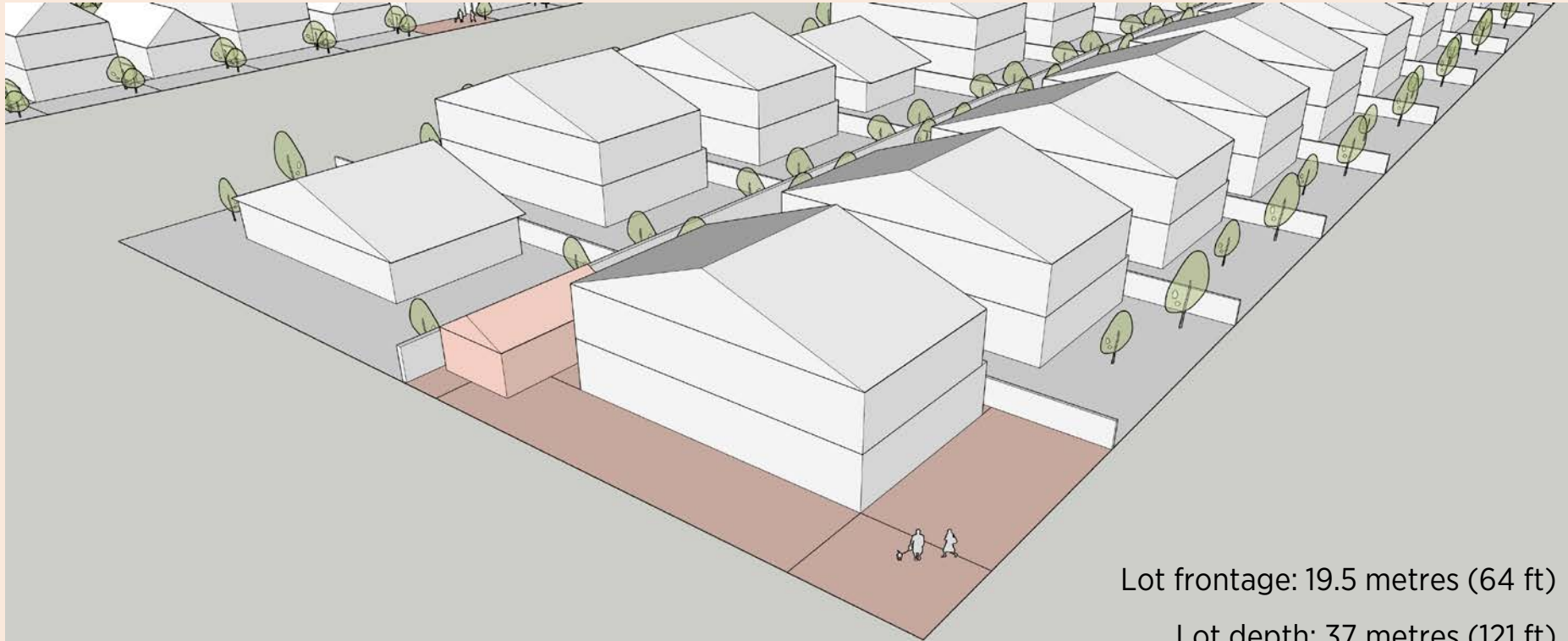


- 42 square metres (455 square feet)
- 1 bedroom + 1 bathroom

Source: Smart Density, December 2022

*Rendering is for illustrative purposes only, communicates scale of design to streetscape but not specific details of exterior design

One-Storey Detached ARU – Sloped Roof, 55 square metres (592 ft²)

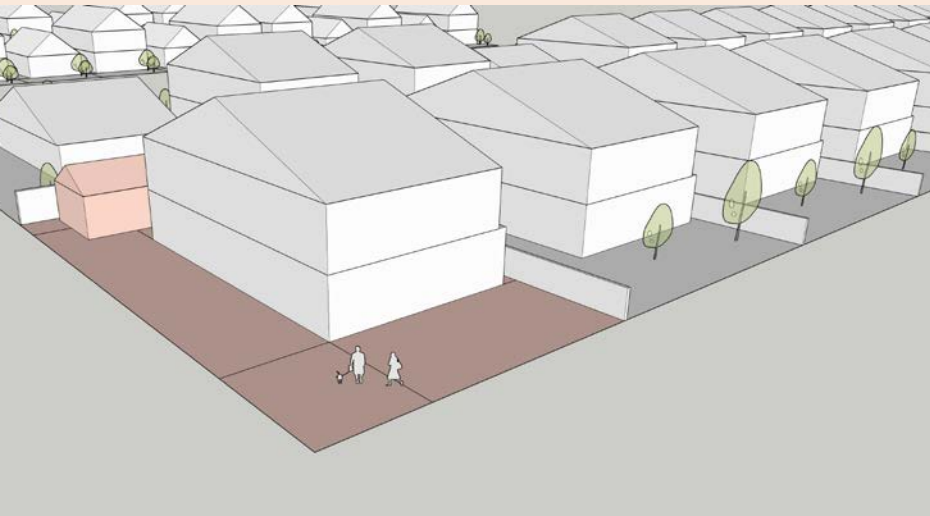


Lot frontage: 19.5 metres (64 ft)

Lot depth: 37 metres (121 ft)

Lot area: 720 square metres (7750 ft²)

One-Storey Detached ARU – Sloped Roof, 55 square metres (592 ft²)

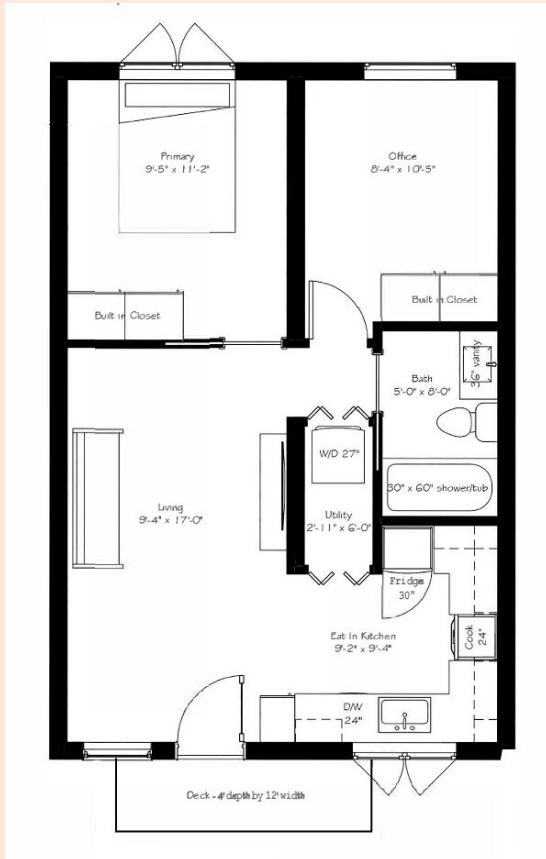


Lot frontage: 19.5 metres (64 ft)

Lot depth: 37 metres (121 ft)

Lot area: 720 square metres (7750 ft²)

Examples of One-Storey Detached ARUs for Smaller Lots

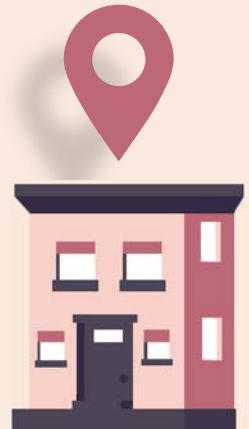


- 56 square metres (600 square feet)
- 1 bedroom + 1 bathroom + 1 office
- Includes deck outdoor amenity area

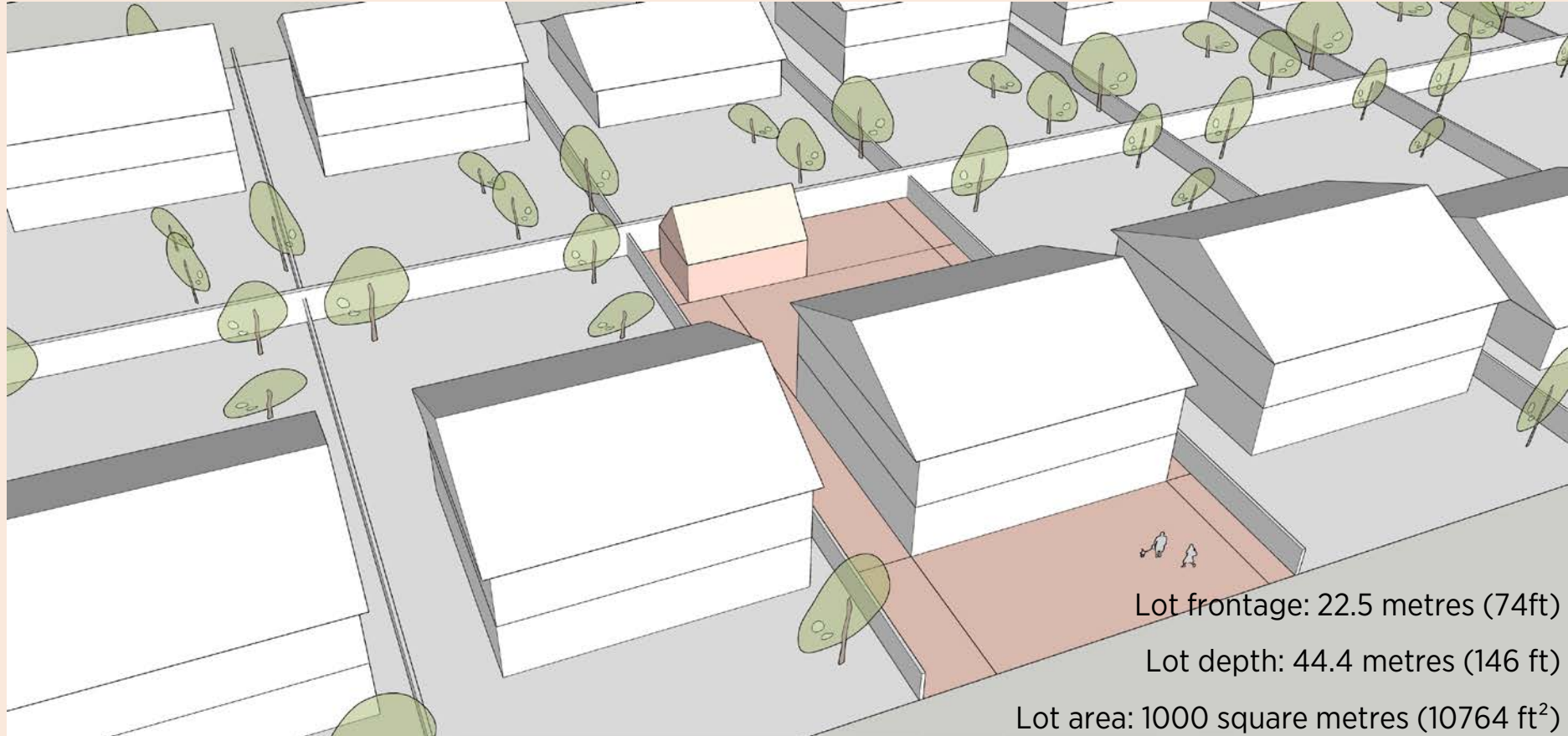
Two-Storey Detached ARU – Lots greater than 750m²

Draft Zoning By-law Regulations

LOCATION	Rear Yard
MAXIMUM SIZE – GFA (M ²)	10% of the lot area to a max of 100m ² or 1076 ft ²
HEIGHT (M)	6.8 m or 22.3 ft (sloped roof) 5.8 m or 19 ft (flat roof)
INTERIOR AND REAR SETBACK (INTERIOR LOTS)	1.8 m or 5.9 ft interior side yard, 1.8 m or 5.9 ft rear yard
EXTERIOR AND REAR SETBACK (CORNER LOTS)	4.5 m or 14.8 ft exterior side yard, 1.8 m or 5.9 ft rear yard



Two-Storey Detached ARU – Sloped Roof, 100 square metres (1076 ft²)

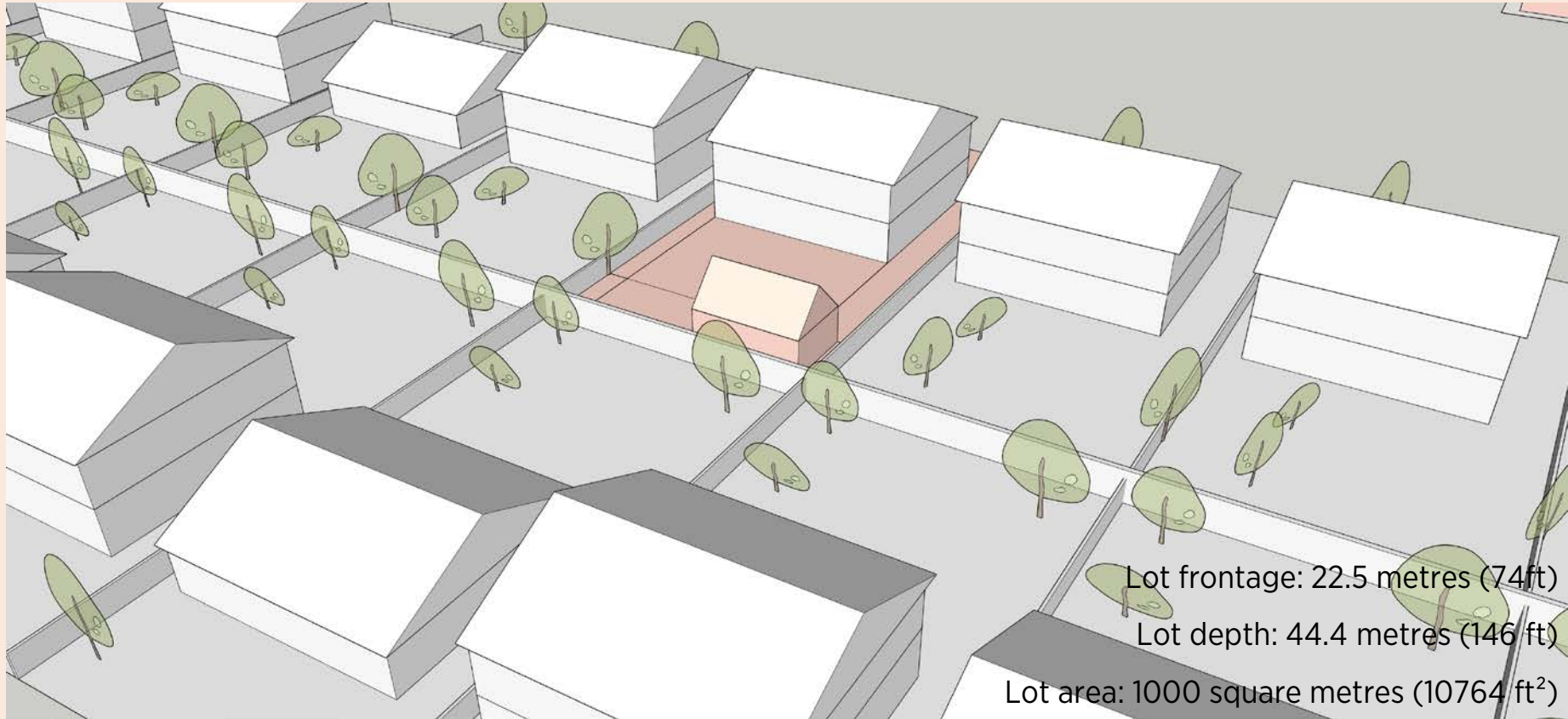


Lot frontage: 22.5 metres (74ft)

Lot depth: 44.4 metres (146 ft)

Lot area: 1000 square metres (10764 ft²)

Two-Storey Detached ARU – Sloped Roof, 100 square metres (1076 ft²)



ADDITIONAL PROVISIONS — Detached and Attached

6.3 - Staff Presentation - Additional Residential Units

Draft Zoning By-law Regulations

No additional parking required

Two storeys permitted on through-lots

Must be smaller than primary dwelling

No balconies or decks on second storey

New and existing residential lots*



DRAFT OFFICIAL PLAN POLICIES



An application to sever a lot containing an ARU will be discouraged to:

- Maintain ARUs as rental housing stock
- Avoid creation of irregular parcels



City of Mississauga
Corporate Report



<p>Date: October 4, 2023</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: BL.09-RES (All Wards)</p>
	<p>Meeting date: October 23, 2023</p>

Subject

INFORMATION REPORT (ALL WARDS)

Updated Low Density Residential Zones: Gentle Density in Mississauga Neighbourhoods
File: BL.09-RES (All Wards)

Recommendations

1. That the report dated October 4, 2023 from the Commissioner of Planning and Building regarding the proposed amendments to Zoning By-law 0225-2007 and Mississauga Official Plan to update low density residential zones, under File BL.09-RES (All Wards), be received for information.
2. That staff be directed to seek community input through an online awareness campaign and report back to the Planning and Development Committee in February 2024 with recommended Zoning By-law amendments.

Executive Summary

- This report introduces the Updated Low Density Residential Zones project as part of the City's ongoing efforts to expand low-rise housing options in Mississauga
- Staff are considering consolidating detached dwelling zones, revising zone regulations including the reduction of minimum lot sizes and frontages, and introducing semi-detached dwellings as a permitted use in detached dwelling zones across the City
- Staff have developed preliminary Official Plan and Zoning By-law amendments for consideration

Background

The current provincial priority to increase the supply of all forms of housing is well established. Recently enacted, or proposed, changes to the *Planning Act*, Growth Plan and Provincial Policy

Statement are largely focused on this objective. Looking at low density housing specifically, there has been a refresh of thinking in Ontario and across North America around the ability of low density neighbourhoods to accommodate new development. Historically, many zoning by-laws, including most low density zones in Mississauga, were structured to only allow the replacement of the built form of what currently exists on the property, albeit the new dwelling could be much larger. These policies have had their stated effect – most redevelopment in low rise neighbourhoods has been in the form of large single detached houses which are sometimes referred to by some residents as "monster homes". While they create more livable gross floor area, larger homes often have similar occupancy levels to the smaller homes they replaced. In these cases increasing housing supply objectives are not achieved.¹

All levels of government have been exploring tools to increase the supply of housing. In particular, low density neighbourhoods present a unique opportunity to modestly intensify, revitalize areas facing population decline, and improve efficiency of existing municipal and school infrastructure. Some of the recent actions taken by the City of Mississauga to increase the supply of housing in neighbourhoods include:

- February 5, 2020: Councillor Parrish directed staff to review existing standards for detached dwellings in the City's Zoning By-law and to identify opportunities to allow smaller lots and dwellings as-of-right.
- April 19, 2021: Council endorsed the report titled "Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga's Neighbourhoods Study". The goals of the study are to:
 - bring the City's Official Plan policies into conformity with recent changes to *Planning Act* (Bill 108 – *More Homes, More Choices Act*, 2019), Growth Plan and 2020 Provincial Policy Statement
 - increase the supply of ground-related housing units, including appropriate infill as-of-right zoning permissions
 - expand opportunities to develop similar types of dwellings in low density areas (e.g. detached dwellings on smaller lots)
- March 1, 2023: Council approved *Growing Mississauga: An Action Plan* which contains an action to reduce exclusionary zoning throughout Mississauga by allowing appropriate as-of-right gentle infill in low density neighbourhoods.
- June 26, 2023: At the Planning and Development Committee meeting, staff presented the "Mississauga Official Plan Review—Bundle 3 Draft Policies" which contained a new housing chapter. In order to support the City's effort to provide a greater range of housing options, new residential land use designations were proposed that move away from a density and built form premise to height-based designations. These new land use designations broaden city-wide neighbourhood housing options by consolidating **Residential Low Density I and II** into one land use designation, **Residential Low Rise I** (see below Figure 1). This new

¹ There are some areas of the city such as Lakeview West where two semi-detached homes frequently replace a single detached home on the same lot as is permitted by the zoning.

designation would permit all forms of dwellings with frontages on public streets up to three storeys including detached dwellings, semi-detached dwellings, plexes and street townhouses.

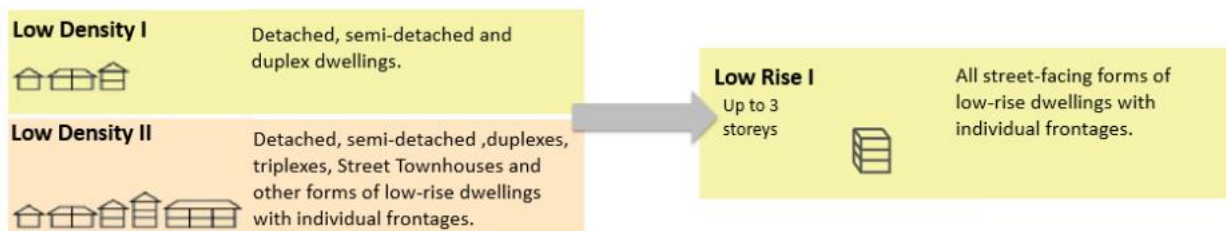


Figure 1 - Proposed Land Use Designation Changes

Taking direction from the above, the purpose of this report is to discuss potential amendments to Mississauga Official Plan and Zoning By-law 0225-2007 which would update low density residential zones by consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone) and introduce semi-detached dwellings as a permitted use in both of these zones. These potential changes to the Official Plan and Zoning By-law are part of the City's effort to expand city-wide housing options.

ZONING BY-LAW 0225-2007

The City's Zoning By-law currently has 16 zones (R1 – R16) which exclusively permit detached dwellings. Zones R1 to R5 (Detached Dwellings – Typical Lots) are the most common zone categories (refer to Figure 2). R1 to R5 zones are differentiated by lot frontage and lot area standards, with R1 being the zone with the largest lot frontage and area requirements and R5 having the smallest standard requirements. Other "R" zones are specialized zones which are tailored for specific neighbourhoods or lot types. Please refer to Appendix 2 for a comparison of all "R" zones in Zoning By-law 0225-2007.

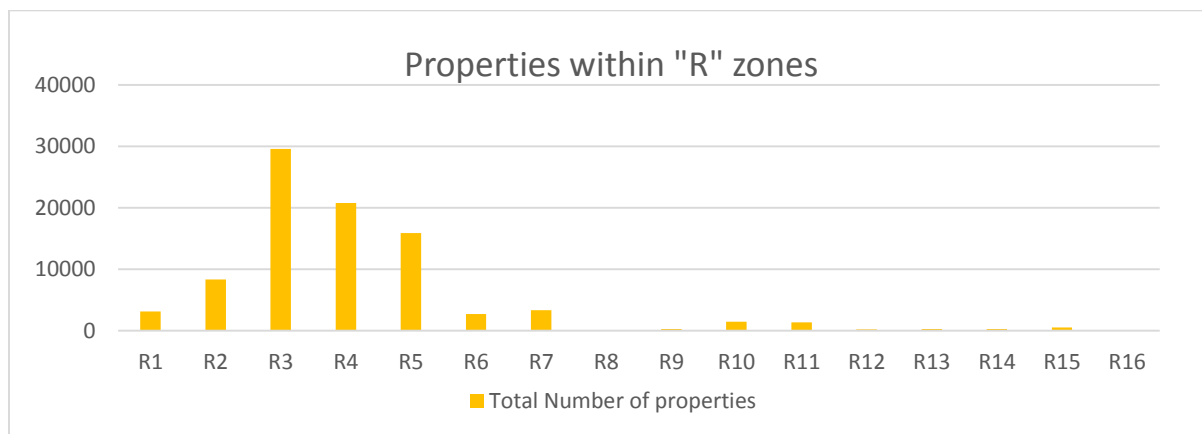


Figure 2 - Number of Properties within Each "R" Zone

A jurisdictional scan of comparable municipalities revealed that Mississauga has the greatest number of zones for detached dwellings of all municipalities surveyed (refer to Appendix 3).

Comments

Staff are considering consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone) and allowing semi-detached dwellings as-of-right in these zones. Changes under consideration are summarized as below. For further details, see Appendix 1, Section 2.

ZONES	Large Lot Zone (Consolidated R1, R2, R3 and R8 zones)	Small Lot Zone (Consolidated R4, R5, R6, R7, R9, R10, R11 and R15 zones)	ZONES	Large Lot Zone (Consolidated R1, R2, R3 and R8 zones)	Small Lot Zone (Consolidated R4, R5, R6, R7, R9, R10, R11 and R15 zones)
ZONE REGULATIONS – DETACHED DWELLINGS			ZONE REGULATIONS – SEMI-DETACHED DWELLINGS		
MINIMUM LOT AREA			MINIMUM LOT AREA		
Interior lot	550 m ² (5,920 sq. ft.)	285 m ² (3,070 sq. ft.)	Interior lot	340 m ² (3,660 sq. ft.)	200 m ² (2,150 sq. ft.)
Corner lot	720 m ² (7,750 sq. ft.)	370 m ² (3,985 sq. ft.)	Corner lot	400 m ² (4,305 sq. ft.)	280 m ² (3,015 sq. ft.)
MINIMUM LOT FRONTAGE			MINIMUM LOT FRONTAGE		
Interior lot	15.0 m (49 ft.)	9.75 m (32 ft.)	Interior lot	9.0 m (30 ft.)	6.8 m (22 ft.)
Corner lot	19.5 m (64 ft.)	13.5 m (44 ft.)	Corner lot	12.0 m (39 ft.)	9.8 m (32 ft.)

Figure 3 - Potential New Zone Regulations

The remaining four zones have unique regulations (**R12 to R14**) and/or have frontage on a Common Element Condominium road (**R16**) and therefore, are not under consideration for inclusion in the new Large Lot and Small Lot zones.

The potential amendments would result in reduced minimum lot frontage and lot area requirements across the City's neighbourhoods. By reducing these standards, more properties across the City will have the opportunity to be severed to create two new detached dwellings, add one new detached dwelling or allow for a pair of semi-detached dwellings without requiring relief from the Zoning By-law. Allowing smaller detached dwellings and semi-detached dwellings in the City's neighbourhoods will achieve the benefits of gentle infill including:

- Achieve a greater mix of housing to give people more housing choices in Mississauga's neighbourhoods
- Reinvigorate neighbourhoods that are seeing a population decline
- Build more homes in areas where there are existing parks, community centres and libraries
- Help reduce urban sprawl by creating more compact communities with access to transit and already established road networks

Further discussion on the potential amendments are considered below.

UPDATED LOT AREA AND LOT FRONTAGE STANDARDS

In order to understand how these potential zoning changes could impact the City's neighbourhoods, staff completed an "example neighbourhood" exercise to demonstrate how many new lots could be created in different areas across the City should the reduced minimum lot frontage and minimum lot area regulations be implemented (see Appendix 4).

The exercise shows that should the potential new zoning standards be implemented, some neighbourhoods would have more redevelopment opportunities than other areas. The draft Large Lot Zone (currently **R1**, **R2**, **R3** and **R8** zones) is made up of larger lots with older homes. As a result, these areas have more lots which are large enough to accommodate a pair of semi-detached dwellings or two detached dwellings where there was only one previously. Many of these areas are already subject to redevelopment due to the size of the lots and the age of the homes in the neighbourhoods. A review of minor variances for minimum lot frontage or minimum lot area from 2020 to 2023 reveals that 65% of the variances approved were in **R1**, **R2** and **R3** zones (i.e. Large Lot Zone). A map showing the locations of these minor variances is available in Appendix 6.

In order to provide a more equitable distribution of opportunity for infill development in neighbourhoods across the City, staff are considering the lowest detached zone (**R5**) and semi-detached dwelling zone (**RM2**) as the recommended standards for the Small Lot Zone.

INTRODUCTION OF SEMI-DETACHED DWELLINGS

Presently the "R" zones only permit detached dwellings as a permitted use. Staff are considering a recommendation to introduce semi-detached dwellings as a permitted use in the Large Lot Zone and Small Lot Zone. As discussed previously, the Official Plan review is considering a new Low Rise I land use designation which would permit all forms of street-facing dwellings up to three storeys including detached dwellings, semi-detached dwellings, plexes and street townhouses. Permitting semi-detached dwellings in the City's low density residential zones will align more closely with the direction of the City's draft new Official Plan and support the goal of providing more housing options in the City's neighbourhoods.

Not all existing detached lots would have sufficient frontage to build a pair of semi-detached dwellings. Approximately 43% of properties within the draft Large Lot Zone and 24% of properties within the draft Small Lot Zone have sufficient frontage to build a pair of semi-detached dwellings. See Appendix 5 for a summary of each Ward in the City. It should be noted that a Consent application will still be required to be approved by the Committee of Adjustment in order to sever a lot, as per the *Planning Act*.

The City already has a neighbourhood where semi-detached dwellings were introduced as a permitted use in an established neighbourhood made up of mostly detached dwellings. In 2021, the Lakeview West Housing Infill Study was completed and resulted in rezoning the

neighbourhood from a zone that exclusively permitted detached dwellings to a zone that permits both detached and semi-detached dwellings. Shaw Drive is an example of a street that has a mix of both detached and semi-detached dwellings (see Figure 4).

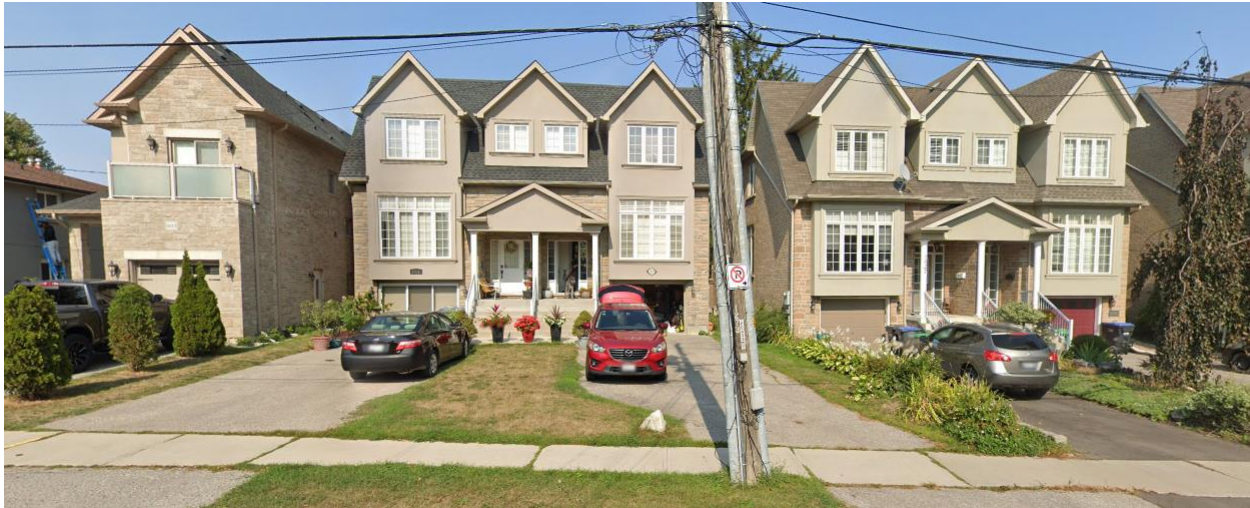


Figure 4 - Shaw Drive, Mississauga

NEW MAXIMUM DWELLING HEIGHT

The maximum height of a detached dwelling in the majority of the City's "R" zones is 10.7 m (35 ft.) measured to the highest point of the roof surface of a flat roof and the midpoint of a sloped roof. A number of neighbourhoods are subject to infill exception regulations, which are more restrictive regulations that apply to certain neighbourhoods in the City to preserve the character of the area. In these neighbourhoods, the maximum height to the highest ridge of a sloped roof is 9.0 m (30 ft.) or 9.5 m (32 ft.), depending on the size of the lot. The maximum height of eaves is 6.4 m (21 ft.) and the maximum height of a flat roof is 7.5 m (25 ft.).

There is an opportunity to standardize the maximum dwelling height of all new dwellings through the updated low density residential zones, which are proposed City-wide. Rather than have a select few neighbourhoods subject to more restrictive height standards, it is more equitable to have all new detached and semi-detached dwellings subject to the same height regulations.

After reviewing infill detached and semi-detached dwellings across the City, staff are considering a new maximum dwelling height of 10.0 m (33 ft.) to the peak of a sloped roof and a maximum height of eaves of 6.9 m (23 ft.) for both detached and semi-detached dwellings. The maximum dwelling height of a flat roof is being considered at 7.5 m (25 ft.). The potential sloped roof standard is higher than the existing height standards in infill exception areas and lower than the existing height standard in "R" base zones. These new standards would provide greater flexibility and allow for three storey dwellings, as permitted in the Official Plan.

OFFICIAL PLAN

The **Residential Low Density I** and **Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings as-of-right. However, several Neighbourhood Character areas restrict the permitted uses in **Residential Low Density I** to detached homes only. There are also site specific policies within Character Areas which stipulate minimum lot frontages for new lots and the number of new lots which can be created in certain areas. In order to permit semi-detached dwellings in the updated low density residential zones and reduced lot standards, an amendment to the Official Plan is necessary. See Appendix 1 for Character Areas with policies that would need to be amended.

LINK OTHER GENTLE DENSITY WORK

The table below shows the status of this project in the context of other gentle density zoning work underway.

Zoning By-law Review	Information Report Timing	Recommendation Report Timing
Three Units Per Lot Provincial Requirement	April 17, 2023 Council	October 23, 2023 Planning & Development Committee
"R" Zone consolidation (this report)	October 23, 2023 Planning & Development Committee	February 2024
Multiplex (four unit + buildings)	Q1 2024	Q3 2024
Expanded Street Townhouse Permissions	Not started. Pending experience with "R" Zone Consolidation.	

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

Engagement and Consultation

Staff are developing an online communications and outreach strategy to solicit public input on the potential changes to the Official Plan and Zoning By-law. A media advisory was released introducing the Updated Low Density Residential Zones project to the public and information regarding the review is available on the City's Increasing Housing Choices in Neighbourhoods webpage.

Financial Impact

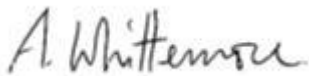
There is no financial impact.

Conclusion

The Updated Low Density Residential Zones project seeks to implement the recommendations of the City's Increasing Housing Choices Study and align the City's zoning with the direction of the new Official Plan. The specific regulations of the potential new low density residential zones will be refined and may change based on further analysis and feedback from the public and Council.

Attachments

- Appendix 1: Detailed Information and Preliminary Planning Analysis
- Appendix 2: "R" Zones in Zoning By-law 0225-2007
- Appendix 3: Jurisdictional Scan of Comparable Municipalities
- Appendix 4: Neighbourhood Examples
- Appendix 5: Lot Frontage Analysis
- Appendix 6: Minor Variances for Lot Frontage and Lot Area 2020-2023



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

Prepared by: Kelsey Martin, Planner

Detailed Information and Preliminary Planning Analysis

City Initiated Zoning By-law Amendment and MOPA

All Wards

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2. Draft Large Lot and Small Lot Zone	9

1. Summary of Applicable Policies and Regulations

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 proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendments

have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The proposed amendments 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>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan,</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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposed amendments.	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Core Areas of the Greenlands System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> • achieving sustainable development; • establishing healthy complete communities; • achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services; • achieving an urban form and densities that are pedestrian-friendly and transit supportive; • promoting crime prevention and improvement in the quality of life; • protecting, restoring, and enhancing the natural environment; • allowing opportunities for residents to live in their own communities as they age; • preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and, • providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent

changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

Existing Designation

The proposed amendments will impact lands that are located within the City's Neighbourhood Character Areas and are

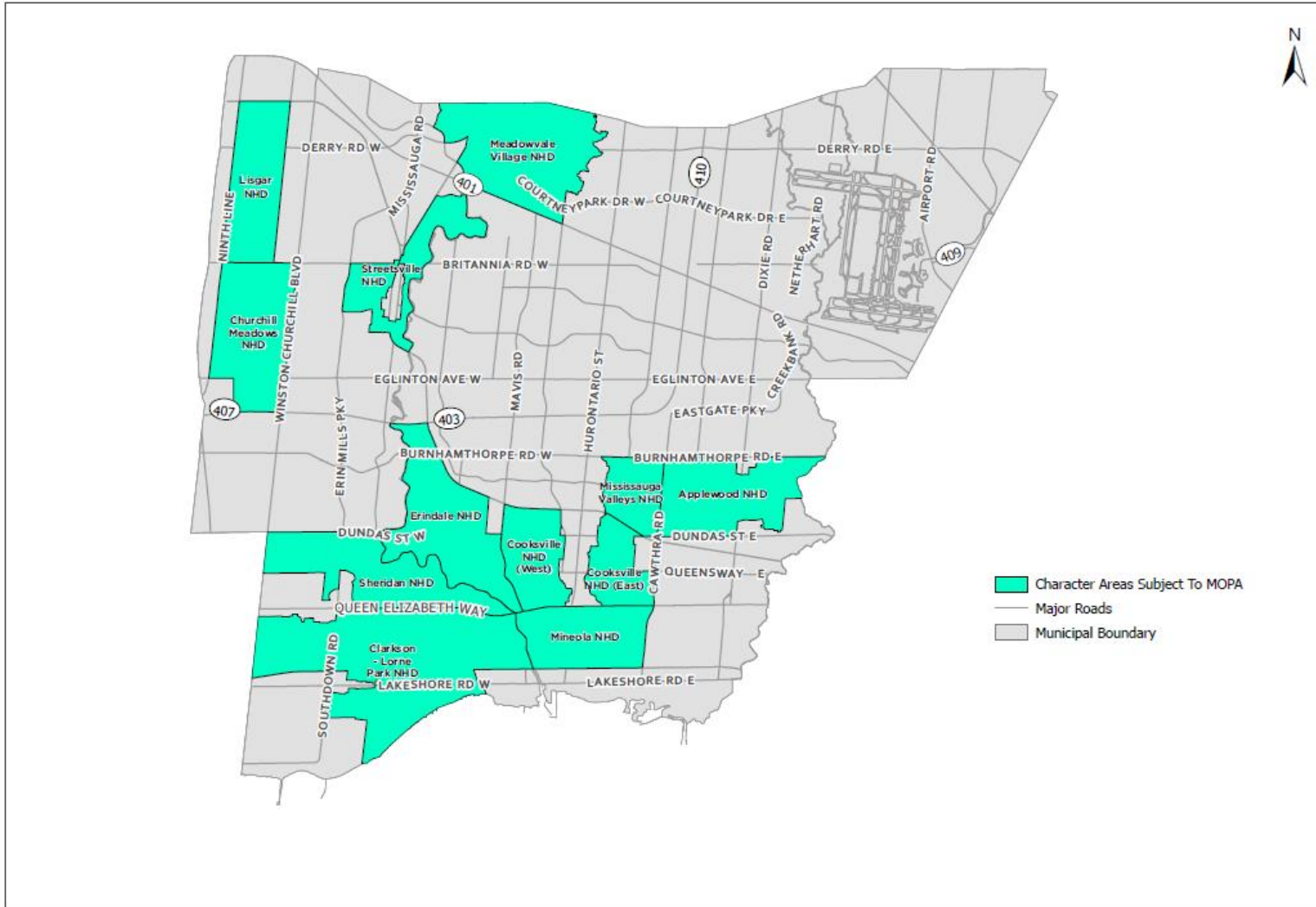
designated **Residential Low Density I** and **Residential Low Density II**. The **Residential Low Density I** designation permits detached dwellings, semi-detached dwellings and duplex dwellings. In addition to the uses permitted in the **Residential Low Density I** designation, the **Residential Low Density II** designation permits triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

Proposed Amendments

The **Residential Low Density I** and **Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings as of right. However, several Neighbourhood Character areas restrict the permitted uses in Residential Low Density I to detached homes only.

There are also site specific policies within Character Areas which stipulate minimum lot frontages for new lots and the number of new lots which can be created in certain areas. In order to permit semi-detached dwellings in the updated low density residential zones and reduced lot standards, an amendment to the Official Plan is necessary.

Policies regarding Heritage Conservation Districts are not proposed to be amended.



Character Areas Subject to Potential MOPA

0 1 2 3 4 5 Km

 **MISSISSAUGA**
Produced by Geospatial Solutions

Figure 1: Character Areas Subject to Potential MOPA

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>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. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p>

	General Intent
	<ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling (Section 11.2.5.3) <p>Lands designated Residential Low Density II will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling • Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages (Section 11.2.5.4)
Chapter 16 Neighbourhoods	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)

Mississauga Zoning By-law

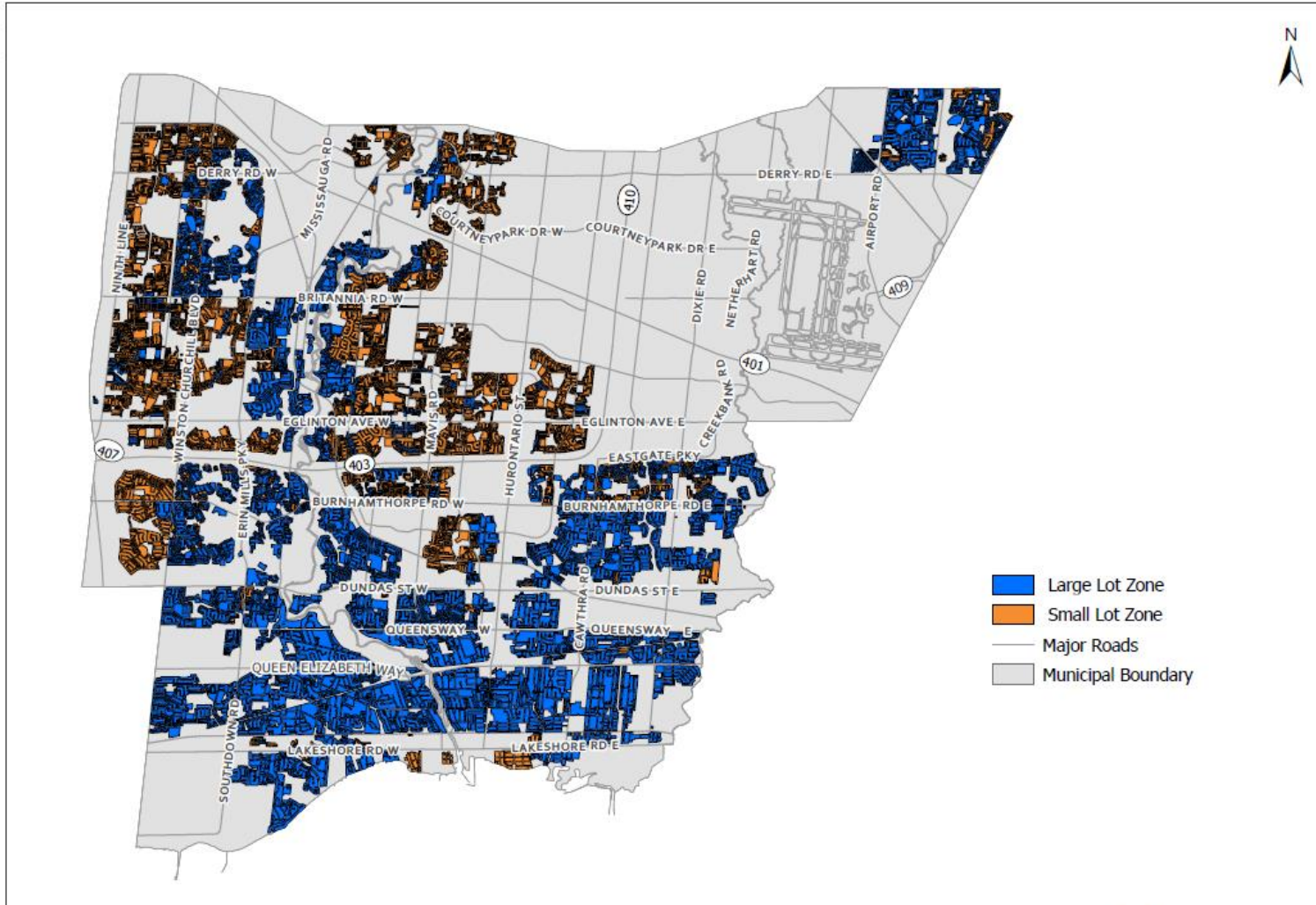
Zoning By-law 0225-2007

The City's zoning by-law currently has 16 zones which exclusively permit detached dwellings. R1 to R5 zones are differentiated by lot frontage and lot area standards, with R1 being the zone with the largest frontage and area requirements and the standards becoming gradually smaller with the R5 having the smallest standards. Other "R" zones are specialized zones which are tailored for specific neighbourhoods or lot types, including R6 and R7 zones (Shallow Lots), R8 to R11 (Garage Control Lots), R12 to R14 (Modular Lots), R15 (Port Credit) and R16 (Detached Dwellings on a CEC-Road).

Draft Updated Low Density Residential Zones

Staff are considering updating the City's low density residential zones by consolidating 12 of the 16 "R" zones into two new zones (Large Lot Zone and Small Lot Zone), reducing minimum lot area and frontage standards, amending maximum dwelling height, and allowing semi-detached dwellings as of right in these zones.

Zoning regulations for Heritage Conservation Districts are not proposed to be amended.



Potential Updated Low Density Zones

Figure 2: Potential Large Lot Zone and Small Lot Zone

2. Draft Large Lot and Small Lot Zone

Zone Regulations	Large Lot Zone	Small Lot Zone
Permitted Uses	Detached dwelling Semi-detached	Detached dwelling Semi-detached
ZONE REGULATIONS – DETACHED DWELLINGS		
Minimum Lot Area		
Interior lot	550 m ² (5,920 ft. ²)	285 m ² (3,068 ft. ²)
Corner lot	720 m ² (7,750 ft. ²)	370 m ² (3,983 ft. ²)
Minimum Lot Frontage		
Interior lot	15.0 m (49.21 ft.)	9.75 (32 ft.)
Corner lot	19.5 m (64 ft)	13.5 m (44 ft)
Maximum Lot Coverage	35%	40%
Minimum Front Yard		
Interior lot	7.5 m (25 ft.)	3.5 m (11.5 ft.)
Corner lot	6.0 m (20 ft.)	3.5 m (11.5 ft.)
Garage face - interior lot	Equal to the front yard	5.8 m (19 ft.)
Garage face - corner lot	Equal to the front yard	5.8 m (19 ft.)
Minimum Exterior Side Yard	6.0 m (20 ft.)	4.5 m (15 ft.)
Minimum Exterior Side Yard – Garage face	Equal to the exterior side yard	5.8 m (19 ft.)
Minimum Interior Side Yard		
Interior lot	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey above one storey	1.2 m (4 ft.) on one side of the lot and 0.61 m (2 ft.) on the other side
Corner lot	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey above one storey	0.61 m (2 ft.)
Minimum Rear Yard		

Zone Regulations	Large Lot Zone	Small Lot Zone
Interior lot	7.5 m (25 ft.)	6.0 m (20 ft.)
Corner lot	3.0 m (10 ft.)	6.0 m (20 ft.)
Maximum Height		
Sloped roof	10.0 m (33 ft.) to the peak of the roof	10.0 m (33 ft.) to the peak of the roof
Maximum height to the eaves	6.9 m (23 ft.)	6.9 m (23 ft.)
Flat roof	7.5 m (25 ft.)	7.5 m (25 ft.)
Encroachments, Projections and Setbacks		
Maximum projection of a garage beyond either the main front entrance or beyond the main entry feature where provided	n/a	2.5 m (8.2 ft.)
Where a main entry feature has been provided, the maximum projection of a garage beyond a main front entrance	n/a	5.0 m (1.5 ft.)
For a detached dwelling more than one storey in height , where the garage projects beyond the main front entrance , a minimum of 75% of the width of the garage , measured from the inside face of the garage walls, shall be covered by a second storey which may be set back a maximum of 2.5 m from the garage face	n/a	Required
Attached Garage , Parking and Driveway		
Attached garage	Permitted	Permitted

Zone Regulations	Large Lot Zone	Small Lot Zone
Minimum parking spaces	Required	Required
Maximum driveway width	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)
ZONE REGULATIONS – DETACHED DWELLINGS		
Minimum Lot Area		
Interior lot	340 m ² (3,660 sq. ft.)	200 m ² (2,153 sq. ft.)
Corner lot	400 m ² (4,306 sq. ft.)	280 m ² (3,014 sq. ft.)
Minimum Lot Frontage		
Interior lot	9.0 m (29.5 ft.)	6.8 m (22 ft.)
Corner lot	12.0 m (39 ft.)	9.8 m (32 ft.)
Maximum Lot Coverage	35%	45%
Minimum Front Yard	6.0 m (20 ft.)	4.5 m (15 ft.)
Garage face	Equal to the front yard	6.0 m (20 ft.)
Minimum Exterior Side Yard	6.0 m (20 ft.)	4.5 m (15 ft.)
Minimum Exterior Side Yard – Garage face	Equal to the front yard	6.0 m (20 ft.)
Minimum Interior Side Yard		
Attached side	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Unattached side	1.8 m (6 ft.)	1.2 m (4 ft.)
Attached garage – unattached side	1.2 m (4 ft.)	1.2 m (4 ft.)
Minimum Rear Yard	7.5 m (25 ft.)	7.5 m (25 ft.)
Maximum Height	10.7 m (35 ft.)	10.7 m (35 ft.)
Attached Garage, Parking and Driveway		
Attached garage	Permitted	Permitted
Minimum parking spaces	Required	Required
Maximum driveway width	5.2 m (17 ft.)	5.2 m (17 ft.)

K:\PLAN\DEV\CONTL\GROUP\WPDATA\CORPORATE REPORTS TO PDC\6. City Wide or Area Specific
Reports\BL.09-RES - R Zone Consolidation

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
RESIDENTIAL																
Detached Dwelling	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Detached dwelling on a CEC - road																✓
MINIMUM LOT AREA												MINIMUM MODULAR LOT AREA	MINIMUM MODULAR LOT AREA	MINIMUM MODULAR LOT AREA		
Interior lot	750 m ²	695 m ²	550 m ²	365 m ²	295 m ²	320 m ²	285 m ²	670 m ²	340 m ²	365 m ²	295 m ²	LOT TYPE A 580 m ² LOT TYPE B 555 m ² LOT TYPE C 590 m ²	LOT TYPE A 450 m ² LOT TYPE B 425 m ² LOT TYPE C 450 m ²	LOT TYPE A 365 m ² LOT TYPE B 335 m ² LOT TYPE C 355 m ²	460 m ²	550 m ²
Corner lot	835 m ²	810 m ²	720 m ²	500 m ²	415 m ²	405 m ²	370 m ²	780 m ²	410 m ²	500 m ²	415 m ²	Same as above	Same as above	Same as above	Same as above	CEC – corner lot 720 m ²
MINIMUM ½ MODULE AREA												1 930 m ²	1 480 m ²	1 180 m ²		
MINIMUM LOT FRONTAGE																
Interior lot	22.5 m	18.0 m	15.0 m	12.0 m	9.75 m	12.5 m	11.0 m	18.0 m	13.6 m	12.0 m	9.75 m	LOT TYPE A 16.0 m LOT TYPE B 24.0 m LOT TYPE C 15.5 m	LOT TYPE A 13.0 m LOT TYPE B 22.0 m LOT TYPE C 14.5 m	LOT TYPE A 11.0 m LOT TYPE B 19.0 m LOT TYPE C 14.5 m	12.0 m	15.0 m
Corner lot	22.5 m	21.0 m	19.5 m	16.5 m	13.5 m	15.8 m	14.3 m	21.0 m	16.7 m	16.5 m	13.5 m	Same as above	Same as above	Same as above	Same as above	CEC – corner lot 19.5 m
MINIMUM 1/2 MODULE AREA												1 930 m ²	1 480 m ²	1 180 m ²		

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD	
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	
MAXIMUM LOT COVERAGE	25%	30%	35%	40%	40%	n/a	n/a	30%	35%	40%	40%	32%	35%	35%	40%	35%	
MINIMUM FRONT YARD																	
Interior lot	9.0 m or 12.0 m where the lot abuts a lot with an existing front yard of 12.0 m or more on the same street ⁽²⁾	9.0 m	7.5 m	6.0 m	4.5 m	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	9.0 m	4.5 m	4.5 m	4.5 m	LOT TYPE A	LOT TYPE A	LOT TYPE A	6.0 m	Interior lot/CEC - corner lot 7.5 m	
													16.0 m	13.0 m			11.0 m
						3.5 m – Lot without a municipal sidewalk adjacent the front lot line	3.5 m – Lot without a municipal sidewalk adjacent the front lot line					LOT TYPE B	LOT TYPE B	LOT TYPE B			
													24.0 m	22.0 m			19.0 m
													LOT TYPE C	LOT TYPE C			LOT TYPE C
Corner lot	7.5 m	7.5 m	6.0 m	6.0 m	4.5 m	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	4.5 m – Lot with a municipal sidewalk adjacent to the front lot line	-	-	-	-	-	-	-	6.0 m	-	
						3.5 m – Lot without a municipal sidewalk adjacent the front lot line	3.5 m – Lot without a municipal sidewalk adjacent the front lot line										

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Garage face - interior lot	Equal to the front yard	Equal to the front yard	Equal to the front yard	Equal to the front yard	6.0 m	5.8 m	5.8 m	Equal to the front yard and equal to or further from the front lot line than the main front entrance	6.0 m	6.0 m	6.0 m	-	-	-	-	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk 7.5 m
Garage face - corner lot	Equal to the front yard	Equal to the front yard	Equal to the front yard	Equal to the front yard	6.0 m	5.8 m	5.8 m	Equal to the front yard	6.0 m	6.0 m	6.0 m	-	-	-	-	-
MINIMUM EXTERIOR SIDE YARD	7.5 m	7.5 m	6.0 m	4.5 m	4.5 m			7.5 m	4.5 m	4.5 m	4.5 m	-	-	-	4.5 m	-
Lot with an exterior side lot line abutting a street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0 m
Lot with an exterior side lot line abutting a CEC - road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0 m
Lot with an exterior side lot line abutting a CEC - sidewalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3 m
Garage face	Equal to the exterior side yard	Equal to the exterior side yard	Equal to the exterior side yard	6.0 m ⁽²⁾	6.0 m ⁽²⁾	5.8 m	5.8 m	Equal to the exterior side yard	6.0 m	6.0 m	6.0 m	-	-	-	-	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk 6.0 m

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
MINIMUM INTERIOR SIDE YARD																
Interior lot	1.8 m on one side of the lot and 4.2 m on the other side	1.8 m + 0.61 m for each additional storey or portion thereof above one storey	1.2 m + 0.61 m for each additional storey or portion thereof above one storey	1.2 m	1.2 m on one side of the lot and 0.61 m on the other side	1.2 m on one side of the lot and 0.61 m on the other side	1.2 m on one side of the lot and 0.61 m on the other side	1.8 m plus 0.61 m for each additional storey or portion thereof above one storey	1.2 m	1.2 m	1.2 m on one side of the lot and 0.61 m on the other side	-	-	-	Detached dwelling with an attached garage 1.2 m	1.2 m plus 0.61 m for each additional storey or portion thereof above one storey
Interior lot with an attached or detached garage in the rear or interior side yard that is located 15.0 m or more from the front lot line	-	-	-	-	-	-	-	3.0 m on one side and the other interior side yard may be reduced by 0.6 m, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	3.0 m on one side and 0.6 m on the other side, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	3.0 m on one side and 0.6 m on the other side, except that the attached garage may encroach a maximum of 2.4 m into the 3.0 m side yard	-	-	-	-	-	-

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Corner lot	3.0 m	3.0 m	1.2 m + 0.61 m for each additional storey above one storey	1.2 m	1.2 m	0.61 m	0.61 m	3.0 m	1.2 m	1.2 m	1.2 m	-	-	-	-	1.2 m plus 0.61 m for each additional storey or portion thereof above one storey
Where interior side lot line is the rear lot line of abutting parcel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.5 m
MINIMUM COMBINED WIDTH OF SIDE YARDS - INTERIOR LOT																
One storey detached dwelling	-	-	-	-	-	-	-	20% of the lot frontage or n/a if Line 8.2 of this Table applies	-	-	-	-	-	-	-	-
Dwelling having more than one storey	-	-	-	-	-	-	-	27% of the lot frontage or n/a if Line 8.2 of this Table applies	-	-	-	-	-	-	-	-
MINIMUM REAR YARD																

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Interior lot	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.0 m	7.0 m	7.5 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	7.5 m
Corner lot	3.0 m	3.0 m	3.0 m	7.5 m	7.5 m	7.0 m	7.0 m	3.0 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	7.5 m
Where a lot abuts a lot with a minimum rear yard of 7.5 m	n/a	n/a	n/a	n/a	n/a	6.0 m	6.0 m	-	-	-	-	-	-	-	-	-
Where the abutting lot to the rear of the subject lot has a minimum rear yard of 7.0 m, the minimum rear yard of the subject lot may be reduced to 6.0 m for a maximum of 50% of the width of the rear wall of the detached dwelling	n/a	n/a	n/a	n/a	n/a	✓	✓	-	-	-	-	-	-	-	-	-
Minimum setback of a detached dwelling to all lands zoned U-3	n/a	n/a	n/a	n/a	n/a	14.5 m	14.5 m	-	-	-	-	-	-	-	-	-
MAXIMUM HEIGHT	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	10.7 m	-	-	-	-	10.7 m	10.7 m	10.7 m	-	10.7 m
Maximum Height - Highest Ridge: sloped roof	-	-	-	-	-	-	-	10.7 m	-	-	-	-	-	-	-	-
Maximum Height: sloped roof	-	-	-	-	-	-	-	-	10.7 m	10.7 m	10.7 m	-	-	-	9.5 m	-
Maximum Height:	-	-	-	-	-	-	-	7.5 m	7.5 m	7.5 m	7.5 m	-	-	-	7.5 m	-

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
ZONES	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
flat roof																
Maximum height of eaves: from average grade to lower edge of eaves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.4 m	-
ENCROACHMENTS, PROJECTIONS AND SETBACKS																
Maximum projection of bay windows, greenhouse windows, and porches outside the building area	-	-	-	-	-	-	-	-	-	-	-	0.45 m	0.45 m	0.45 m	-	-
Maximum projection of a garage beyond either the main front entrance or beyond the main entry feature where provided	n/a	n/a	n/a	n/a	2.5 m	2.5 m	2.5 m	n/a	1.0 m	2.5 m	2.5 m	-	-	-	-	-
Where a main entry feature has been provided, the maximum projection of a garage beyond a main front entrance	n/a	n/a	n/a	n/a	5.0 m	5.0 m	5.0 m	n/a	2.5 m	4.0 m	4.0 m	-	-	-	-	-

**"R" Zones in By-law 0225-2007
For Information Purposes Only**

ZONES	Typical Lots					Shallow Lots		Garage Control Lots				Modular Lots			Port Credit	Detached Dwellings on a CEC-ROAD
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16
Minimum setback of a detached dwelling to a CEC - visitor parking space	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3 m
Minimum setback of a detached dwelling to a CEC - amenity area	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.5 m
ATTACHED GARAGE, PARKING AND DRIVEWAY																
Attached garage	Permitted	Permitted	Permitted	Permitted	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required	Permitted	Permitted
Minimum parking spaces	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	See Subsection 4.1.9 and Part 3 of By-law 0225-2007	✓	✓
Minimum visitor parking spaces	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓
Minimum parking spaces within a garage	-	-	-	-	-	-	-	-	-	-	-	2	2	2	-	-
Maximum driveway width ⁽⁴⁾	Width of garage door opening(s) plus 2.0 m up to a maximum of 8.5 m; if no garage door then	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door maximum	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage	Lesser of 6.1 m or 45% of lot frontage	Lesser of 6.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of lot frontage	6.0 m	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of the lot frontage	Lesser of 8.5 m or 50% of lot frontage	Lesser of 8.5 m or 50% of the lot frontage

Jurisdictional Scan of Comparable Municipalities

Municipality	Number of Zones Permitting Single Detached Dwellings	Number of Zones Permitting exclusively Detached Dwellings	Summary
Toronto (569-2013)	5	1	<p>Zoning By-law 569-2013 is a consolidation of the zoning by-laws of Toronto's pre-amalgamation municipalities. There are five low density residential zones which permit detached houses, among other low density dwelling types. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <p>Residential "R"</p> <ul style="list-style-type: none"> • Refer to Zoning By-law Map for minimum lot frontage and minimum lot area • If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 6.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres <p>Residential Detached "RD"</p> <ul style="list-style-type: none"> • Refer to Zoning By-law Map for minimum lot frontage and minimum lot area • If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 12.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres <p>Residential Semi-Detached "RS"</p> <ul style="list-style-type: none"> • Refer to Zoning By-law Map for minimum lot frontage and minimum lot area • If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 15.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres

			<p>Residential “RT”</p> <ul style="list-style-type: none"> • Refer to Zoning By-law Map for minimum lot frontage and minimum lot area • If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 6.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres <p>Residential Multiple “RM”</p> <ul style="list-style-type: none"> • Refer to Zoning By-law Map for minimum lot frontage and minimum lot area • If these standards are not present on the Zoning By-law Map, the minimum lot frontage is 12.0 m and minimum lot area is the required minimum lot frontage multiplied by 30 metres
Hamilton (05-200)	2	0	<p>By-law 05-200 has three low density residential zones and covers residential zones in Hamilton’s urban area. By-law 05-200 introduced three new low density residential zones replacing 40+ found in the City’s former municipal zoning by-law. Two of the three new zones permit detached dwellings. Both of these zones permit single detached, duplexes, semi-detached dwellings and street townhouse dwellings. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <ul style="list-style-type: none"> • R1 - Minimum lot frontage of 12.0 m and minimum lot area of 360.0 sq m • R1a - Minimum lot frontage of 9.0 m and minimum lot area of 270.0 sq m
Ottawa (2008-250)	5	1	<p>By-law 2008-250 is a consolidation of the City’s of Ottawa’s zoning by-laws. The City of Ottawa has five residential zones, which all permit detached dwellings among other dwelling types. There are no standard minimum lot frontages and minimum lot areas for the zones. Within each zone there are more than 25 subzones which set out minimum lot frontage and lot area.</p>

Guelph (2023-20790)	2	0	<p>By-law 2021-20790 has four low density residential zones. Two of these zones (RL.1 and RL.2) permit single detached dwellings, semi-detached dwellings and duplex dwellings as well as small multi-unit residential buildings and on-street townhouses. The remaining two zones (RL.3 and RL.4) permit townhouses and small scale apartment buildings, respectively. Below is a summary of the lot standards for single detached dwellings in these zones:</p> <ul style="list-style-type: none"> • RL.1 - Minimum lot frontage of 15.0 m and minimum lot area of 460 sq m • RL.2 - Minimum lot frontage of 9.0 m (interior lot) and 12.0 m (corner lot) and minimum lot area of 275 sq m
Vaughan (001-2021)	6	4	<p>By-law 001-2021 has six low density residential zones. Four of these zones only permit single detached dwellings, with the Fourth Density Residential and Fifth Density Residential zones also permitting semi-detached dwellings. Within these six low density residential zones, there are a total of 15 different lot standards for single detached dwellings. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>RE (Estate Residential)</p> <ul style="list-style-type: none"> • Minimum lot frontage of 45 m and minimum lot area 4,000 sq m <p>First Density Residential Zones</p> <ul style="list-style-type: none"> • R1 - Minimum lot frontage of 18 m and minimum lot area of 420 sq m • R1A – Minimum lot frontage of 18 m and minimum lot area of 540 sq m • R1B – Minimum lot frontage of 18 m and minimum lot area of 600 sq m • R1C – Minimum lot frontage of 24 m and minimum lot area of 950 sq m • R1D – Minimum lot frontage of 24 m and minimum lot area of 1400 sq m • R1E – Minimum lot frontage of 30 m and minimum lot area of 845 sq m <p>Second and Third Density Residential Zones</p> <ul style="list-style-type: none"> • R2 – Minimum lot frontage of 15 m and minimum lot area of 350 sq m

			<ul style="list-style-type: none"> • R2A – Minimum lot frontage of 15 m and minimum lot area of 450 sq m • R3 – Minimum lot frontage of 12 m and minimum lot area of 315 sq m • R3A – Minimum lot frontage of 12 m and minimum lot area of 320 sq m <p>Fourth and Fifth Density Residential Zones</p> <ul style="list-style-type: none"> • R4 - Minimum lot frontage of 9 m and minimum lot area of 240 sq m • R4A - Minimum lot frontage of 9 m and minimum lot area of 225 sq m • R5 - Minimum lot frontage of 7.5 m and minimum lot area of 225 sq m • R5A - Minimum lot frontage of 9 m and minimum lot area of 225 sq m
Milton (016-2014)	3	0	<p>By-law 016-2014 has two low density residential zones. Both zones permit detached dwellings, duplexes and semi-detached dwellings. The minimum lot frontage and lot depth regulations are the same for both zones. The two zones are differentiated by side yard setbacks and maximum building height. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>RLD and RLD1</p> <ul style="list-style-type: none"> • Detached dwelling/Duplex dwelling - Minimum lot frontage of 15.0 m and minimum lot depth is 30 m
Oakville (2014-014)	10	6	<p>By-law 2014-014 has 11 low density residential zones, six of which only permit single detached dwellings. Below is a summary of the lot standards for detached dwellings in these zones:</p> <ul style="list-style-type: none"> • RL1- Minimum lot frontage of 30.5 m and minimum lot area of 1395.5 sq m • RL2 - Minimum lot frontage of 22.5 m and minimum lot area of 836.0 sq m • RL3 - Minimum lot frontage of 18.0 m and minimum lot area of 557.5 sq m • RL4 - Minimum lot frontage of 16.5 m and minimum lot area of 511.0 sq m

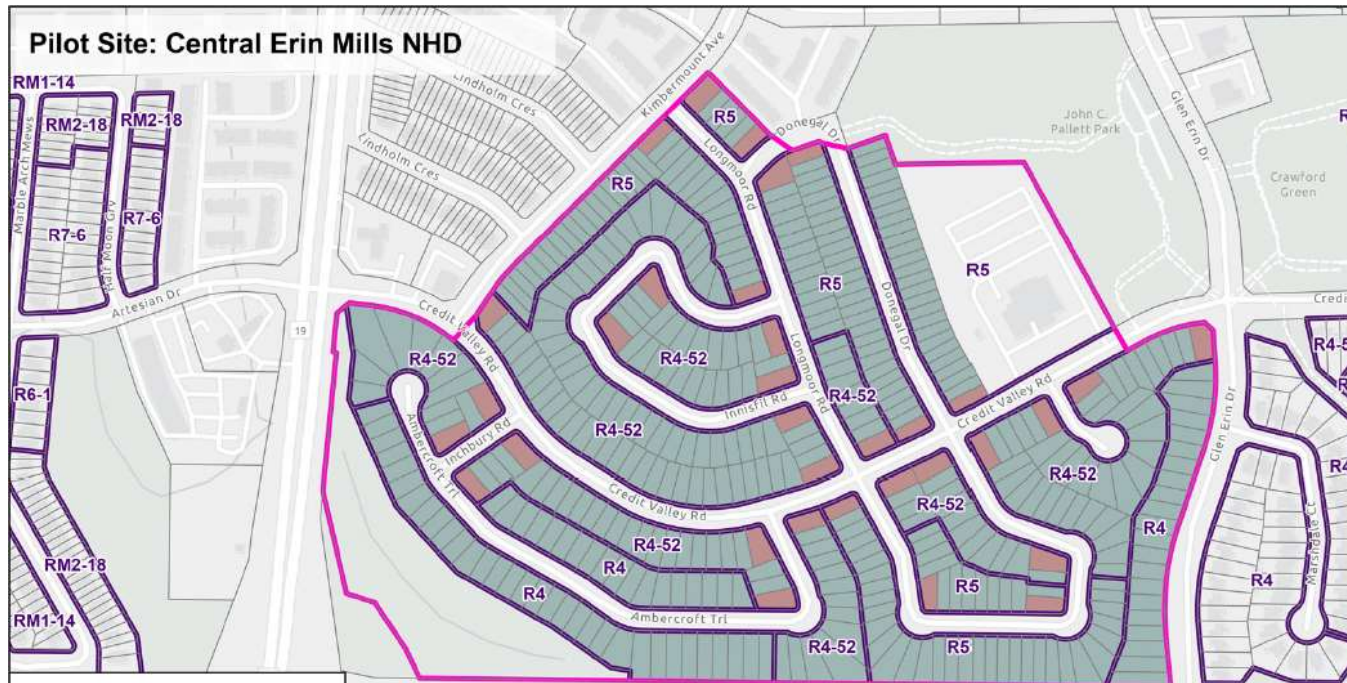
			<ul style="list-style-type: none"> • RL5 - Minimum lot frontage of 15.0 m and minimum lot area of 464.5 sq m • RL6 - Minimum lot frontage of 11.0 m and minimum lot area of 250.0 sq m • RL7 - Minimum lot frontage of 18.5 m and minimum lot area of 557.5 sq m • RL8 - Minimum lot frontage of 12.0 m and minimum lot area of 360.0 sq m • RL9 - Minimum lot frontage of 9.0 m and minimum lot area of 270.0 sq m • RL10 - Minimum lot frontage of 15.0 m and minimum lot area of 464.5 sq m
Burlington (2020)	3	3	<p>By-law 2020 has three residential zones which permit only detached dwellings. Within each of these zones, there are subzones with minimum lot frontage and lot area requirements. In total, there are 10 subzones with different lot frontage and area standards. Below is a summary of the lot standards for detached dwellings in these zones:</p> <p>R1</p> <ul style="list-style-type: none"> • R1.1 – Minimum lot frontage of 30 m and minimum lot area of 1850 sq m • R1.2 – Minimum lot frontage of 24 m and minimum lot area of 925 sq m <p>R2</p> <ul style="list-style-type: none"> • R2.1 – Minimum lot frontage of 18 m and minimum lot area of 700 sq m • R2.2 – Minimum lot frontage of 18 m and minimum lot area of 700 sq m • R2.3 – Minimum lot frontage of 18 m and minimum lot area of 680 sq m • R2.4– Minimum lot frontage of 16 m and minimum lot area of 600 sq m <p>R3</p> <ul style="list-style-type: none"> • R3.1 – Minimum lot frontage of 15 m and minimum lot area of 700 sq m • R3.2 – Minimum lot frontage of 15 m and minimum lot area of 700 sq m • R3.3 – Minimum lot frontage of 13 m and minimum lot area of 680 sq m

			<ul style="list-style-type: none">• R3.4– Minimum lot frontage of 12 m and minimum lot area of 600 sq m
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Example Neighbourhoods

How could new lot standards impact
Mississauga's neighbourhoods?





Small Lot Zone

Total number of properties: 440

Number of properties that can be severed to create semi-detached dwellings: 103 (23%)

Number of lots that can be severed to create 2 detached dwellings: 6 (1%)



Small Lot Zone

Total number of properties: 358

Number of properties that can be severed to create semi-detached dwellings: 21 (6%)

Number of properties that can be severed to create 2 new detached dwellings: 0 (0%)

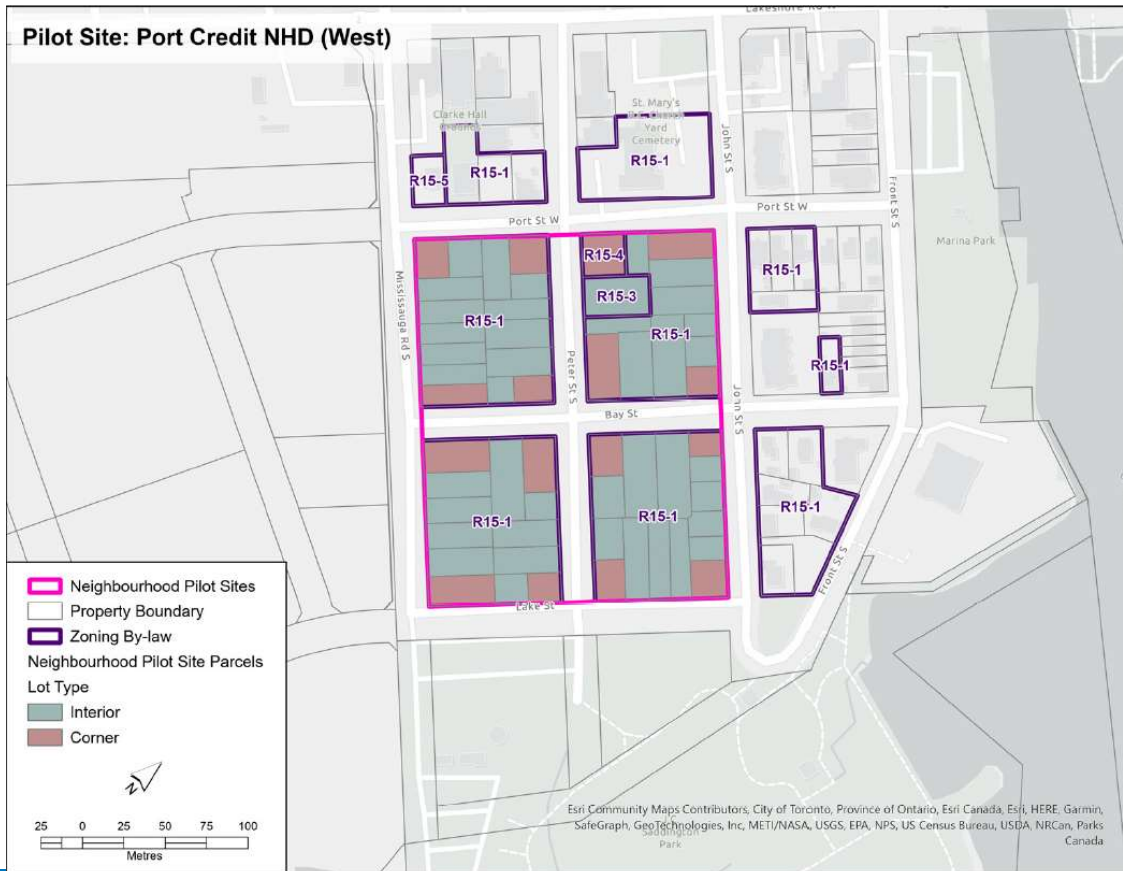


Large Lot Zone

Total number of properties: 199

Number of lots that can be severed to create semi-detached dwellings: 190 (95%)

Number of lots that can be severed to create 2 new detached dwellings: 137 (69%)



Small Lot Zone

Total number of properties: 57

Number of properties that can be severed to semi-detached dwellings: 45 (79%)

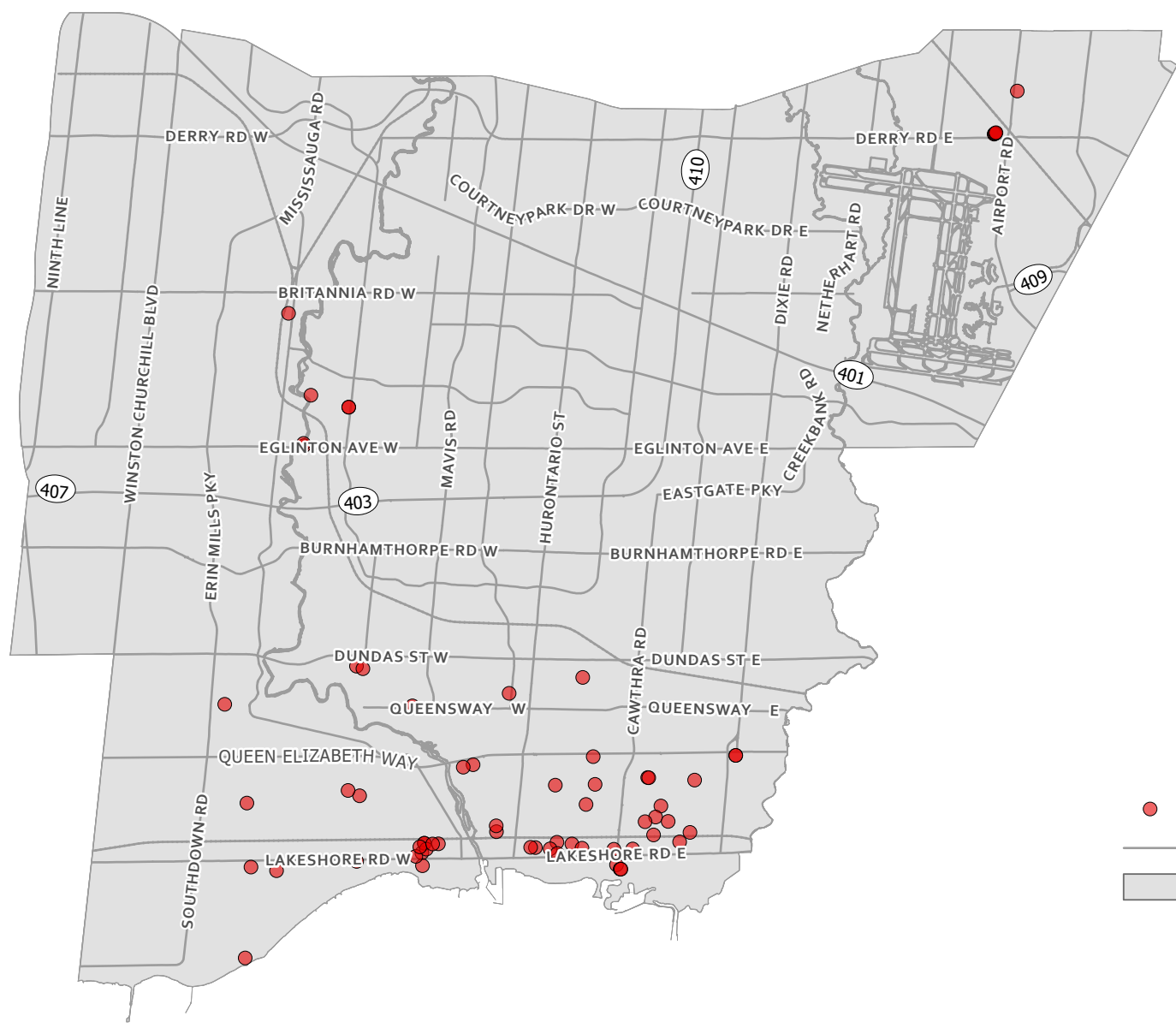
Number of lots that can be severed to create 2 new detached dwellings: 11 (19%)

Lot Frontage Analysis

Ward	Large Lot Zone			Small Lot Zone			Total number of properties that are subject to rezoning
	Number of properties in draft Large Lot Zone	Number of properties that have sufficient frontage to create a pair of semi-detached dwellings	Number of properties that have sufficient frontage to create two new detached dwellings	Number of properties in the Small Lot Zone	Number of properties that have sufficient frontage to create a pair of semi-detached dwellings	Number of properties that have sufficient frontage to create two new detached dwellings	
City Wide	39743	17086 (43%)	2824 (7%)	45,171	10769 (24%)	1463 (3%)	84,914
1	6889	3134 (46%)	573 (8%)	153	15 (10%)	3 (2%)	7042
2	8154	4730 (58%)	1170 (14%)	444	100 (22.5%)	18 (4%)	8598
3	4538	1097 (24%)	59 (1%)	909	139 (15%)	20 (2%)	5447
4	1426	335 (24%)	11 (1%)	3266	574 (18%)	90 (3%)	4692
5	2637	330 (12.5%)	19 (1%)	5447	1134 (21%)	138 (2.5%)	8084
6	2951	980 (33%)	63 (2%)	7623	1257 (17%)	140 (2%)	10574
7	4611	2296 (50%)	374 (8%)	1781	313 (18%)	42 (2%)	6392
8	4121	2257 (55%)	541 (13%)	5853	2092 (36%)	295 (5%)	9974
9	1412	344 (24%)	19 (1%)	4606	1203 (26%)	158 (3%)	6018
10	10	7 (70%)	6 (60%)	9279	1976 (22%)	231 (2.5%)	9289
11	3327	2004 (60%)	101 (3%)	5827	1729 (30%)	265 (5%)	9154

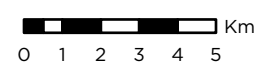


2023/09/11



- Location of Minor Variances
- Major Roads
- ▭ Municipal Boundary

Minor Variances for Lot Area and Lot Frontage 2020- 2023



Updated Low Density Residential Zones Project

BL.09-RES

**October 23rd Planning and Development Committee
Presented by Kelsey Martin, Planner, Zoning Services**

Project Overview

- The purpose of this project is to:
 - consolidate the City’s detached dwelling zones (“R” zones) in the City’s zoning by-law into a smaller number of zones
 - update lot frontage and area requirements in these zones to allow for smaller lots and;
 - to allow semi-detached dwellings as of right in these zones



Background

February 2020 – Councillor Parrish directed staff to review existing standards for detached dwellings in the City’s zoning by-law

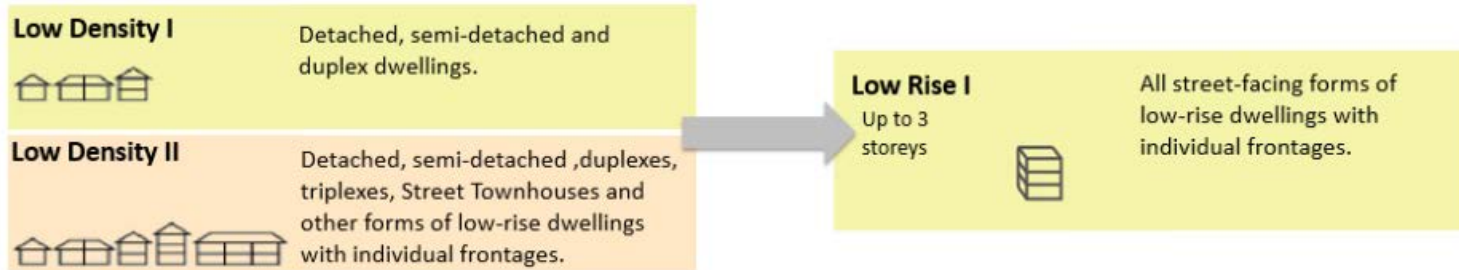
April 2021 – Council endorsed the scope of work for the “Increasing Housing Choices in Mississauga’s Neighbourhoods Study”

November 2022 – Bill 23, *More Homes Built Faster Act, 2022* received Royal Assent introducing several provisions to promote infill in Neighbourhoods

March 2023 – Council approved *Growing Mississauga: An Action Plan* which contains an action to reduce exclusionary zoning throughout Mississauga

Background continued

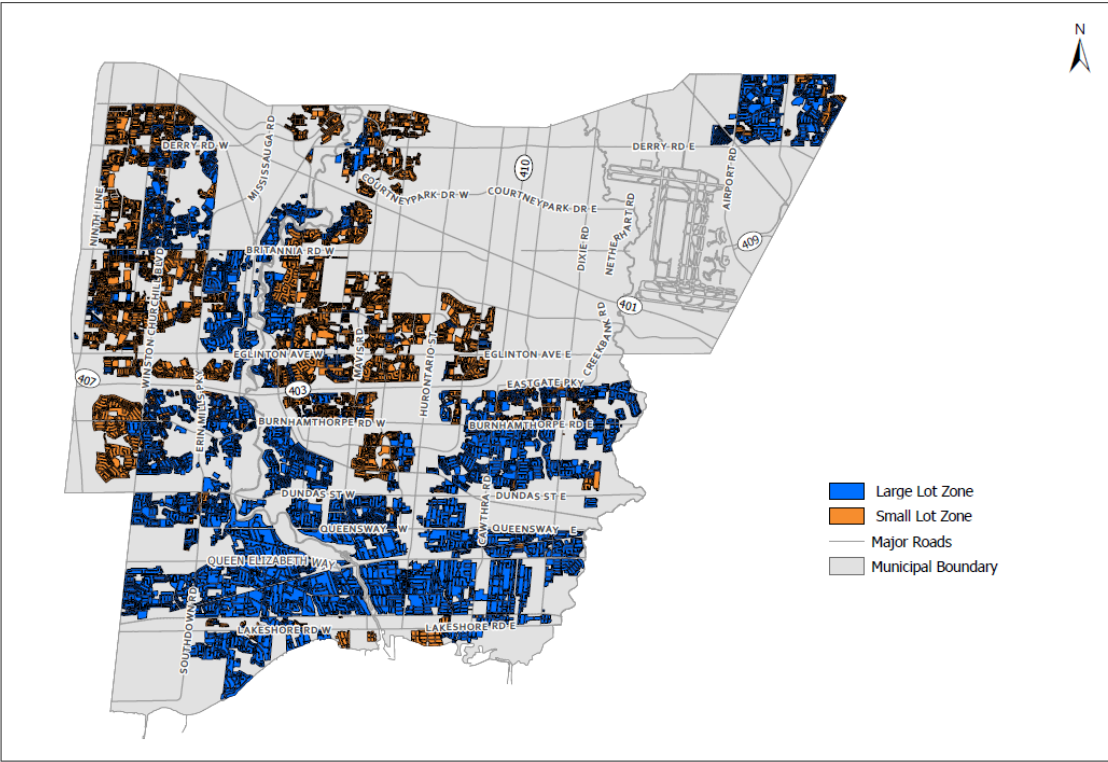
June 2023 – Staff presented the “Mississauga Official Plan Review – Bundle 3 Draft Policies” which contained a new housing chapter. In order to support the city’s effort to provide a greater range of housing options, new residential land use designations were proposed.



September 2023 – Updated Low Density Zone project was presented to the Mississauga Housing Panel Meeting

Consolidation of Zones

- **Large Lot Zone** (formerly R1, R2, R3 and R8 zones)
- **Small Lot Zone** (formerly R4, R5, R6, R7, R9, R10, R11 and R15 zones)



Potential Updated Low Density Zones

Potential New Zone Standards

ZONES	Large Lot Zone	Small Lot Zone
ZONE REGULATIONS – DETACHED DWELLINGS		
MINIMUM LOT AREA		
Interior lot	550 m ² (5,920 sq ft)	285 m ² (3,068 sq ft)
Corner lot	720 m ² (7,750 sq ft)	370 m ² (3,983 sq ft)
MINIMUM LOT FRONTAGE		
Interior lot	15.0 m (49.21 ft)	9.75 m (32 ft)
Corner lot	19.5 m (64 ft)	13.5 m (44 ft)

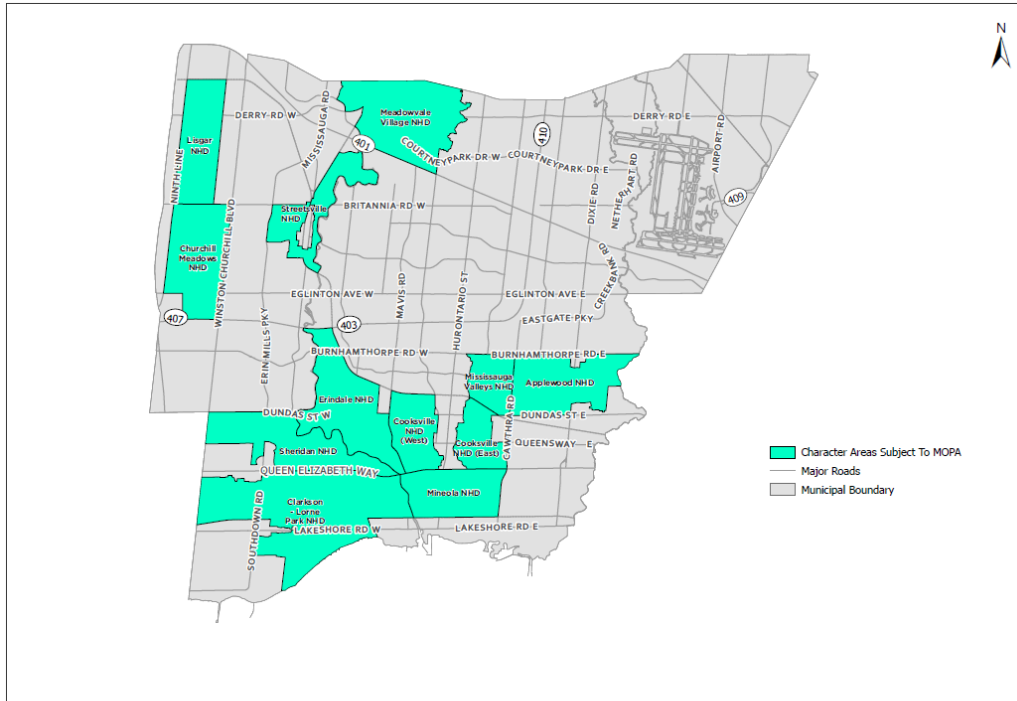
ZONES	Large Lot Zone	Small Lot Zone
ZONE REGULATIONS – SEMI- DETACHED DWELLINGS		
MINIMUM LOT AREA		
Interior lot	340 m ² (3,660 sq ft)	200 m ² (2,152.78 sq ft)
Corner lot	400 m ² (4,305 sq ft)	280 m ² (3,013 sq ft)
MINIMUM LOT FRONTAGE		
Interior lot	9.0 m (30 ft)	6.8 m (22 ft)
Corner lot	12.0 m (39 ft)	9.8 m (32 ft)

Proposed New Maximum Dwelling Height

- Staff considering a new maximum dwelling height of 10 m (33 ft.) to the peak of a sloped roof, maximum height of eaves of 6.9 m (22 ft.) and a maximum height of 7.5 m (25 ft.) to the top of a flat roof



Official Plan Amendment



Character Areas Subject to Potential MOPA

- **Residential Low Density I and Residential Low Density II** designations in the City's Official Plan permit both detached dwellings and semi-detached dwellings
- Some Neighbourhood Character area policies need to be amended to implement the proposed zoning changes

Engagement Plan

- Information about project is available on the Increasing Housing Choices website: <https://yoursay.mississauga.ca/increasing-housing-choices-in-neighbourhoods-study> and will be updated after key milestones
- City-wide Virtual Information Session to be scheduled

Recommendations

1. That the report dated October 4, 2023 from the Commissioner of Planning and Building regarding the proposed amendments to Zoning By-law 0225-2007 and Mississauga Official Plan to update low density residential zones, under File BL.09-RES (All Wards), be received for information.
2. That staff be directed to seek community input through an online awareness campaign and report back to the Planning and Development Committee in February 2024 with recommended Zoning By-law amendments.

City of Mississauga
Corporate Report



<p>Date: October 4, 2023</p>	<p>Originator's files: BL.01-PAR</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: October 23, 2023</p>

Subject

INFORMATION REPORT (Wards 1, 4, 5 and 7)

Feasibility of Reducing Residential Parking Requirements along the Hazel McCallion Line

Recommendation

1. That the report titled "Feasibility of Reducing Residential Parking Requirements along the Hazel McCallion Line" dated October 4, 2023 from the Commissioner of Planning and Building be received for information.
2. That staff are authorized to report back to Planning and Development Committee in Q1 2024 with recommendations for reducing the off-street parking per unit rates for apartment uses (condominium and rental) for the area(s) along the light rail transit (LRT) corridor, known as the Hazel McCallion Line between Matheson Boulevard and Port Credit.

Executive Summary

- Off-street parking refers to the number of parking spaces (resident and visitor) that are required on a property as part of any development and/or land-use.
- City staff were directed to investigate the feasibility of reducing the per unit parking rates for residential uses along the light rail transit (LRT) corridor, known as the Hazel McCallion Line).
- Through this initial review, City staff are of the opinion that reduced per unit parking rates are feasible for condominium and rental apartment uses along the LRT corridor. However, staff need to undertake additional research and consultation to establish specific resident and visitor parking rates that are supportable and/or if the rates will need

to vary across the study area.

- A set of criteria will be used to guide the level of the reduction proposed. Consideration of the long-term supply of other off-street parking opportunities will also be required. Staff will also consider the applicability of implementing maximum parking requirements along the LRT corridor.
- As a next step, City staff are seeking permission to initiate a review of the Zoning By-law study and consult the Housing Panel and the broader public.
- City staff aim to bring a report and a draft amendment of the Zoning By-law to the Planning and Development Committee (PDC) for further consideration in Q1 2024.

Background

At the June 28, 2023 Council meeting, City staff were directed to investigate and “report back on the feasibility of reducing parking requirements in parking precincts that are, or will be, served by the Hazel McCallion Line, including investigating an elimination of minimum parking requirements for resident land uses”. This Information Report provides an initial analysis and considerations to Council based on the motion’s direction (see Appendix 1).

The Evolution of Parking Standards in the City of Mississauga

On April 19, 2022, Planning and Development Committee approved staff’s recommendations to update off-street parking regulations and rates (see [Corporate Report](#)), resulting in the creation of city-wide Parking Precincts that corresponds to distinct parking requirements based on areas with similar characteristics for parking management (e.g., access to transit, mix of uses, density of development, etc.). It also introduced progressive parking regulations such as reduced rates for affordable housing, electric vehicle-ready parking spaces and shared visitor and non-residential uses in residential mixed use developments.

Amendments to the Zoning By-law to implement staff recommendations were approved by Council in June 2022 and are now [in-effect](#). Parking Precinct 1 currently includes lands located along the LRT between Matheson Boulevard and Downtown Cooksville, as well as Port Credit Community Node. Downtown Hospital and parts of Mineola fronting Hurontario Street are located in Precinct 2.

The existing minimum parking requirement for apartments (condominium and rentals) in both Precincts is 0.8 spaces per residential unit plus 0.2 visitor parking spaces per unit (although visitor parking is 0.15 in the Downtown Core). Requirements are 50% lower for affordable dwellings provided by a non-profit housing provider. New parking regulations implemented a number of Council approved transportation studies such as The Parking Master Plan and Implementation Strategy, 2019, TDM Strategy, 2018, and the Cycling Master Plan, 2018.

Although the in-effect rate of 0.8 space per unit was recently adopted, the demand for resident parking spaces along the LRT has continued to decline as recently approved buildings are providing less than what is required through minor variance or rezoning applications to accommodate purchaser demands. Since June 2022, the City has received almost 20 requests for parking rate reductions for condominium apartments along the Hazel McCallion Line; these applications are in various stages of approval. The proposed minimum parking requirements range from 0.32 to 0.7 parking spaces per unit (plus visitor parking). Most of these requests are coming from Port Credit Community Node, Downtown Core and Downtown Cooksville. This trend is a positive development in that government investment in transit, active transport and creating more walkable communities appears to be having the desired effect.

No developers are proposing zero resident parking spaces, as they see the merit in providing resident parking spaces. Resident parking spaces remain unbundled to encourage alternative transportation choices. For example, the requested reductions in Downtown Cooksville is due to the close proximity to the Cooksville GO Station.

Other Parking Related Initiatives

The City is also leading initiatives to address parking supply. The Municipal Parking Division are undertaking [Parking Matters 2.0](#), a review of on-street parking permits, lower boulevard parking, and dynamic pricing of municipal parking fees, along with other Transportation Demand Management (TDM) technologies and enforcement solutions. Any available on-street parking could be used to support the implementation of new Provincial requirements to permit at least three residential units per single/ semi-detached lot. Further on-street parking needs might be generated through the implementation of the Increasing Housing Choices in Neighbourhoods Study.

The review of residential parking requirements along the LRT and Parking Matters 2.0 will work together to ensure a balance between parking demands and provisions provided through private development and municipal parking, while influencing city building initiatives and transportation choices along the LRT Line.

Comments

Staff conclude that there are many benefits to be achieved through lower parking rates and recommend specific proposed zoning changes be brought back to Council following public consultation. The following sections outline initial research findings and the rationale that will inform the proposed review of residential parking requirements along the LRT.

Parking Requirements Trends in North America

Over the last decade, several cities have significantly reduced or fully eliminated resident minimum parking standards. Ottawa, Brampton, and Toronto have eliminated minimum resident parking requirements in some of their downtowns, nodes, and intensification corridors for

apartments where frequent higher order transit service is available, whereas Waterloo and Vaughan have reduced minimum parking requirements. Many U.S. cities such as Minneapolis, Buffalo and Nashville have eliminated parking minimums, despite not having any heavy rail transit service such as subways. In the case of Toronto and Nashville, they converted some of their former minimum rates into maximum rates.

The central argument for significant reductions or the elimination of resident parking minimums relates to letting the market decide how many parking spots should be provided. It is not intended to penalize residents who own a car. More specifically, if a municipality sets a rate too high, a developer could be required to build more spaces than are needed. The result of this would be parking spots being sold at a discount which encourages additional vehicle ownership, and usage, that may not have occurred otherwise. If the developer is unable to make money on the discounted space, the financial loss is factored into overall construction costs.

The City of Mississauga has the benefit to learn from others, as several years have passed since cities have begun to eliminate minimum parking standards. There is growing literature citing the cautions of eliminating parking minimums in the absence of a joint suite of measures to support reduced driving. In Minneapolis' "Vision 2040" plan, for example, as parking minimums were removed, public transportation funding increased and the zoning was reformed to disincentivize driving through balancing land uses to accommodate more residents using transit and active transportation.

City Staff contacted colleagues from the cities of Toronto, Ottawa, and Brampton to learn from their experiences once resident parking minimums were removed, if there were unintended impacts, and whether developers provided adequate vehicular parking despite not being a requirement. Contacted staff indicated that eliminating parking minimums addressed climate change initiatives and implemented Official Plan policies directing to lower parking rates and encouraging transit supportive development. It was indicated most development applications for high rise residential buildings still provide parking to accommodate the market demands of each site. As a next step, City Staff will continue to contact colleagues from other municipalities to learn from their experiences.

Appendix 2 includes a summary of the benchmarking of southern Ontario municipalities.

Existing Movement Behaviours Around the LRT Corridor

In considering either reduced parking rates or an elimination of parking minimums, it is important to consider and understand existing behaviours. Eliminating minimum parking standards needs to be done in a way so that behaviours are encouraged to be modified, but not in a negative experience, instead one in which a positive reinforcement is achieved. Key current movement behaviours are noted below:

Residents' Commuting Behaviour

- The Transportation Tomorrow Survey (TTS) 2016 shows that driving is the main mode of choice amongst Mississauga residents
- 2021 Census shows the main mode of transportation of the employed labour force to work is by driving (as a driver and passenger)
- According to the TTS:
 - Uptown Node has the highest percentage of drivers and passengers at 79%
 - Downtown Fairview has the lowest percentage of drivers and passengers at 67%

Alternative Modes of Transportation (Transit, Cycle, Walking)

- According to the TTS:
 - About 25% of residents along the future LRT already use transit and active transportation for their daily commute (for all activities, including work, school, errands, and appointments)
 - About 24% of residents along the future LRT use transit, walking or cycling to commute to work
 - 30% of residents in the Downtown Hospital area along the future LRT use transit, walking or cycling
 - 19% of trips to work by residents are made by transit, and 5% are made by walking and cycling

A holistic look at all of the policy factors that help increase the rate of driving and achieve a more sustainable transportation mode share is important in contemplating an end to minimum parking requirements. Furthermore, in order to expedite the shift to transit and active transportation, the City and other levels of government will need to prioritize investments in transit and cycling infrastructure. The City will need to create a robust local transit system that offers increased connectivity and reduced waiting times.

Benefits of Reduced Parking Standards

Significantly reducing or eliminating the minimum per residential unit parking requirements would:

- **Enable the City to leverage investments made to the LRT and accelerate the shift to non-vehicular modes:** Currently, 53% of trips in the Downtown Core that are less than five kilometres are made by driving, which indicates an auto-centric modal split but also an opportunity for reductions on car reliance for short trips. With more people living and/or working beside or in close proximity to the LRT corridor, they would drive less and take transit more often once the LRT is in operation. This percentage would be further reduced with the LRT Loop through the Downtown Core.

- **Help lower housing construction costs while reducing construction timelines:** Reducing or eliminating minimum resident per unit parking requirements would likely decrease the size of the structured parking garage. Construction cost is estimated to be \$80,000 to 120,000 per parking space depending on the site's complexities, while reducing overall maintenance costs of parking structures over time. Any savings passed onto buyers and tenants from overbuilding the parking structure would remain at the discretion of developers.
- **Advance the goals of the Climate Change Action Plan, Downtown Movement Plan, and the Transportation Master Plan:** Building underground parking is not only expensive, but also carbon intensive due to the materials required, and residents who do not own a vehicle are more likely to use transit and active transportation options for trips.
- **Improved site designs:** smaller underground parking garages will reduce requests for parking to be located under roadways.

Challenges of Reduced Parking Standards

Staff recognize that most areas along the LRT, particularly the Downtown Core and Cooksville, have a mix of land uses allowing daily errands to be made by walking, cycling, or taking transit. However, the impacts of further reducing or eliminating minimum resident parking requirement for the entire corridor in a municipality where still most trips are made by vehicle and where a network of rapid transit is still in the early stages of development, need to be considered.

One of the biggest challenges of reduced rates is that unit purchasers who are committed to owning a vehicle but do not buy parking spot at the time of unit purchase. In some cases they may be able to rent a spot in the building, but if none are available they will likely have to look at parking elsewhere. In some cases, this supply can be accommodated in other privately owned lots that rent spaces (e.g. as part of office buildings) but the availability of these options varies by area and it is not as secure over the long term. Public on-street parking should not be viewed by high rise apartment purchasers as an option as future on-street parking permits are best used to advance neighborhood gentle density objectives. City staff will be reporting to council on a potential on-street permit program later in 2023.

Resident parking supply also needs to be considered in the context of visitor parking. If resident parking rates are significantly reduced or eliminated, appropriate visitor parking - which is shared with non-residential uses in mixed use developments - would ensure residents without private parking can park rental/car share vehicles, have ample spaces for visitors and deliveries, and to accommodate the anticipated higher use of ride-share. Further, ensuring sufficient number of visitor parking spaces minimizes conflicts between residential and non-residential uses in shared parking arrangements in mixed use buildings. Staff's initial analysis indicates that the existing by-law visitor rates (0.15 spaces per unit in the Downtown Core, 0.2 spaces per unit elsewhere on the corridor) is likely adequate for a modest resident rate reduction, but additional study will be needed to determine any changes to the existing visitor requirements.

Unlike Toronto and in lesser extent Kitchener, where there is a robust municipal parking system with an extensive portfolio of municipal parking lots, Mississauga only has a handful of municipal parking lots, which are located mainly in Streetsville, Port Credit and the Downtown Core. Whereas in Toronto, where parking requirements have been eliminated, spillover parking can be accommodated through monthly passes in Green P parking lots. There are limited opportunities in Mississauga to implement such a system due to the limited quantity of municipal parking spaces. Furthermore, given the needed retrofits and expansions to older community centres and parks to respond to population growth, municipal parking lots associated with community centres and arenas are often reduced in order to open land to accommodate additional buildings and facilities.

In addition, there are complexities with providing adequate public parking in Port Credit as some development applications are proposing to eventually replace surface parking lots especially at or near the GO Station. Many of these parking spaces will not be replaced as part of the development application, which will create further stresses in municipal parking utilization in Port Credit.

Staff to Determine New Recommended Parking Requirement - Proposed Scope of Work

Staff's initial research has found that it is feasible to reduce resident parking requirements in parking precincts to be serviced by the LRT. Staff's proposed review would assess whether the amendments should be a LRT corridor-wide parking requirement for apartments or the requirement should vary across the corridor (to reflect the nuances of each Character Area).

Staff will utilize a set of criteria to determine the new recommended per unit parking requirements. The criteria would include:

- Recently supported variances and OLT decisions— recent requirements are in the range of 0.5-0.6 spaces per unit along LRT corridor (resident parking)
- Transit availability and service frequency, especially walking distance to Higher Order Transit stops
- Land uses that meets the daily and weekly needs of residents within walking distance
- Appropriate supply of onsite bike parking and availability of bike lanes nearby
- Acknowledgment that any future on-street parking permit program will not be made available to new apartment owners / tenants
- Presence of private (non-city) overnight parking that also offers long term monthly parking
- Adequate car share spaces are provided
- Adequate ride share pick-up/drop-off spaces provided

In addition, staff will review the appropriateness of existing visitor parking rate and will consider the benefits and risks of implementing parking maximums along the LRT corridor. Staff will present recommended amendments to the Zoning By-law in a subsequent report to the Planning and Development Committee in Q1 2024. It is proposed that other residential uses

such as townhouses, semi and detached units not be part of the scope since requests for parking variances for these uses has been less common along the corridor.

Strategic Plan

Potential updates to the City's vehicular parking regulations in the Zoning By-law are consistent with the Move, Connect and Green pillars of the Strategic Plan.

Reducing reliance on the automobile in the Urban Growth Centre (i.e., Downtowns), Uptown Node, and Port Credit Community Node along the LRT, has the potential to decrease pressures on the road network, limit additional traffic congestion and moderate the need for road infrastructure upgrades and widening of roads to accommodate more cars. Reducing parking requirements could also reduce embodied carbon during the construction of the parking lots.

Engagement and Consultation

Following direction from the Planning and Development Committee, the engagement program will seek input and comments on proposed amendments to the resident per unit parking rate. Events may include industry meetings including the Housing Panel, public meeting(s), and information sharing through the City's website, social media and other communication channels.

Financial Impact

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

Conclusion

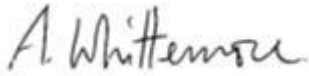
City staff were directed to investigate the feasibility of amending the minimum per unit residential parking requirements along the Hazel McCallion Line, including investigating an elimination of minimum parking requirements. Staff's initial review has found that it is feasible and see merit in lower rates for apartment buildings (condominium and rental) along the LRT.

Staff are requesting that Planning and Development Committee authorize staff to further review and potentially recommend reductions to resident parking requirements along the LRT from roughly Matheson Boulevard to Port Credit. Staff will also review the appropriateness of existing visitor parking requirements and the suitability of implementing maximum resident parking requirements along the LRT. Staff will present proposed draft Zoning By-law amendments in a future report to Planning and Development Committee in early 2024.

Attachments

Appendix 1: June 28, 2023 Council Item 15.2: feasibility of amending the residential parking requirements along the Hazel McCallion Line

Appendix 2: Benchmarked Cities



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

Prepared by: Tim Lee, Planner, City Planning Strategies

Whereas the City of Mississauga has signed on to the Province's Housing Pledge to build 120,000 units by 2031

Whereas the majority of these 120,000 units will be built in strategic growth areas served by local and regional transit where residents can be less reliant on single occupant vehicles

Whereas, the Hazel McCallion Light Rail Transit line is expected to be in service in 2024, with the explicit goal for making it easier for people to reduce reliance on cars.

Whereas the City of Mississauga has also set a goal of reducing car dependence to 50% by 2041

Whereas the City's zoning by-law prescribes minimum parking standards for residential uses with a parking precinct based system.

Whereas Parking Precinct 1, which is generally located in the vicinity of the Hazel McCallion Light Rail Transit line and in the City's Downtown Growth Area, prescribes a minimum parking rate of 0.8 parking spaces per apartment unit plus visitor parking.

Whereas despite encouraging intensification along transit corridors as being the way to reduce automobile reliance, these parking standards contradict the City's planned transit-oriented intensification.

Whereas, existing parking ratios in the growth areas of the city can expect to add an additional 60,000 – 70,000 cars.

Whereas mandating 0.8 parking spaces per apartment unit along transit corridors (i.e., in Precinct 1) would increase congestion on our roads and place an unfair burden on citizens who do not live in close proximity to the transit corridors and defeating our goal to reduce reliance on cars.

Whereas, mandating a 0.8 parking requirement per apartment unit increases the cost of home ownership even as data shows that younger Canadians are less likely to own cars and prefer ride sharing and car sharing options for occasional use.

Whereas, other Ontario cities have eliminated minimum residential parking ratios in certain areas.

Whereas reducing our minimum parking ratio particularly along transit corridors would:

- 1) Reduce the number of new cars on our roads so that those who live away from transit corridors and need to use cars do not have to deal with increased road congestion
- 2) Further our goal of reducing reliance on cars even as we grow without overly burdening those who drive due to lack of transit options

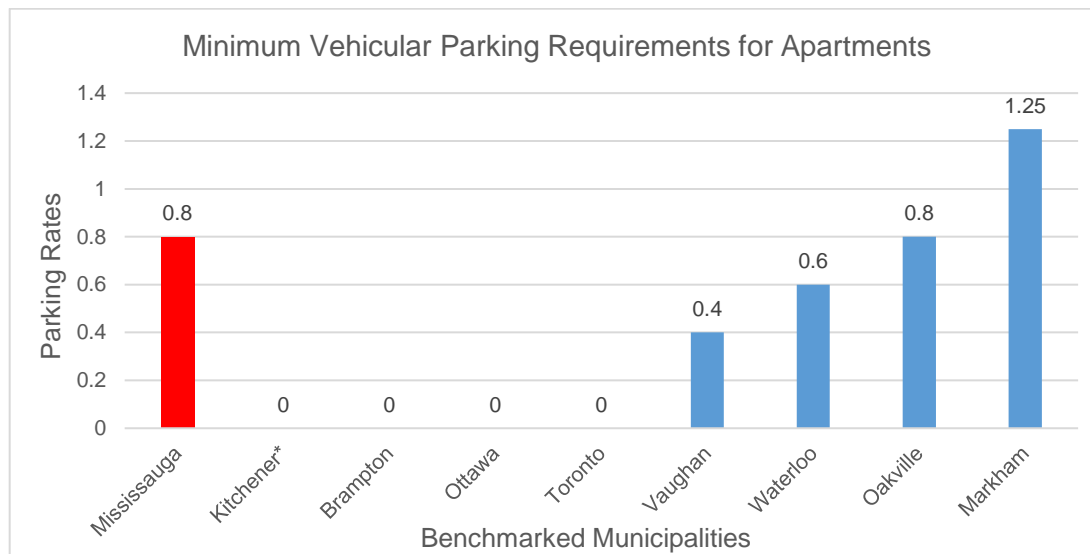
3) Reduce the cost of home ownership

Therefore, be it resolved the City of Mississauga staff report back on the feasibility of reducing parking requirements in parking precincts that are or will be served by the Hazel McCallion Line including investigating an elimination of minimum parking requirements for resident land uses by September 30th.

A handwritten signature in blue ink, appearing to read "D. Smith", is located below the text.

Appendix 2: Summary of Benchmarked Cities in Southern Ontario with minimum parking requirements

The cities of Ottawa, Brampton, and Toronto have eliminated minimum resident parking requirements in some of their downtowns, nodes, intensification corridors for apartments where frequent higher order transit service is available or planned and is shown in the table below. However, other municipalities such as Waterloo and Vaughan have reduced minimum parking requirements.



* Parking requirements for the Urban Growth Centre (UGC) Zone in the Kitchener Zoning By-law 2019-051; however, the UGC zone is not yet in effect. Therefore, the former Zoning By-law 85-1 remains in effect for Downtown Kitchener.

City Staff contacted colleagues from benchmarked municipalities to learn from their experiences once resident parking minimums were removed, if there were unintended impacts, and whether developers provided adequate vehicular parking despite not being a requirement. Of the benchmarked municipalities that were interviewed, eliminating parking minimums addressed climate change initiatives and implemented the Official Plan policies to lower parking rates and encourage transit supportive development. Other key takeaways from Toronto, Ottawa, and Brampton includes:

Toronto:

- The only situations where zero parking is being provided in new development is when an addition to existing buildings is proposed, such as an office conversion to an existing 14-storey office building located at 20-22 Front Street where a 51-storey addition is being added.

- Resident complaints due to illegal parking can be attributed to road construction which temporarily removes on-street parking spaces. To address the concern from Council, an in-house study was released in June 2022 which concluded the existing visitor parking rates (For Downtown Toronto, the rate is 2.0 spaces plus 0.01 space per dwelling unit) was sufficient to accommodate demand for visitor parking, and no amendments were required to adjust the visitor parking rates.

Ottawa:

- One of Ottawa's achievements to promote walkable and transit oriented communities is the elimination of parking minimums for low-rise apartments with 12 and fewer units in parking zones in the Downtown, inner suburbs, and along Main Streets. Since the elimination of parking minimums came into effect, parking variances were sought for low rise apartments containing more than 12 units, which triggered the need for parking spaces. As for higher density residential development along main streets without LRT service, resident parking minimums at 0.5 resident parking spaces per unit plus 0.1 visitor parking per unit are being met.

Brampton:

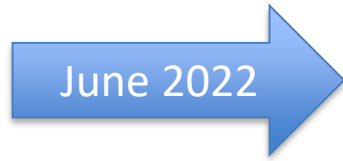
- By-law 45-2021 was approved on April 22, 2021 and eliminated minimum parking requirements for apartments and stacked townhouses in Downtown Brampton, Central Area (Queen Street between Kennedy Road and Bramalea Road) and the Hurontario and Main Corridor where the Hazel McCallion Line will terminate.
- Construction costs savings have not necessarily resulted in more onsite amenities and parks. Now that resident parking is no longer required, the provision of more amenities, parkland or urban design has been more difficult to achieve. However, there is more willingness to build affordable purpose built rental apartments, provided existing affordable rental housing already exists on site.
- Recent development application located along the Hurontario Main Corridor and Downtown Brampton shows that developers remain committed to providing resident and visitor parking, with a range of 0.39 – 0.77 resident spaces per unit and 0.1 – 0.24 visitor spaces per unit.

Feasibility of Reducing Residential Parking Requirements along the Hazel McCallion Line

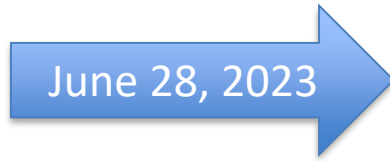
October 23, 2023

Planning and Development Committee

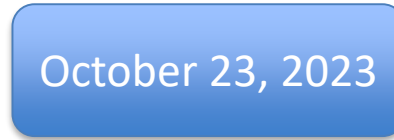
Background



Council approved Parking Rates came into effect (no appeals)



Item 15.2 of the Council agenda approved to initiate feasibility of parking rate reductions



Information Report looking at the feasibility of parking reductions along the LRT



Key staff recommendations

- There is support for lowering resident apartment (condo and rental) parking rates along LRT corridor
- Staff would like to bring back a report with specific recommended rates and whether they should vary along corridor

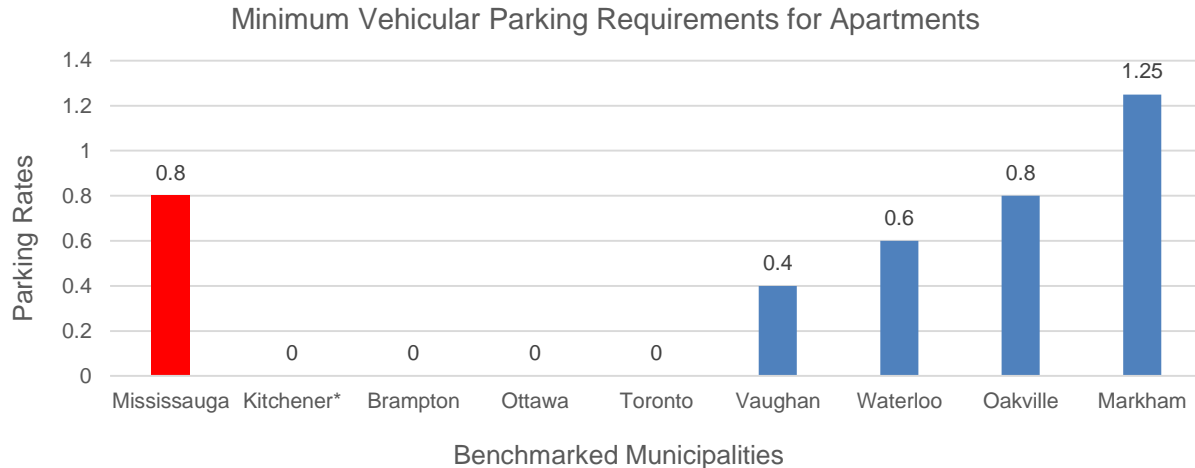
Why staff suggest lower rates are warranted

- Declining demand in recent buildings in Mississauga (next slides)
 - Similar experiences in other benchmarked cities
- Leverage LRT investments and accelerate shift to active transportation modes consistent with council approved plans
- Help reduce construction costs and carbon emissions
- Improved site design
- Reduced vehicular traffic from new development

Parking in Mississauga Keeps Evolving

Approved June 2022	Since Approval...
<ul style="list-style-type: none"> • LRT corridor: Precincts 1 and 2 • Existing Residential Requirements (Condominium): <ul style="list-style-type: none"> • Resident: 0.8 spaces/unit • Visitor: 0.15 to 0.2 spaces/unit (shared with commercial parking) 	<ul style="list-style-type: none"> • About 20 requests for parking reductions (Apartments) <ul style="list-style-type: none"> • ranging 0.32 to 0.7 resident spaces/unit • Reductions in visitor parking ranging from 0.0 to 0.15 spaces / unit • Approvals <ul style="list-style-type: none"> • 0.62 to 0.7 resident spaces/unit (CoA) • Awaiting decisions of reducing visitor parking • No developer is proposing zero parking

Practices in Other Cities



Notes:

- Kitchener's proposed rates have not been approved by Council
- Referred parking rates apply to downtowns, rapid transit serviced nodes, and LRT stops in Brampton, Vaughan, Ottawa, and Waterloo

Items to be addressed in next report

- Impacts on visitor parking
- Assess implications for car share services
- Ability for private and municipal lots to accommodate any overflow risk
- Long term implications for parking enforcement
 - May need to be more active
- Education for purchasers that on-street parking is not a substitute

What are the Next Steps?

- Consult with the Housing Panel, Councillors and stakeholders
- Continue dialog with other cities
- Bring draft Zoning By-law amendments in a future report to Planning and Development Committee in early 2024

Thank you

City of Mississauga
Corporate Report



<p>Date: October 4, 2023</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: October 23, 2023</p>

Subject

Scope of Work for Employment Land, Office and Retail Market Analysis

Recommendation

1. That the report titled "Scope of Work for Employment Land, Office and Retail Market Analysis" dated October 4, 2023 from the Commissioner of Planning, be received for information.
2. That staff be authorized to retain consultants to assist with the undertaking of the scope of work to conduct the employment land, office and retail market analysis outlined in the report.

Executive Summary

- Staff have been receiving informal inquires to remove lands from employment areas and formal development applications to convert office lands (outside employment areas) to residential uses.
- Landowners often mention COVID-19 related market impacts and housing supply creation as reasons for the conversion requests.
- Staff are proposing to conduct an analysis of the current employment land, office and retail markets, locally and globally, to help inform future advice to Council.
- Staff are seeking Council authorization to retain consultants to assist with the analysis and the draft scope of work has been provided for Council's consideration.

Background

On November 4, 2022 the Region of Peel's Official Plan was approved by the Province. Presently the designation of employment land is a Regional responsibility however, the Province has announced this, and other regional planning functions, will become a local responsibility with a likely effective date in early 2024.

Since the adoption of the Regional Official Plan, several landowners have approached the City to gauge interest on additional land-use conversions. The conversion requests have involved both converting designated employment areas to residential uses and converting office and/or retail sites, outside designated employment areas, to residential uses. The latter can be done outside a Municipal Comprehensive Review (MCR) process, and the City has 120 days to approve or reject a conversion initiated through a development application request, after this the application can be appealed to the Ontario Land Tribunal.

Although the MCR was completed recently, some landowners have suggested the market for office and retail uses changed significantly during the COVID-19 pandemic and the City/Region should revisit its planning policies.

In addition, at several Planning and Development Committee Meetings, staff received questions from Councillors related to the health of the office market post-COVID and staff noted the intent to undertake a study.

This report seeks Council approval for the scope of work for the study. Given the range of conversion requests received, staff recommend the study also consider retail and employment land (industrial) market shifts and trends in addition to the office market.

Status of Recent Employment Area Conversions and Requests

As part of the Region of Peel Official Plan adoption, employment area conversions were approved for several areas. Additionally, several other sites were identified during MCR process for further study before conversions would be considered.

Regional Council Approved Areas	Size - Hectares (Acres)
Dundas Connects – Dixie & Mavis	136.7 (337.8)
Dundas Connects – Western Business Park	77.1 (190.5)
Malton Great Punjab Business Centre	7.4 (18.3)
Rangeview Area of Lakeview	24.8 (61.3)
Portion of Heartland Town Centre	13.2 (32.6)
Areas Currently Under Study	
Clarkson MTSA Employment Area	~ 7.7 (19)
Meadowvale SmartCentres (Lisgar GO)	~ 12.6 (31)
1100, 1140 and 1170 Burnhamthorpe	~ 4.6 (11.4)
720 and 780 Burnhamthorpe	~ 4.4 (10.9)

Staff will be reporting to Planning and Development Committee on their findings from the review of these additional sites over the coming months.

Status of Recent Legislative Changes

On June 8, 2023, Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023 (Bill 97) received royal assent. Bill 97 introduced several amendments to land use planning legislation, including the *Planning Act*. One of the significant changes from Bill 97 is the narrow definition of “area of employment” to only include a short list of uses in an employment area (to only include warehousing, manufacturing and related uses) and removing institutional and commercial uses such as office and retail, unless associated with manufacturing or warehousing. This new definition is not yet in-force.

Bill 97 also included a transition provision where a municipality can allow areas designated in an official plan for employment uses to include one or more parcels with institutional or commercial use to continue, when those uses have been lawfully established before the day the new definition of area of employment comes into force. This transition provision may allow to preserve existing clusters of commercial uses in employment areas, but this provision is unclear as to whether municipalities would need to introduce multiple amendments to their Official Plans to keep existing office and retail buildings in employment areas.

Mississauga’s employment areas provide land for diverse employment uses to meet current and future needs, and do not permit residential development. The changes to the area of employment definition may have implications for the continued viability of certain employment areas.

Mississauga’s Corporate Centres have an office focus and are identified as Strategic Growth Areas (i.e., Gateway, Meadowvale, Sheridan Park and Airport Corporate Centre). Office uses in these locations support the Province’s push for higher density, transit-supportive growth; but with Bill 97, they may no longer be permitted unless they are existing and the City successfully implements an amendment to keep them in employment areas. Some of these areas are within the Airport Operating Area, which prohibits new sensitive land uses, such as residential development.

Figure 1: Mississauga's Employment Areas and Office Buildings

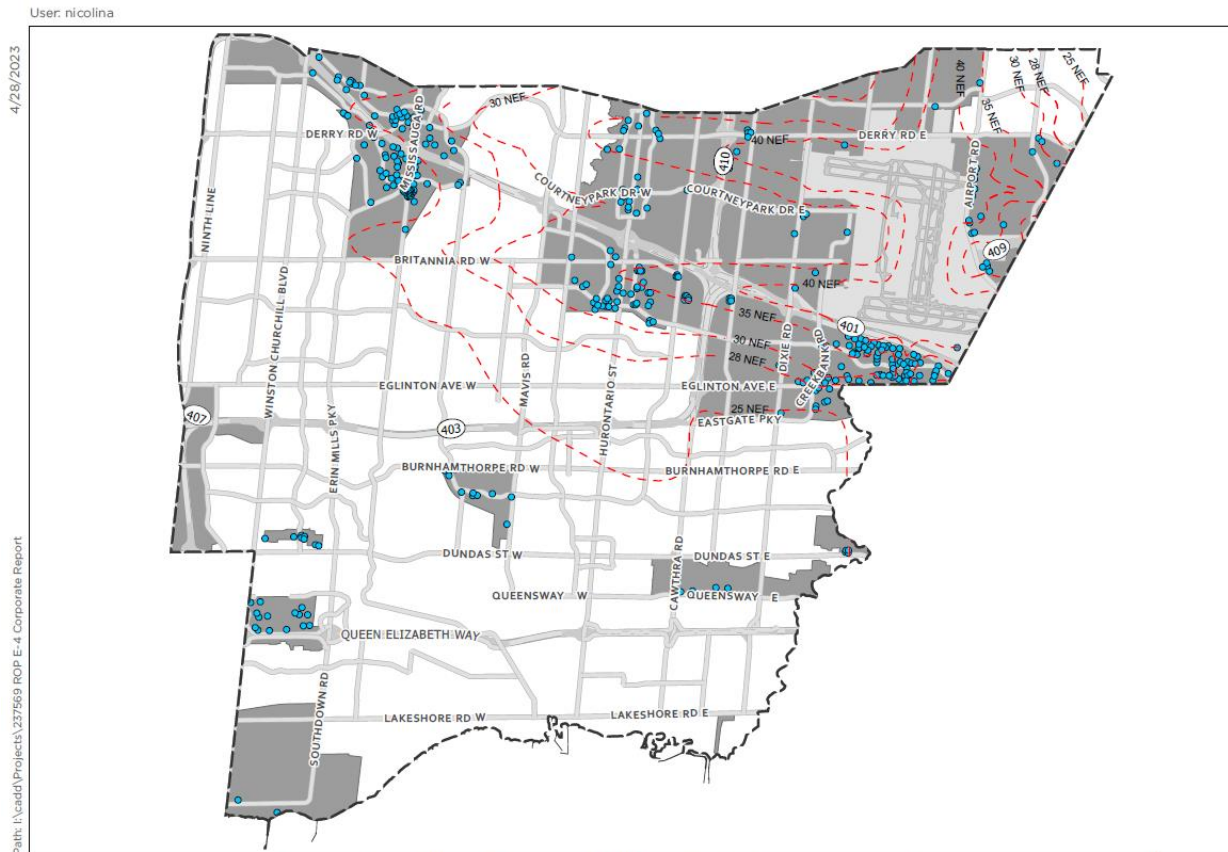
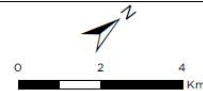


Figure 1: Offices Located Within City's Employment Areas

MISSISSAUGA
Produced by Geospatial Solutions

- - - NEF Noise Contours
- 2019 Office Buildings
- Employment Areas from Regional Official Plan



Comments

Staff are proposing the study be comprised of two general categories: Office, Retail, and Industrial Market Analysis and a land economic analysis that considers the local context with recommendations on how the City can adapt to recent trends and economic shifts. It is expected two different consultants would be retained to assist staff on each component.

Office, Retail, and Industrial Market Analysis

This study would look at the overall health, shifts and trends in the office, retail and industrial markets from a global and GTA perspective. This would include:

- a. Describe City of Mississauga Economic Profile including:
 - i. The city's existing employment areas and where jobs are located, building type inventory, employment use, industry breakdown
 - ii. Note Mississauga Economic Development strategy objectives and key sectors as they relate to employment areas
 - iii. How Mississauga's economic profile and non-residential stock compares to other cities in the GTAH
 - iv. Factors that have made Mississauga historically successful attracting employment
- b. Assess Current Office, Retail and Industrial Market Health in Mississauga
 - i. Assess the health and growth record within employment areas and the City overall, as they relate to and inform demand for office, retail and industrial space
- c. Provide Outlook for Office, Retail, and Industrial Markets
 - i. Identify and assess the impact of likely key drivers on medium to long term demand for office, retail and industrial space within Mississauga
 - ii. Assess Federal and Provincial economic development policies and strategic priorities and assess Mississauga's alignment and capacity to respond to investment opportunities
 - iii. Assess and identify key factors that will shape Mississauga's value proposition going forward for office, retail and industrial investment in the context of key drivers and Mississauga's location within GTAH
- d. Assess outlook and trends in demand for office, retail and industrial space relative to Mississauga's current and potential building stock
- e. Identify any barriers in city policies that would prevent high growth or desired uses from locating in certain areas (e.g. life sciences in office areas)

Local Land Economic Assessment

The scope of work for the economic assessment is proposed to include:

- Assess City's ability to meet Official Plan targets and creating communities with adequate jobs (and services for residents).
 - Are official plan employment forecasts still reasonable?
- Look at timing of planned employment and residential growth and comment on possible risks associated with conversions, including land speculation
- Assess impact of airport operating area and impacts due to possible changes to noise contours, should it be available
- Estimate tax ratio / revenue implications of a low, medium and high employment growth scenario

- Review Mississauga's existing residential land supply and comment on whether more land is needed to accommodate various targets
- Assess impact of new Bill 97 definitions of employment areas described above

Key Questions to be addressed

Staff plan to compile the findings of the two consultant assisted studies and report back to Council to address the following key questions:

- Are the nature of market changes structural, cyclical or temporary trends?
- Is there adequate supply and mix of employment lands to accommodate future employment targets?
- Has the market changed significantly enough to necessitate a new Municipal Comprehensive Review (MCR) process to consider employment area conversions?
- How should the City assess individual land-use conversion requests, e.g. those permitted outside employment areas?
- What policy changes are recommended to conform with Bill 97?
- What non-conversion related policy changes should the City make to be more responsive to attract investment on land designated for employment that is currently vacant?

Engagement and Consultation

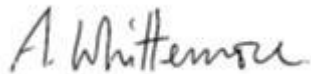
The scope of this study is intended to be city-wide in nature. Staff propose to hold sessions with landowners and industry associations to receive their feedback on the study and general industry trends before reporting back to Council. The intent of the study is not to mirror an MCR process where landowners submit individual requests for conversion.

Financial Impact

Staff intend to retain a consultant for the Office, Retail, and Industrial Market Analysis, which would be funded through existing Economic Development's Advertising and Professional Research budget. It would be a low value acquisition (\$25,000 or less). The consulting fees to assist with the Local Land Economic Assessment will be funded from the Special Planning Studies Project (PN 21952). It would also be a low value acquisition.

Conclusion

Staff are proposing to conduct an analysis of the current employment land, office and retail markets, locally and globally, to help inform future advice to Council. Staff are seeking Council authorization to retain consultants to assist with the work following the draft terms of reference.



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

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Christina Kakaflikas, Director, Economic Development