
Planning and Development Committee

Date: July 29, 2024
Time: 6:00 PM
Location: Online Video Conference

Members

Mayor Carolyn Parrish	Chair
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2, Vice-Chair
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Natalie Hart	Ward 5
Councillor Joe Horneck	Ward 6
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, July 26, 2024** 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**

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

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

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING**

5.1 Planning and Development Committee Meeting Draft Minutes - June 25, 2024 at 1:30 PM

5.2 Planning and Development Committee Meeting Draft Minutes - June 25, 2024 at 6:00 PM

6. **MATTERS TO BE CONSIDERED**

6.1 PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment application to change the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to add the permission of second storey residential within the waterfront parcel 70 Mississauga Road South and 181 Lakeshore Road West, south of Lakeshore Road West, west of Mississauga Road South

Owner: Port Credit West Village Partners Inc.

File: OPA 24-4 W1

Bill 109

6.2 RECOMMENDATION REPORT (WARD 1)

Rangeview Development Master Plan

850-1083 Rangeview Road and 830-1076 Lakeshore Road East

Owner: Rangeview Landowners Group Inc.

File: CD.21-RAN

6.3 PUBLIC MEETING RECOMMENDATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 124 detached dwellings, public park, storm water management area and public roads

0 Lisgar Drive, east side of Lisgar Drive, north of Doug Leavens Boulevard

Owner: Avenia Construction (BT) Inc.

Files: OZ 24-5 W10 and T-M24002 W10

6.4 SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community benefits contribution under Section 37 to permit a 6-storey condominium apartment building

6616 McLaughlin Road, on the west side of McLaughlin Road, north of Navigator Drive

Owner: City Park (McLaughlin) Inc.

File: H-OZ 22-10 W11

6.5 PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments for Driveways

File: BL.09-DWY (All Wards)

6.6 RECOMMENDATION REPORT (CITYWIDE)

Affordable Rental Housing Community Improvement Plan

7. ADJOURNMENT

City of Mississauga Corporate Report



Date: July 10, 2024 To: Chair and Members of Planning and Development Committee	Originator's file: OPA 24-4 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: July 29, 2024

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment application to change the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to add the permission of second storey residential within the waterfront parcel

70 Mississauga Road South and 181 Lakeshore Road West, south of Lakeshore Road West, west of Mississauga Road South

Owner: Port Credit West Village Partners Inc.

File: OPA 24-4 W1

Bill 109

Recommendation

That the report dated July 10, 2024, from the Commissioner of Planning and Building regarding the application by Port Credit West Village Partners Inc. to permit changes to the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to remove the requirement for second storey commercial space within the waterfront parcel, under File OPA 24-4 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

Background

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

On November 15, 2019, the Ontario Land Tribunal issued a decision that approved a settlement between the City of Mississauga and the Port Credit West Village Partners Inc. which included

approval of an official plan amendment, a zoning by-law amendment and a draft plan of subdivision to permit a mixed use development on the subject lands. Since this approval, the applicant has been proceeding through the Site Plan application process for individual blocks corresponding with their Phase 1 construction timeline and has obtained corresponding building permits.

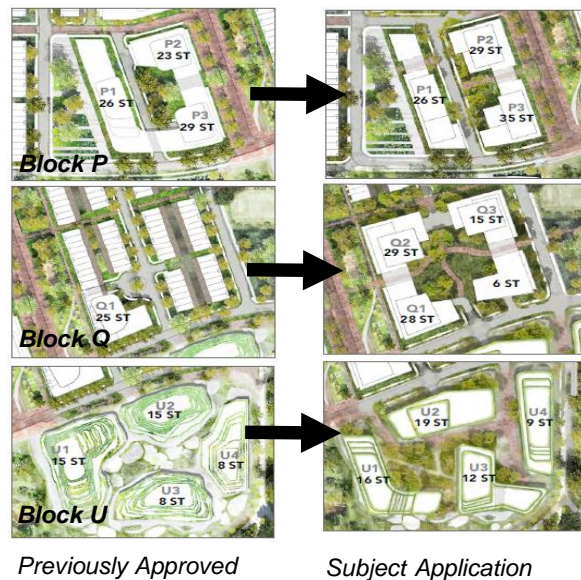
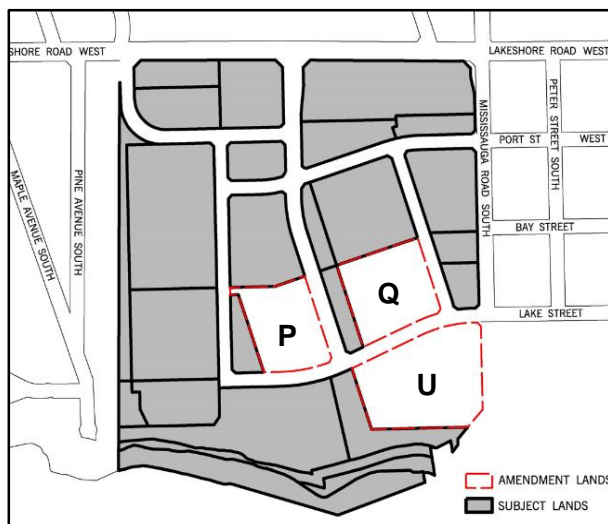
The subject Official Plan Amendment application is seeking changes to the original approvals as described above.

PROPOSAL

This Official Plan Amendment application is required to permit changes to the applicable policies in the Port Credit Local Area Plan that were established as part of the previous development application approvals. These changes are only being requested in Blocks P, Q and U, which are blocks that are slated for development in the later phases of the overall site build out.

The below summarizes the changes requested that will require amendments to the applicable local area plan policies:

- **Unit Count** – Proposing an increase of 898 dwelling units from 2,995 dwelling units for a total of 3,893 dwelling units across the whole site.
- **Massing and Built Form Changes, Blocks P & Q** – Increasing the highest allowable building height from 29 to 35 storeys on the three apartment buildings already permitted and changing a townhouse block to permit two new apartment buildings and a mid rise building.
- **Block U** – Adding second storey commercial space permission, increase the allowable height of the apartment buildings and reorienting the building locations.



Comments

The property is located within the Port Credit West Village Precinct of the Port Credit Neighbourhood Character Area and is subject to the Port Credit Local Area Plan. The development blocks subject to the proposed amendments are located within the southwest portion of the site. In accordance with previous approvals, this portion of the site is planned to have the tallest buildings.

This 72 acre site is located southwest of Lakeshore Road West and Mississauga Road South. Two established and unique low density residential neighbourhoods are found immediately to the west (Cranberry Cove) and east (Old Port Credit Village Heritage Conservation District). The north side of Lakeshore Road West is characterized by a mix of low rise retail commercial and residential uses, townhouses and an 8 storey apartment building. J.C. Saddington Park borders the southeast corner of the site, which connects to the Waterfront Trail that runs through the shoreline portion of the subject lands.



Aerial image of 70 Mississauga Road South and 181 Lakeshore Road West



Left: applicant's rendering of entire site development based on previous approval. Right: updated rendering provided by the applicant as part of the subject Official Plan Amendment application to reflect the requested changes.

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

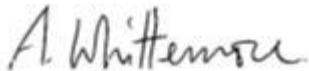
Conclusion

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

technical information and ensuring compatibility of the proposed changes with the existing community.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

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

Detailed Information and Preliminary Planning Analysis

Owner: Port Credit West Village Partners Inc.

70 Mississauga Road South and 181 Lakeshore Road West

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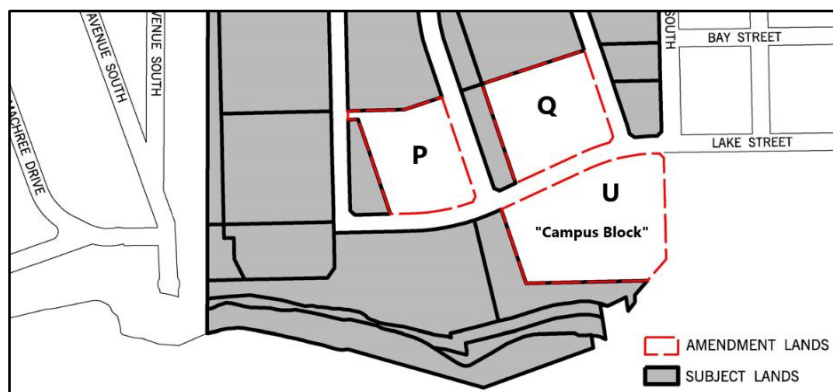
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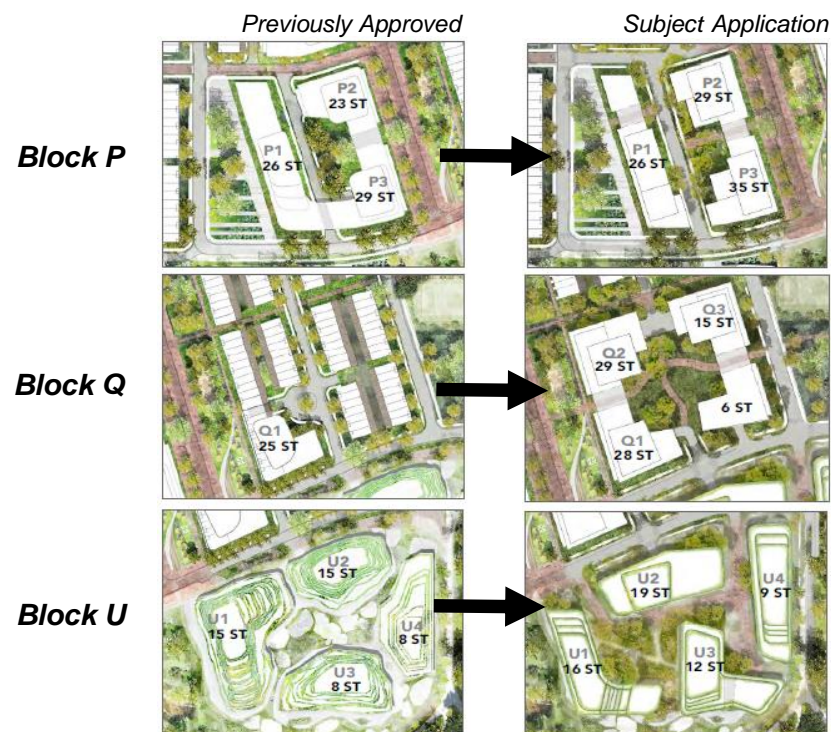
1. Proposed Development

The applicant proposes to amend the Port Credit Local Area Plan - Special Site 3 policies to permit a maximum building height of 35 storeys and add an additional 898 dwelling units, totaling 3893 dwelling units across the entire site. The amendments seek built form changes only within Blocks P, Q and U and changes to the non-residential components of Block U. The Official Plan Amendment requests can be characterized as follows:

- **Unit Count** – Proposing an increase of 898 dwelling units for a total of 3,893 dwelling units across the entire site.
- **Massing and Built Form Changes, Blocks P & Q** – Amending the highest allowable height from 29 to 35 storeys, increasing the heights of apartment buildings already permitted on Block P and changing a townhouse block on Block Q to two apartment buildings and a mid rise building.
- **Block U** – Allowing residential uses on the second floor, increasing building heights and reorienting the building locations.



Development Proposal	
Application submitted:	Received: April 12, 2024 Deemed complete: April 15, 2024
Developer/Owner/Applicant:	Port Credit West Village Partners Inc.
Number of units:	Approved units: 2995 Requested additional units: 898 Total dwelling units: 3893
Floor Space Index:	Approved: 1.45* *Unchanged with additional unit request
Anticipated Population:	Approved: 6,559 Additional: 1,967 Total: 8,526* *Average household sizes for all units (by type) based on the 2016 Census



Supporting Studies and Plans

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

- Planning Justification Report
- Urban Design Brief
- Concept Plan/Renderings/Elevations
- Functional Servicing Report
- Traffic Impact Study
- Shadow Study
- Heritage Impact Assessment Addendum
- Pedestrian Wind Study
- Draft Official Plan Amendment

Application Status

Upon deeming the application 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 to the subject application.

A pre-application community meeting was held by Ward 1 Councillor, Stephen Dasko, on November 16, 2023. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the application.

Applicant's Renderings

Rendering associated with previous approvals.



Updated rendering submitted with subject application.

Concept Plan of Overall Brightwater Development



Previously approved concept plan.

Concept plan submitted with subject application.

2. Site Description

Site Information

The subject application is required to allow for some additional development and changes to the form of development only on Blocks P, Q and U, which are currently vacant. The rest of the site is intended to develop as approved and currently, the proponent is in the midst of completing their first phase of construction, which includes the mixed use block at the northwest, and the townhouses on the east portion of the site. The proponent continues to carry out on site remediation works as per the previous approval requirements.

Blocks P, Q and U are located at the southwest portion of the development site, which is the area that will contain the highest building heights and density within the development. In addition, it is expected that these blocks are to be completed in the last phase of construction relative to the entire site build out.

Block P presently has permissions through the previous approval to construct three towers ranging from 22 to 29 storeys including a podium that fronts the property’s limits. The block will be flanked by a public park on both the east and west sides. Block Q is planned to have a tower up to 25 storeys on the south-west corner, with townhouses filling out the balance of the block. Block U is intended to be a uniquely designed site that incorporates buildings ranging from 4 to 15 storeys in height, along with a community use and non-residential uses activating the ground floor of the site.



Aerial Image

Property Size and Use	
Frontages:	498.7 m (1, 636.1 ft.) – Lakeshore Road West 486.2 m (1, 595.1 ft.) – Mississauga Road South
Depth:	523 m (1, 715 ft.)
Gross Lot Area:	29.14 ha (72 ac.)

Overall Site History

The site has a long history of manufacturing and industrial uses. A brick manufacturing facility operated on the lands from the late 1800s to 1933. It was during this period that the excavation of shale for brickmaking occurred, leading to the creation of a large shale pit that was later used as a storm water management pond. From 1933 and on, the site was used as an oil refinery and storage facility, which included a tank farm, a refinery processing area and admin buildings. In 1985, oil refining operations ended and in 1990 the site was decommissioned.

Below is a brief synopsis of the site's more recent history with respect to land use planning matters:

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development), which permits uses and structures legally existing prior to the by-law passing, **C5** (Motor Vehicle Commercial), which permits motor vehicle uses such as sales, and **G1** (Greenlands – Natural Hazards) which permits flood and storm water management uses.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force, which designated the lands **Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space** and **Greenlands** in the Port Credit Neighbourhood Character Area.
- December 7, 2015 – Council endorsed a Master Planning Framework for the subject lands as part of a City-initiated Inspiration Port Credit visioning and master planning process. This document outlined key considerations that guide the future revitalization of the lands, including land use, remediation, transportation, open space and built form.
- December 21, 2015 – The Port Credit Local Area Plan (PCLAP) came into force and carried over the previous special site policies.
- December 20, 2016 – Imperial Oil Limited (previous site owners) announce that it has signed an Agreement of Purchase and Sale with Port Credit West Village Partners Inc. for the sale of the overall development site.
- September 1, 2017 – Plan of Subdivision, Official Plan Amendment and Rezoning Applications for a new mixed use community on the overall development site by Port Credit West Village Partners Inc. deemed complete under file OZ 17/012 W1 and T-M 17/002 W1.
- March 1, 2018 – Port Credit West Village Partners Inc. submit and appeal to the Ontario Land Tribunal for non-decision.
- August 29, 2019 – Planning and Development Committee endorse a Recommendation Report from staff that recommended approval of an overall development plan for the entire site and directed staff to proceed accordingly at the concurrent Ontario Land Tribunal matter.

- November 15, 2019 – The Ontario Land Tribunal approves a settlement agreement between Port Credit West Village Partners Inc. and the City of Mississauga that contains an implementing Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision Approval and Minutes of Settlement.
- December 9, 2021 – The Land Registry Office registers the plan of subdivision to create the individual parcels of land that reflects the ultimate layout of development parcels, roads and parkland. This includes the creation of Blocks P, Q and U.
- April 15, 2024 – Official Plan Amendment application submitted by Port Credit West Village Partners Inc. deemed complete and circulated.

3. Site Context

Surrounding Land Uses

North: Lakeshore Road West, commercial plaza, two and three storey residential and main street commercial buildings, car dealership and vacant lands

East: Mississauga Road South, Old Port Credit Heritage Conservation District (PCHCD), J.C. Saddington park

South: Lake Ontario

West: Cranberry Cove low density residential neighbourhood

Neighbourhood Context

The subject property is located within the Port Credit West Village Precinct in the Port Credit Neighbourhood Character Area of the Port Credit Local Area Plan, which is just outside the limits of the adjacent Port Credit Community Node Character Area. The adjacent neighbourhood is substantially residential, but also includes commercial uses along Lakeshore Road West and some employment uses along the rail corridor. Although the Neighbourhood Character Area is stable, change is anticipated as the City continues to accommodate growth.

The overall site is bordered to the north by Lakeshore Road West, which is considered a Corridor in Mississauga Official Plan (MOP) and contains main street commercial uses, some of which are recently constructed as part of Brightwater's Phase 1 development, that connects this site to the Lakeshore Corridor Precinct of the node to the east. Further north is an existing commercial plaza that contains a grocery store and an 8 storey apartment building fronting Lakeshore Road West. Directly east of the site is the Port Credit Heritage Conservation District (PCHCD), which received an update to the district's plan in 2020 that aims to protect the residential character, street pattern, natural features and housing stock of the village area. To the south of the site is the Lake Ontario waterfront, which is a destination feature unique to Port Credit and the south of Mississauga. To the west is the Cranberry Cove neighbourhood, which consists of predominantly low density

housing that is generally one to two storeys in height.

The Port Credit West Village Neighbourhood Precinct is located in close proximity to various City infrastructure assets, in addition to ample restaurants and commercial uses along Lakeshore Road West. The Port Credit Community Node and Neighbourhood Character Area continues to evolve to be a destination given the increasing level of commercial activity on the corridor, parks, community events and waterfront access, while also providing a high level of service and public amenity to existing and new residents.

The full build out of the overall development site will contribute significantly to the surrounding neighbourhood by delivering a new waterfront park along the southern edge that will connect to the waterfront trail both east and west and provide unique waterfront access. In addition, an interconnected north-south public park will run parallel to Brightwater Boulevard. The site will also provide various mews, smaller parks and pedestrian paths that will contribute to an upgraded public realm that will support ample commercial space located within the mixed use block, the bottom of approved apartment buildings and within Block U.

Demographics

Based on the 2016 census, the existing population of the Port Credit Neighbourhood (West) area is 3,255 with a median age of this area being 46 (compared to the City's median age of 40). 71% of the neighbourhood population are of working age (15 to 64 years of age), with 13% children (0-14 years) and 16%

seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 4,600 and 7,500 respectively. The average household size is 2 persons with 26% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 825 units (53%) owned and 740 units (47%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 587. Total employment combined with the population results in a PPJ for Port Credit Neighbourhood (West) of 31 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 geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Previous Approvals on Subject Site

On November 15, 2019, the Ontario Land Tribunal (OLT) issued a decision that approved minutes of settlement between the City of Mississauga and the Port Credit West Village Partners Inc. which included approval of an official plan amendment, a zoning by-law amendment and a draft plan of subdivision to permit a mixed use development over the 72 acre site. Since this approval, the applicant has been submitting site plan applications on individual blocks corresponding with their Phase 1 construction timeline and has obtained corresponding building permits.

The following highlights key features of this approval that are still in force today:

- 18 acres of public park space including a waterfront park, a linear park both in the middle of the site and on the easterly side of the site and a trail along the westerly property line.
- The provision of an option for the construction of a school on the east side of the site for the Peel District School Board.
- Inclusion of public easements over mews that will facilitate block connections while accommodating cycling infrastructure and pedestrian walking connections.
- 36, 937 m² (397, 586.56 ft²) of commercial space over the entire site that will include uses to serve the Brightwater community and the surrounding neighbourhood.
- Future Miway bus loop into the site and facilitate local service to connect new patrons to various transit options in the vicinity.
- A mix of dwelling types including apartments, townhouses, back to back townhouses and live work units that will include a mix of sizes and bedrooms.
- Block U ("The Campus Bock") will be a uniquely designed mixed use block that will be pedestrian focused, vibrant and inviting and will facilitate a community use and non residential floor space.

- The following Section 37 contributions were secured as part of the previous approvals:

- 150 affordable housing units that will be under the Region of Peel's housing portfolio, which is currently constructed and started to occupy.
- \$150,000 towards traffic calming measures within the PCHCD.
- \$250,000 towards a pedestrian bridge across the Credit River.
- Enter into a letter of intent with the YMCA for a proposed community facility.

The following site plan applications have been approved or are in progress for the overall subject site:

- SP 19/155 W1 – approval of a 14 storey apartment building, a 5 storey apartment building with ground floor commercial and a 1 storey commercial building with a total of 295 units and non-residential space.
- SP 19/138 W1 – approval of a two storey commercial building with retail, office and an underground parking garage.
- SP 20/048 W1 – approval of 106 townhouse units up to three storeys in height.
- SP 21/187 W1 – approval of a 7 storey rental apartment building consisting of 150 units for the Region of Peel.
- SP 21/130 W1 – processing development with 19, 15 and 6 storey apartment buildings with townhouses up to three storeys in height.

Other Development Applications in Vicinity

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

- OZ/OPA 22-3 W1 – 17 and 19 Ann Street, 84 and 90 High Street and 91 Park Street East – applications in process for a 22 storey apartment building with commercial uses at grade and the retention of two historic buildings for commercial and residential uses.
- OZ/OPA 22-10 W1 and T-M 22-002 W1 – 88 Park Street East – OLT approved 36 and 29 storey apartment buildings with ground floor commercial space in May 2024.
- OZ 21/016 W1 – 170 Lakeshore Road East – (appealed by applicant to OLT) applications in process for a 17 storey apartment building with commercial uses at grade.
- OZ 20/006 W1 – 42 to 46 Park Street East and 23 Elizabeth Street – applications for a 24 storey apartment building refused by the OLT.
- OZ 19/008 W1 – 78 to 80 Park Street East and 22 to 28 Ann Street – applications approved in March 2022 for a 22 storey apartment building with commercial at grade.
- OZ 14/007 W1 – 6 to 10 Ann Street and 77 to 81 High Street East – applications approved in July 2017 for a 15 storey

apartment building and two semi-detached dwellings.

- OZ/OPA 22-5 W1 – 128 Lakeshore Road East – (appealed by applicant to OLT) applications in process to permit an 11 storey apartment building with ground floor commercial space
- OZ 17/13 W1 – 21-29 Park Street East – applications approved in June 2018 to permit a 15 storey apartment building.

Water and Wastewater Services

There is an existing 300 mm diameter water main, located on Coveside, Shoreside Drive, Brightwater Blvd and Pierview Way and there is an existing 250 mm diameter sanitary sewer located on Pierview Way and Shoreside Dr and are connected to the Elmwood Sewage Pumping Station.

Additional information is required from the applicant to be submitted to the Region of Peel with respect to the Functional Servicing Report that has been reviewed by Regional staff.

Community Infrastructure

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within an approximate one kilometre radius of the site. In closer proximity to the site, J.C. Saddington Park, Rhodedendron Gardens and J.J. Plaus Park provide additional park options

within the Port Credit Community Node and Neighbourhood Character Areas.

Transportation Services

GO and LRT Service

Within one kilometre of the subject site is the Port Credit GO station, which is part of the Lakeshore West Line that provides transit access from Hamilton Centre to Union Station. Port Credit currently receives two-way, all day service, every 30 minutes, with the expectation of future delivery of regional express rail every 15 minutes all day service. Furthermore, the Port Credit GO station is also provided with GO bus service through route 18 that adds express service to Union Station.

Adjacent to the Port Credit GO Station is the Hazel McCallion LRT Port Credit station, which is currently under construction. This will provide a higher order transit option that will connect Port Credit north to the downtown and further to the City of Brampton and will integrate riders with the wider MiWay transit system including incoming future BRT infrastructure.

MiWay Bus Service

MiWay provides two routes that directly services the site along Lakeshore Road West through routes 23 and 14. As the build out of the site continues, it is expected that MiWay service will extend into the site and utilize bus infrastructure slated to be constructed as part of Brightwater's future development phases. In addition, these routes are expected to tie into the future

Lakeshore BRT that is slated for the eastern portion of the Lakeshore Road corridor and terminating at Long Branch GO Station. Furthermore, MiWay operates many routes that loop through the existing bus bays that are adjacent to the Port Credit GO Station main entrance.

Brightwater Shuttle

As part of the previous approvals and secured through the OLT approved settlement, the property owner is required to provide a shuttle service that will directly connect residents of the Brightwater development to the Port Credit GO Station and surrounding transit options. This will remain in place until MiWay service into the site is realized through the construction of the required bus infrastructure and a certain number of units are occupied on site. The shuttle service has already launched and operates during AM and PM peak times. This provides residents within the subject site direct access to regional and local transit options within the adjacent node.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
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) and planning authorities identify appropriate locations to promote opportunities for transit oriented development (PPS 1.1.3.3) that takes into account existing infrastructure. In addition, brownfield sites are identified as potentially strategic growth areas.</p> <p>Appropriate development standards should be promoted which facilitate intensification. (PPS 1.1.3.4)</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>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</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>

Policy Document	Legislative Authority/Applicability	Key Policies
		Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>Strategic Growth Areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. (Growth Plan Definitions)</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities are to 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)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>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 proposal.</p> <p>MOP 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</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,

Policy Document	Legislative Authority/Applicability	Key Policies
	Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and,</p> <ul style="list-style-type: none">• 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.

Port Credit Local Area Plan

Mississauga Official Plan consists of a principal document and a series of local area plans, provided under separate cover. In this instance, the property is subject to the Port Credit Local Area Plan, which contains a tailored set of policies that guide redevelopment in the specific precincts within both the Port Credit Community Node and the Port Credit Neighbourhood Character Areas. The subject property is located within the Port Credit West Village Precinct in the Port Credit Neighbourhood Character Area.

Requested Official Plan Amendments

Land Use Designation

Blocks P, Q and U of the site are designated **Residential High Density**, which generally permits apartments and **Residential Medium Density**, which generally permits townhouses.

The applicant's requested Official Plan Amendment includes a redesignation of a section of Block Q, from **Residential Medium Density** to **Residential High Density**. This redesignation will accommodate the proposed change in built form from townhouses to two apartment buildings and a mid rise building. Page 18 of this appendix demonstrates the proposed land use designation change.

Height Schedule

The previous development application approvals applied a height schedule to the subject site that is intended to guide the placement of height throughout the site. This is reflected in the Port Credit Local Area Plan through Schedule 2C – Port Credit West Village Height Limits. An amendment to this schedule is required to accommodate the request to increase the maximum building height of the tallest tower from 29 to 35 storeys, to reflect an increase in building heights for the apartments surrounding the tallest tower and to accommodate the two additional towers.

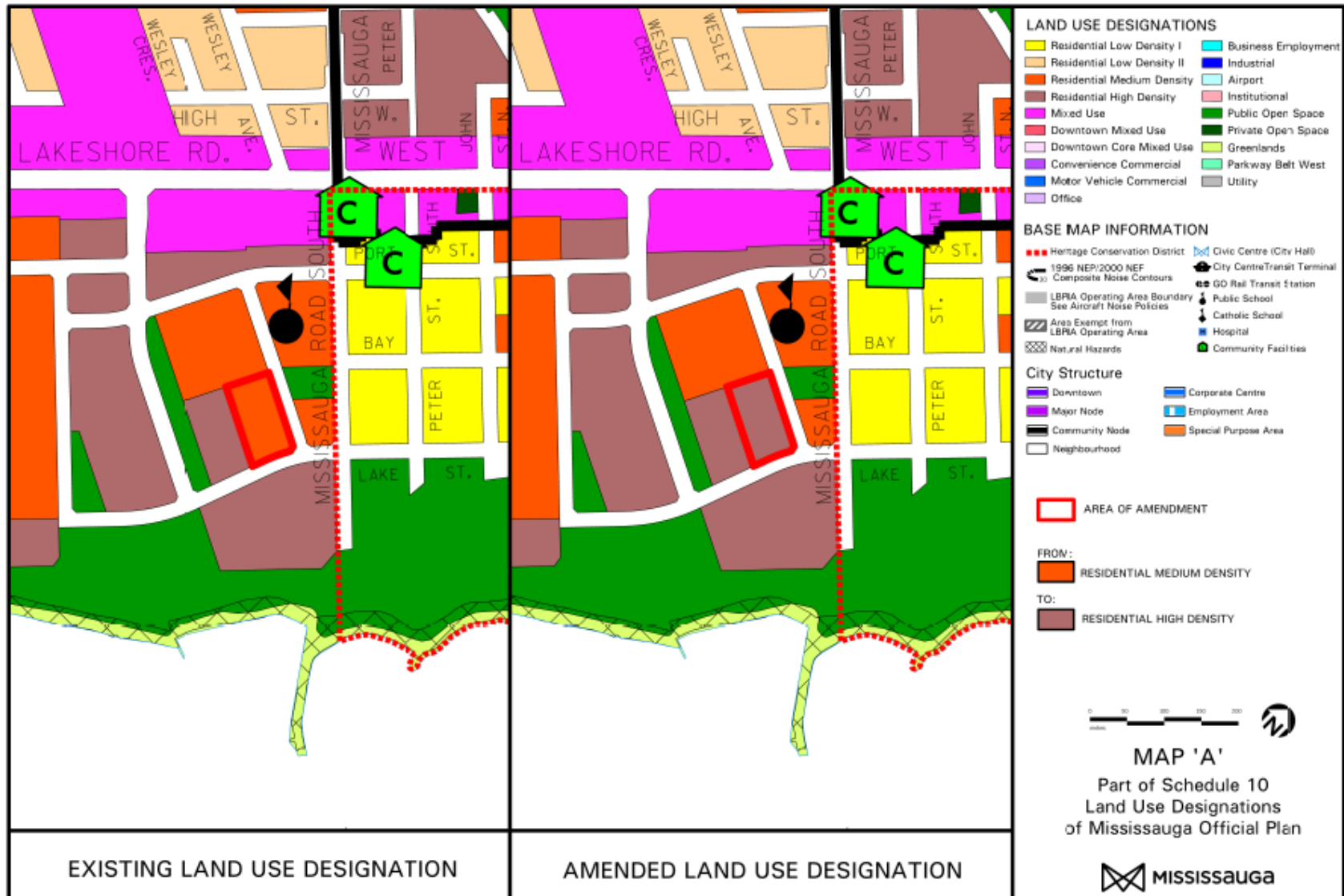


Requested amendment to Height Schedule 2C – Port Credit West Village Height Limits

Special Site 3 Policies

The previously approved Official Plan Amendment introduced the Special Site 3 policy section of the Port Credit Local Area Plan to apply to the site. The Special Site 3 set of policies provides further direction on how development is to proceed and breaks the precinct up into sub areas relevant to the unique components of the development. The following amendments to the special site policies are required to accommodate the requested changes:

- changing the maximum allowable units from 2995 units to 3893 units.
- Permitting residential uses to be located within the second floor of all buildings within Block U, which currently is only allowed for non-residential uses.
- Changing the policy that permits a maximum height of 4 storeys at the north east corner of Block U to permit a maximum height of 5 storeys.
- Changing the maximum building height of the buildings abutting the waterfront park from 8 to 16 storeys within Block U.



Excerpt of Port Credit Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Neighbourhoods – 5.3.5 - [Development within neighbourhoods]...This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character....Some community infrastructure will be provided within Neighbourhoods, however, most services for day-to-day living will be provided in Major Nodes or Community Nodes in close proximity to Neighbourhoods.</p> <p>5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>5.3.5.4 Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas</p> <p>5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.</p>
Chapter 7 Complete Communities	<p>7.7 Distinct Identities - The character of Mississauga's communities is derived in part, from physical elements such as topographical and natural features, distinct buildings, streets and places, all of which provide a sense of individuality. The waterfront, the major valley features associated with the Credit and Etobicoke rivers and the former Lake Iroquois Shoreline, are highly visible and important physical elements that create a distinct identity for the city as a whole and the specific communities in which they are located.</p> <p>7.2.2 Lake Ontario Waterfront - The waterfront will continue to serve as a regional destination for public uses and mixed use development, without compromising ecological features and functions, access to the shoreline and water, water views, and its unique historic and natural character.</p>

	General Intent
	<p>7.6.2.6 The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.</p> <p>7.7.2.4 The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following: form and scale appropriate to the waterfront location;</p>
Chapter 9 Build A Desirable Urban Form	<p>Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.</p> <p>9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>9.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</p> <p>9.2.2 Non-intensification Areas - Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will: c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours;</p> <p>9.3.3 Gateways, Routes, Landmarks and Views - Gateways, routes and landmarks are important building blocks of the city and contribute to city pattern and urban experience. Some sites within the city are uniquely located, given their topography, views or gateway condition</p> <p>9.3.3.2 Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture.</p> <p>9.3.3.9 Development will preserve, promote and enhance public views to the Lake Ontario waterfront.</p> <p>9.5 Site Development and Buildings - Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features.</p>

	General Intent
	<p>9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: the size and distribution of building mass and height;</p> <p>9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p>
Chapter 16 Neighbourhoods	<p>16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.</p> <p>16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Port Credit Local Area Plan Policies

	General Intent
Chapter 3 Current Context	[preamble]... The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.
Chapter 5 Vision	<p>The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.</p> <p>The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.</p> <p>5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.</p> <p>5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.</p> <p>5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.</p> <p>5.2.3 Neighbourhoods Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.</p> <p>In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.</p> <p>Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors will be preserved.</p>
Chapter 6 Direct Growth	<p>The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.</p> <p>6.1 Community Node Character Area</p>

	<p>General Intent</p> <p>6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:</p> <p>c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).</p> <p>6.2 Neighbourhood Character Area</p> <p>6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, and the Port Credit West Village Precinct.</p> <p>6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor</p>
Chapter 8 Complete Communities	<p>8.5 Lake Ontario Waterfront</p> <p>Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.</p>
Chapter 10 Build a Desirable Urban Form	<p>10.1 General Policies</p> <p>10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan.</p> <p>10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following: a. The achievement of the overall intent, goals, objectives of this Plan; b. Appropriate site size and configuration; c. Appropriate built form that is compatible with the immediate context and planned character of the area; d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook; e. Particular design sensitivity in relation to adjacent heritage buildings; and f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</p> <p>10.3 Neighbourhood Character Area</p> <p>The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, redevelopment of the large brownfield site).</p> <p>Neighbourhood policies are intended to reflect a number of objectives, including among other things:</p> <ul style="list-style-type: none"> • to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area; to recognize the former refinery site as an important location along the waterfront that requires special attention; and <p>10.3.3 Port Credit West Village Precinct</p> <p>The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.</p>

	<p>General Intent</p> <p>A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.</p> <p>10.3.3.1 This mixed use community will consist of: a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination; b. connections with existing parks and open space; c. a fine grain street network that is integrated into the broader community; d. multi-modal mobility options, including active transportation; e. a diversity of built form and housing types for all ages and incomes; f. design and architectural excellence; g. sustainable development including innovative infrastructure where feasible; h. a high quality public realm and other community gathering spaces; i. place making and cultural vibrancy; and j. a legacy for future generations</p> <p>10.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.</p> <p>10.3.3.3 Development will provide view corridors to Lake Ontario, where appropriate.</p> <p>10.3.3.4 Extensive remediation will be completed prior to development.</p>
<p>Chapter 13 Special Sites</p>	<p>Special Site 3</p> <p>13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.</p> <p>13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.</p> <p>Area B (The Promenade)</p> <p>13.1.3.2.9 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.</p> <p>13.1.3.2.10 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.</p>

Existing Zoning

- **Block P – H-RA5-51** (Apartments with a Holding Provision) which permits apartment buildings with ground floor commercial space.
- **Block Q – H-RA5-52** (Apartments with a Holding Provision), which permits an apartment building with ground floor commercial space and **RM4-76** (Townhouses) which permits townhouses.
- **Block U – RA4-51** (Apartments) which permits apartment buildings with first and second floor commercial space.

Amendments to the above-noted exception zones will be required to realize the changes initially being sought through this Official Plan Amendment application. The applicant has not yet submitted a Zoning By-law Amendment application, preferring to receive approval of this application. A Zoning By-law Amendment will be required from the property owner and will be subject to the full planning process under the *Planning Act*, which includes public notice and consultation. The Zoning By-law Amendment application will be reviewed and evaluated with respect to conformity to applicable official plan policy in effect at the time of submission.

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>.

While the proposed Official Plan Amendment seeks to increase the total amount of units on the site overall, the proponent and staff have not held discussions with respect to an affordable housing contribution, as details pertinent to any contribution, such as unit size and type, are typically considered at Zoning By-law Amendment stage. As such, it was determined that a Housing Report can be deferred to the future Zoning By-law Amendment application and consideration for a potential affordable housing contribution will be had at that time.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation	
110 Kindergarten to Grade 8	Riverside P.S.	Port Credit S.S.
15 Grade 9 to Grade 12	Enrolment: 284 Capacity: 438 Portables: 0	Enrolment: 1300 Capacity: 1203 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
36 Kindergarten to Grade 8	St. Luke's Catholic Elementary	Iona Catholic Secondary School
18 Grade 9 to Grade 12	Enrolment: 354 Capacity: 602 Portables: 0	Enrolment: 616 Capacity: 723 Portables: 5

*yields based on additional unit request and are subject to change upon the confirmation of unit type details in future application submissions

6. Community Questions and Comments

A pre-application community meeting was held by Port Credit West Village Partners Inc. and Ward 1 Councillor, Stephen Dasko, on November 16, 2023. About 200 people attended this meeting.

The following incorporates comments heard at the community meeting indicated above, in addition to any comments that have been provided to the City in response to the circulation of the Official Plan Amendment complete application notice. These comments will be addressed as part of a future Recommendation Report from staff.

Comments from the community are summarized as follows:

- Concerns were raised with respect to the impact of the additional units on the surrounding traffic network. Particular comments arose regarding the traffic flow on Lakeshore Road West during peak hours.
- Will the proposed density be accommodated by existing

servicing infrastructure? Will servicing upgrades be required?

- Comments were received regarding the traffic impacts related to the PCHCD and potential measures to mitigate infiltration into the neighbourhood outside of what was originally approved.
- Concerns were raised with respect to the requested height increase and the impacts the massing changes may have on views to Lake Ontario and access to sunlight, in addition to potential shadowing impacts.
- Will the increase in height create negative impacts on the adjacent neighbourhoods, including the Cranberry Cove and the PCHCD?
- What is the impact of the additional units on local community infrastructure such as parks, schools and other services?
- Will there be an additional affordable housing contribution?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 15, 2024)	<p>Waste Collection Comments:</p> <ul style="list-style-type: none"> Detailed waste comments have been provided to the applicant via the City's eplans commenting portal. Private waste collection will be required for the retail and commercial areas and Region of Peel pick up will be required for residential areas. <p>Public Health Comments:</p> <ul style="list-style-type: none"> A growing body of evidence links neighbourhood design, transportation patterns, physical activity and obesity. Characteristics of conventional suburban design and urban sprawl are collectively associated with reduced physical activity, obesity and a wide range of chronic diseases including diabetes. In an effort to create walkable and health promoting built environments, the Region implemented the Healthy Development Framework, a collection of Regional and local, context specific tools that assess the health promoting potential of development applications. The HDA incorporates evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. In reviewing this OPA, we have no objections to increase in density in Block U. Some design considerations for the site plan include: <ul style="list-style-type: none"> There is an association between mental health and natural environments and the exposure to natural environments can have a positive impact on the overall mental health and wellbeing of residents. <ul style="list-style-type: none"> Include visible green areas that allow for public access. Please also ensure that amenity and outdoor spaces are designed to support multi-generational use. Considerations can include design elements which support physical activity, such as an array of visual and sensory experiences and landscaping along the sidewalks and or walking paths. Have thoughtful consideration for the orientation of the buildings to ensure there is optimal sunshine for the surrounding public realm and buildings. <p>Housing Comments:</p> <ul style="list-style-type: none"> It is appreciated that the applicant is contributing to the Peel-wide affordable housing target and responding to Mississauga Official Plan policies 7.1.6 and 7.2.2, as well as Port Credit Local Area Plan policies 8.1.1, 8.1.2, 8.1.3, and 8.1.4 through a land contribution to the Region of Peel for the provision of affordable housing, already secured through the previous approvals. The applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households. The definition of affordable housing can be found in the Glossary section

Agency / Comment Date	Comments
	<p>of the Peel Region Official Plan. Information on pricing (sale price, average rent) and affordability period (i.e., 25 years or more) of units can be provided.</p> <ul style="list-style-type: none"> • Density: It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing high density residential apartment buildings and townhouses in a mixed-use area. In a future submission, the applicant is requested to provide a summary of units by bedroom size and unit size (square footage). While it is appreciated that the anticipated unit mix includes one bedroom, two bedroom, and three bedroom units, the applicant is encouraged to provide an appropriate number and proportion of family-sized units (two bedroom, and three-bedroom units) that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate-income households. • Rental: It is greatly appreciated that the proposed development is demonstrating a strong contribution towards the rental housing target through the provision of much needed purpose-built rental units. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund and a future round of the Peel Affordable Rental Incentives Program. <p>Water and Waste Water Servicing Comments:</p> <ul style="list-style-type: none"> • There's an existing 300 mm diameter water main, located on Coveside, Shoreside Drive, Brightwater Blvd and Pierview Way. • There's an existing 250 mm diameter sanitary sewer located on Pierview Way and Shoreside Dr. • This proposal requires connection to a minimum municipal watermain size of 300 mm. (Watermain Design Criteria 2.1). • Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. • This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply, where possible.
City Community Services Department – Park Planning Section (May 29, 2024)	Through future rezoning and site plan applications, appropriate setbacks to the park blocks and interface of the development blocks (Blocks Q and P) to the park blocks as previously agreed through the subdivision process will need to be maintained. All private walkways, access to the buildings should be accommodated within the development block. Furthermore, all additional densities will be subject to cash-in-lieu of parkland dedication in keeping with the Planning Act.
City Community Services Department – Heritage Planning (May 10, 2024)	The property is listed on the City's Heritage Register and adjacent to the Old Port Credit Village Heritage Conservation District. A Heritage Impact Assessment addendum has been submitted. A further one, addressing the detailed elevations, will be required at the site plan stage.
Credit Valley Conservation (May 15, 2024)	The proposed OPA/ZBA has no impact on the storm drainage and stormwater management requirements. CVC staff previously issued a permit for the construction of the east and west storm outfalls to Lake Ontario, and it is our

Agency / Comment Date	Comments
	<p>understanding that the works have been undertaken in accordance with the approved plans. Further, no plans are provided showing further development proposed within the CVC Regulated Area at this time. As such, we have no review requirements and no comments on this application. Should future development be proposed in the CVC Regulated Area, the owner should contact CVC to confirm any requirements.</p>
<p>Transportation and Works Department (June 26, 2024)</p>	<p>Technical documents and drawings have been submitted and are under review to ensure that engineering matters associated with any proposed amendment to the Official Plan are feasible and supportable.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Functional Servicing Report Addendum prepared by Urbantech Consulting Inc., dated March 18th, 2024, was submitted in support of the proposed Official Plan Amendment.</p> <p>The previously approved works for this development included the construction a private storm sewer to service the development lands, with a connection to the City of Mississauga's stormwater infrastructure, as well as on-site stormwater management controls for the post-development discharge and water quality treatment.</p> <p>The applicant has demonstrated through the report addendum that the proposed changes only affect sanitary and water services, and that there will be no impact to the previously approved stormwater servicing concept. No further information is required, and there are no further comments or concerns with regards to stormwater.</p> <p><u>Traffic</u> An Urban Transportation Considerations Report, prepared by BA Consulting Group Ltd. and dated March 2024, was reviewed and audited by staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide an updated Transportation Impact Study as part of subsequent submissions, including addressing any traffic-related concerns from the Community.</p> <p><u>Environmental Compliance</u> A Preliminary Review of the Air Quality, Odour, Dust, Noise & Vibration report, dated September 27, 2023 and prepared by SLR Consulting (Canada) Inc., has been submitted in support of the proposed development. While it is not required at the OPA stage, the detailed air quality and odour studies will be required once individual properties/blocks move forward through the development process. At this time, there is no further investigation required.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted several technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Transit Infrastructure • Economic Development
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • CS Viamonde

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 and will form part of a future Zoning By-law Amendment application. In addition, prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval on the blocks subject to this Official Plan Amendment application.

8. Community Benefits Charge

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

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

Notwithstanding the above, in accordance with section 37.1 of the *Planning Act*, an area or site specific Zoning By-law amendment previously enacted by Council that describes required Section 37 contributions under the previous height/density bonus provisions in effect before the Bill 197 amendments, is to remain applicable to sites.

For this particular site, the OLT approved settlement contains negotiated provisions for a Section 37 contribution, which is

highlighted in Section 3 of this Appendix and is included as part of the applicable site specific Zoning By-law Amendment. The exercise of revisiting the Section 37 contribution to reflect the additional density will occur once a future Zoning By-law Amendment application is submitted by the property owner.

9. Next Steps

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

- Is the proposed density appropriate from a traffic and servicing perspective?
- Does the increase in overall building height for the already approved apartment buildings appropriate for the subject site?
- Do the overall massing changes impact the adjacent neighbourhoods?
- Is the original function and vision of Block U maintained with the addition of residential uses on the second floor?

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

City of Mississauga Corporate Report



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.21-RAN</p>
	<p>Meeting date: July 29, 2024</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Rangeview Development Master Plan

850-1083 Rangeview Road and 830-1076 Lakeshore Road East

Owner: Rangeview Landowners Group Inc.

File: CD.21-RAN

Recommendation

That City Council endorse the Rangeview Development Master Plan framework in accordance with the limitations as outlined in the report dated July 10, 2024 from the Commissioner of Planning and Building regarding Rangeview Development Master Plan.

Executive Summary

- Rangeview Landowners Group Inc. is seeking endorsement of the Rangeview Development Master Plan.
- Council endorsement will allow the Official Plan Amendment application that has been submitted to be deemed complete.
- The applicant has made minor revisions to the proposal to address issues raised through the review, however, the concept remains the same as that presented in the Information Report.
- Staff are satisfied with the revisions made to the Development Master plan and find it to be acceptable from a conceptual planning standpoint and recommend that it be endorsed.
- Rangeview Landowners Group Inc. will have to address matters that remain unresolved through the Official Plan Amendment application process including entering into a cost sharing agreement with participating owners, development phasing related to

transportation improvements and identifying the location of an elementary school site to the satisfaction of the Peel District School Board.

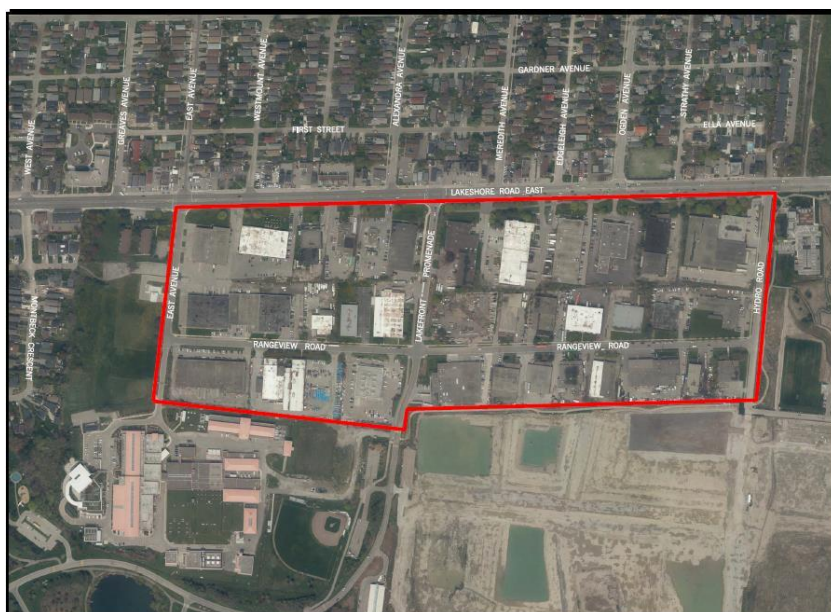
Background

Rangeview Landowners Group Inc. is comprised of nine landholders which own 21 of the 33 properties within Rangeview Estates. This represents approximately 65% of the private landholdings. The Development Master Plan submitted is for the entirety of the Rangeview Estates lands.

A public meeting was held by the Planning and Development Committee on November 27, 2023, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=48890>) was received for information). Recommendation PDC-0075-2023 was then adopted by Council on December 13, 2023.

That the report dated November 8, 2023, from the Commissioner of Planning and Building regarding the initial submission of the Rangeview Development Master Plan, be received for information.

Comments presented at the public meeting include the incorporation of a pedestrian promenade on the south side of Lakeshore Road East and questions whether a school would be required. These items are addressed below. Full notification was provided for this Recommendation Report.



Aerial Image of Rangeview Estates

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Identification of commercial uses along Lakeshore Road East
- Removal of permission for taller buildings fronting Lakeshore Road East
- Refinement of taller buildings to illustrate slender towers upon podiums
- Commitment for an increased setback along Lakeshore Road East to create a pedestrian promenade
- Minor revision to the built form on the southwest side of Lakefront Promenade

COMMUNITY ENGAGEMENT

Rangeview Landowners Group Inc. initially met with the Lakeview Ratepayers Association in December 2021 and January 2023. A community meeting was held by Ward 1 Councillor, Stephen Dasko, on April 27, 2023, and another was held within the community on January 31, 2024. A subsequent online meeting was held with the Lakeview Ratepayers Association on March 19, 2024. Supporting studies were posted on the City's website at <https://www.mississauga.ca/projects-and-strategies/city-projects/inspiration-lakeview/>

The public meeting was held on November 27, 2023. Two members of the public made deputations regarding the Master Plan. Their comments concerning the pedestrian promenade along Lakeshore Road East and school accommodation are addressed below.

PROCESS

In accordance with Section 13.3.11 of the Lakeview Waterfront Major Node policies that speak to implementation, the Development Master Plan is required to be endorsed by Council before any development applications can be deemed complete. Rangeview Landowners Group Inc. submitted an Official Plan Amendment application for the entirety of the Rangeview Estates, including the non-participating landowners, and staff have commenced a preliminary review of the material. As per the policies mentioned above, the application has not been deemed complete. Given the fractured nature of ownership, it has been indicated that Rezoning and Plan of Subdivision applications will be submitted on a site-by-site basis at a future time. Given the multiple properties and owners, a cost sharing arrangement and comprehensive phasing plan will have to be implemented in order to address matters relating to the completion of blocks, roads and parks.

DEVELOPMENT MASTER PLAN ANALYSIS

The submission of a satisfactory Development Master Plan is a requirement which is outlined in the Lakeview Waterfront Major Node policies of Mississauga Official Plan and is intended to establish a comprehensive, coordinated and intentional vision for the future development of the Lakeview Waterfront area. As outlined in the policies, the Development Master Plan submitted included the Master Plan, a Transportation Study and a Sustainability Strategy.

Pertinent matters that formed part of the evaluation of the Development Master Plan are addressed below.

DENSITY

Lakeview Waterfront is identified as a Major Node within the Mississauga Official Plan (MOP). Major Nodes represent the second highest level of density within the City's urban hierarchy, lower than the downtown, but higher than the community nodes and neighbourhoods.

The number of residential units proposed remains at 5,300. The distribution of the units between tall buildings up to 15 storeys, mid-rise buildings and low-rise buildings up to four storeys including townhomes, remains the same as was presented in the Information Report. Since the MOP permits a maximum of 3,700 units within a specified distribution range, an Official Plan Amendment is required.

The assessment of density is not an evaluation that is done in isolation, but rather in the context of many factors including, but not limited to, surrounding context, access to parkland, servicing, transportation and built form. Built form represents an important factor in informing the suitability of density. The proposal represents a good mix of mid-rise elements and townhomes with taller elements being purposely located along the transit routes and along the Ogden Park spine. Low-rise buildings, including townhomes are generally located interior to each development block and framed by the mid-rise buildings and podium edges. The built form is in keeping with the intentions laid out in the Inspiration Lakeview Master Plan and integrates appropriately with the development to the south. The accommodation of the density will have to be phased in conjunction with transportation improvements which is outlined further in the Transportation Section.

The Peel District School Board has advised that the density proposed will necessitate a new elementary school.

The distribution of density can be found in Appendix 2, Page 2.

HEIGHT

The Lakeview Waterfront Major Node policies indicate that the Rangeview Estates area is to be primarily a neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings, up to 15 storeys, are generally permissible along the transit route and the Ogden Park spine.

The height distribution remains similar to that presented in the Information Report with no towers exceeding 15 storeys. A few key revisions have been introduced following discussions with staff. Permission for tower elements up to 15 storeys have been removed from the Lakeshore Road East frontage. All building fronting onto Lakeshore Road East are now mid-rise buildings with maximum heights of 8 storeys. A mid-rise building has been introduced at the southwest corner of Lakefront Promenade where a podium school had previously been

illustrated on lands owned by Canada Post. The tower element components have also been refined to illustrate that towers will be situated upon podiums with setbacks and with floor plate sizes generally restricted to 750 m² (8,072 ft²).

The tower elements have been located along the transit corridor and along the Ogden Park spine in keeping with the policies of the Lakeview Waterfront Major Node. While the west side of the site, along East Avenue, was not envisioned to accommodate taller heights, one 15 storey building is proposed fronting onto East Avenue and south of Lakeshore Road East. This is an acceptable location given it is flanked by mid-rise buildings on both the north and south sides and is across the street from another planned mid-rise building. There are no taller buildings proposed internal to the blocks.

Overall, the distribution of the low-rise, mid-rise and tower elements is orderly and is laid out in an appropriate fashion that takes advantage of planned transit service and destination parkland while contributing to the mainstreet character of Lakeshore Road East. The arrangement of buildings up 15 storeys is generally in keeping with the Lakeview Waterfront Major Node policies.

The Height Plan can be found in Appendix 2, Page 3.

TRANSPORTATION

A series of area wide transportation studies were submitted as part of the Development Master Plan process that examined among other things: future enhanced transit; multi-modal splits between transit, active transportation and vehicle use; transportation demand management; and additional roads.

The Transportation Studies were updated to consider increased densities within the Lakeview Waterfront Major Node and surrounding areas in addition to the proposed 5,300 residential units within the Rangeview Estates precinct and evaluate and limit any potential cumulative impacts on the transportation network under interim and ultimate conditions. In addition to the new roads identified in the blocks and road network section, a phased development approach is recommended to monitor future travel patterns and to coordinate with the approvals and transportation improvements identified as part of the Lakeview Village development. Further detailed review of the transportation considerations will continue to take place throughout the individual development application review processes. These reviews will further inform policies and requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and phasing of the development.

BLOCKS AND ROAD NETWORK

The block and road network remains unchanged from what was presented in the Information Report. The block structure has been designed to integrate smaller urban scale blocks generally in keeping with the block structure introduced in Lakeview Village and is consistent with the road pattern set out in the Lakeview Waterfront Major Node Policies and Official Plan Schedules.

A new east-west road, identified as 'Street L', has been introduced to create an appropriate block pattern, along with the extension of two north-south roads from Lakeview Village. Given the fractured nature of property ownership, the build out of these roads will happen over time as enough redeveloping properties are assembled to make its construction feasible. The City will have to secure the land as applications are brought forward. The identification of 'Street L' and the road extensions within the Official Plan will allow the City to secure the necessary land through future development applications. Prior to the build out of the full network, certain properties will need to be granted temporary access points to facilitate development, including temporary driveways onto Lakeshore Road East.

The road network has been designed with rights-of-way widths that can accommodate transit vehicles along Lakefront Promenade and Hydro Road. This configuration aligns with the transit loop planned through Lakeview Village and currently identified in the Official Plan. The rights-of-way cross sections have been designed to the same specifications as the connecting roads in Lakeview Village.

The Road Network Plan can be found in Appendix 2, Page 4.

All internal rights-of-ways, with the exception of 'Street L', have been designed to incorporate 3.0 m (3.3 ft.) wide cycle tracks that will be elevated and separated from the vehicular portion of the road.

The Pedestrian and Cycling Network Plan can be found in Appendix 2, Page 5.

SERVICING

Earlier iterations of the Development Master Plan proposed servicing within the newly identified roads. However, since not all landowners will be redeveloping, the ultimate construction of those roads left too much uncertainty around how the servicing would be completed. As a result, a new servicing proposal was recently presented that would allow services to be installed within existing rights-of-way.

The Region has determined that the proposal for 5,300 units is serviceable, and the Region does have capacity in the water and wastewater system to accommodate the development, with the addition of new infrastructure. Given that Rangeview Landowners Group Inc. has proposed that initial development fronting onto Lakeshore Road East have servicing connections along

that road, the replacement and upsizing of sanitary sewer pipes on Lakeshore Road East and Rangeview Road will be necessary as will a new watermain on Rangeview Road. A new watermain on Lakeshore Road East and may also be required. The submitted Master Functional Servicing Report will need additional information and revisions prior to supporting any implementing Official Plan Amendment.

PARKS

Overall, the Development Master Plan proposes approximately 2.62 ha (6.47 ac.) of parkland distributed over five new parks intended to offer park services at the destination and community level. Staff are satisfied with the general distribution and location of the proposed park blocks but will seek opportunities and work with the Rangeview Landowners Group Inc. to refine the boundaries of some of the blocks. This will occur through the implementation of the Official Plan Amendment application to ensure additional parkland, as permitted under the *Planning Act*, can be achieved.

Three of the proposed parks, identified as Rangeview Park, Central Square and Hydro Common are intended to serve as a focal point for their immediate community. These parks will offer both active and passive recreational opportunities at a community scale. The ensemble of park blocks identified as Lakefront Greenway and Ogden Park form part of a larger linear green network within the Lakeview Waterfront Node by connecting into the Lakeview Village development to the south. Ogden Park, in particular forms the main green spine of the community by connecting Lakeshore Road East to the waterfront. Ultimate design and programming for all the park blocks will be determined by City led public engagement process.

The Park Plan can be found in Appendix 2, Page 6.

RETAIL

The most recent Development Master Plan illustrates where up to 8 000 m² (86,111 ft²) of ground floor retail uses along Lakeshore Road East will be located. The location illustrated is in keeping with current Official Plan policies requiring Lakeshore Road East fronting commercial uses between Lakefront Promenade and Hydro Road. Retail has been added on the west side of Lakefront Promenade framing Lakefront Greenway which will contribute to animating the space and further enhancing the gateway function of the park. The retail illustrated represents the minimum amount. There will be the opportunity to increase retail as development applications are brought forward.

The Retail Plan can be found in Appendix 2, Page 7.

SCHOOLS

The Peel District School Board has identified the need for a stand-alone elementary school based on the projected population for the redevelopment of Rangeview Estates. The need for the school is in addition to schools that have been secured through the Lakeview Village development. City staff and Peel District School Board staff have requested that Rangeview Landowners Group Inc. identify a 1.62 ha (4.0 ac.) block on the Master Plan, and on properties owned by the landowners group, which can accommodate the school. To date, Rangeview Landowners Group Inc. have not been able to coordinate a location amongst themselves.

While it would have been preferable to identify a school block location through the Development Master Plan process, staff are willing to provide Rangeview Landowners Group Inc. additional time to identify a suitable block through the review of the Official Plan Amendment application. The school location will have to be identified prior to any approval being granted for the Official Plan Amendment, as it would not be feasible to allocate a school site when individual owners proceed to submit site specific rezoning applications.

LAKESHORE ROAD INTERFACE

Through consultation with the community, the importance of the interface between buildings and the street was highlighted, particularly the desire to emphasize a green pedestrian-oriented promenade. The inclusion of expansive sidewalk areas and green space requires a balance with the need to have commercial uses readily visible and accessible from Lakeshore Road East to ensure their long-term viability. The latest plan illustrates a concept of a linear promenade along Lakeshore Road East with a minimum 6.0 m (19.7 ft.) building setback which would allow for the planting of a double row of trees, a wide sidewalk and the creation of pocket niches for passive programming.

The Linear Promenade Concept can be found in Appendix 2, Page 8.

SUSTAINABLE INITIATIVES

Lakeview Waterfront has been envisioned as a sustainable community that incorporates sustainable initiatives that are above and beyond standard development. A Sustainability Strategy was required as part of the Development Master Plan to identify how Rangeview Landowners Group Inc. would incorporate features and standards that would ensure this vision is met.

Through the updated Sustainability Strategy, the following initiatives were identified as forming part of future developments:

- All exterior light fixtures to be Dark Sky compliant.
- In buildings that are four or more storeys, 20% of parking spaces will have electric charging and the rest of the spaces are to be EV ready.

- 75% of a site's non-roof hardscape will have to be a combination of high albedo paving materials, open grid/permeable surface, shaded by trees or shaded by energy generation structures.
- For buildings with a flat roof over 500 m² (5,382 ft²), buildings must have either minimum 50% green roof or 90% cool roof or a combination of green roof, solar roof installed for 75% of the roof space.
- 90% of the exterior glazing for the first 16 m (52 ft.) above grade of every mid-rise and taller building shall be bird friendly.
- Large trees to be planted in a minimum 30 m³ (1,059 ft³) of soil, while ornamental trees will be in minimum of 15 m³ (530 ft³) of soil.
- Shared soil trenches will have a minimum of 20m³ (706 ft³) of soil per tree.
- 50% of at grade landscaping is to be native species and 10% of landscape species to be pollinator plants.
- Meet the City's Tier 1 Energy Performance Standards of the Green Development Standards.

The listed initiatives are considered a minimum commitment for development in Rangeview Estates. On April 17, 2024, Council approved the City's updated Green Development Standards (GDS) which include mandatory and voluntary metrics. The GDS are scheduled to take effect on March 1, 2025. Any specific GDS standards, or future mandated green standards, which are above and beyond the standards committed to through the Development Master Plan will supersede the lower standards.

The City has encouraged Rangeview Landowners Group Inc. to consider the benefits of connecting to the district energy system for thermal heating and cooling being constructed for Lakeview Village. As of yet, there has been no commitment to connect to the district energy system.

AFFORDABLE HOUSING

The Lakeview Waterfront Major Node is identified as a Major Transit Station Area (MTSA) in Mississauga Official Plan and is subject to the Inclusionary Zoning Provisions which came into effect on January 1, 2023. Specific details pertaining to the Inclusionary Zoning can be found in Section 7.3 of Mississauga Official Plan.

Rangeview Landowners Group Inc. has not proposed a coordinated approach to incorporating affordable housing into the community. They have indicated that affordable housing requirements will be met as individual developments applications are brought forward.

COORDINATION AND PHASING

The orderly coordination and phasing of development to achieve the vision outlined in the Development Master Plan presents a challenge given both the fractured ownership and uncoordinated timing of future individual developments.

Rangeview Landowners Group Inc. has provided preliminary plans which outline how infrastructure servicing and access points may be able to proceed in the absence of a complete network. The lands required to create the new roads and parks do not follow existing property lines, overlap multiple properties, and include non-participating landowners. As a result, Rangeview Landowners Group Inc. have proposed that a variety of agreements will be required to ensure that the ultimate development is achievable.

All developing landowners will be required to contribute to the total cost of the design and construction of the public infrastructure, including roads and servicing. Private cost sharing agreements have been proposed to ensure that the participating landowners pay their share upfront and non-participating landowners pay their share prior to being able to develop in the future. It has been proposed that a trustee be appointed to represent all developing landowners, and to coordinate, supervise and administer the provisions of the cost sharing agreement.

An overarching agreement has also been proposed between the trustee, the City and Region. This agreement is intended to provide certainty that the overall development and public infrastructure will be delivered. Lastly, separate development agreements will be required for each development application. These agreements and implementation strategy were introduced at a conceptual level. City staff have requested additional details and examples of how such agreements would work. Only very recently has additional information been provided which staff will be reviewing in the upcoming weeks.

As mentioned above, the parks proposed do not follow existing property lines and often overlap multiple properties. Park conveyance will require further coordination and will have to form part of the cost sharing agreements. The City may not be able to deliver park facilities to service the initial residents as phased development will contribute to the incremental assembly of park land.

A clear understanding of how the coordination and phasing can be implemented and what legal mechanisms will be necessary will have to be provided and additional policies will have to be included in the Official Plan as part of the Official Plan Amendment. Rangeview Landowners Group Inc. will be expected to have these agreements finalized and executed by the participating landowners prior to approval of the Official Plan Amendment.

Conclusion

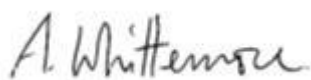
Subsequent to three evolutionary submissions, the Rangeview Development Master Plan has reached a satisfactory stage from a density, height and built form perspective and is acceptable for endorsement. Given the density proposed, and the distribution of density amongst lower, mid-rise and taller buildings, an Official Plan Amendment application will be required. There are matters which have not been fully addressed through the Development Master Plan, particularly phasing related to transportation improvements, satisfactory school block identification and development coordination and phasing, which will need to be addressed prior to Official Plan

Amendment approval. Council endorsement of the Development Master Plan will allow for the formal submission of the Official Plan Amendment application.

Attachments

Appendix 1: Information Report

Appendix 2: Visual Illustrations and Plans



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

Prepared by: David Breveglieri, Development Planner

City of Mississauga Corporate Report



Date: November 8, 2023 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: CD.21-RAN
	Meeting date: November 27, 2023

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Rangeview Development Master Plan

850-1083 Rangeview Road and 830-1076 Lakeshore Road East

South side of Lakeshore Road East, east of Cawthra Road

Owner: Rangeview Landowners Group Inc.

File: CD.21-RAN

Recommendation

That the report dated November 8, 2023, from the Commissioner of Planning and Building regarding the initial submission of the Rangeview Development Master Plan, be received for information.

Executive Summary

- Rangeview Landowners Group Inc. has submitted a Development Master Plan for the employment lands adjacent to Lakeview Village known as Rangeview Estates
- The Master Plan consists of new roads, parks, commercial uses and 5,300 residential units with townhomes, mid-rise and taller buildings up to 15 storeys
- A final Development Master Plan will need to be brought back to Council for endorsement
- Draft Plan of Subdivision, Official Plan Amendment and Rezoning applications will be required at a future date

Background

The subject employment lands, known as Rangeview Estates, along with the adjacent lands to the south known as Lakeview Village, form the Lakeview Waterfront Major Node. Following the Inspiration Lakeview Master Plan and Lakeview Local Area Plan review, Official Plan

Amendment 89 was adopted in June 2018 for the area. The policies of that amendment resulted in the land use policies which currently apply to the site. In accordance with these policies, a Development Master Plan is required to be submitted and endorsed by Council before development applications are deemed complete.

Rangeview Landowners Group Inc. is a collection of 9 owners which collectively own 21 of the 33 properties within Rangeview Estates. From a land holding perspective, they own approximately 65% of the land within Rangeview Estates. The Master Plan submitted outlines how Rangeview Estates can develop in its entirety including properties that have not joined the landowners group.

The purpose of the Development Master Plan is to provide a conceptual plan along with studies which assess the concept's feasibility and merit and sets general parameters around how the community will look and function. It also allows for engagement with the community on key elements of the concept. The Official Plan acknowledges that the planning of such a community goes beyond the master plan process and that more details will have to be assessed through development applications. Accordingly, additional community engagement will take place on more detailed matters through the development applications.

The Development Master Plan contains development concepts, principles and guidelines at a more detailed level than the Lakeview Waterfront policies. The elements that will be addressed will include, but are not limited to: height and density; built form criteria; alignment of roads; sustainable infrastructure and features and the provision for public and private open spaces. While the Development Master Plan is not a typical component of the planning process, it serves as an important milestone in the development approval process, and is required by Mississauga Official Plan policies in this instance.

The purpose of this report is to outline the development concept submitted by the Rangeview Landowners Group Inc., provide a status update of the progress thus far and to outline the next steps. The report consists of two parts, a high level overview of the proposal and detailed information contained in Appendix 1.

PROPOSAL

Rangeview Landowners Group Inc. have submitted a draft Development Master Plan which outlines a block structure, road network, green spaces, introduces building typologies with heights ranging from townhomes to 15 storey apartment buildings and highlights sustainable features.

A total of 5,300 new residential units and 2.62 ha (6.47 ac.) of new parkland is proposed. As well, 12 200 m² (131,319 ft²) of ground floor commercial space is proposed along the Lakeshore Road East frontage.

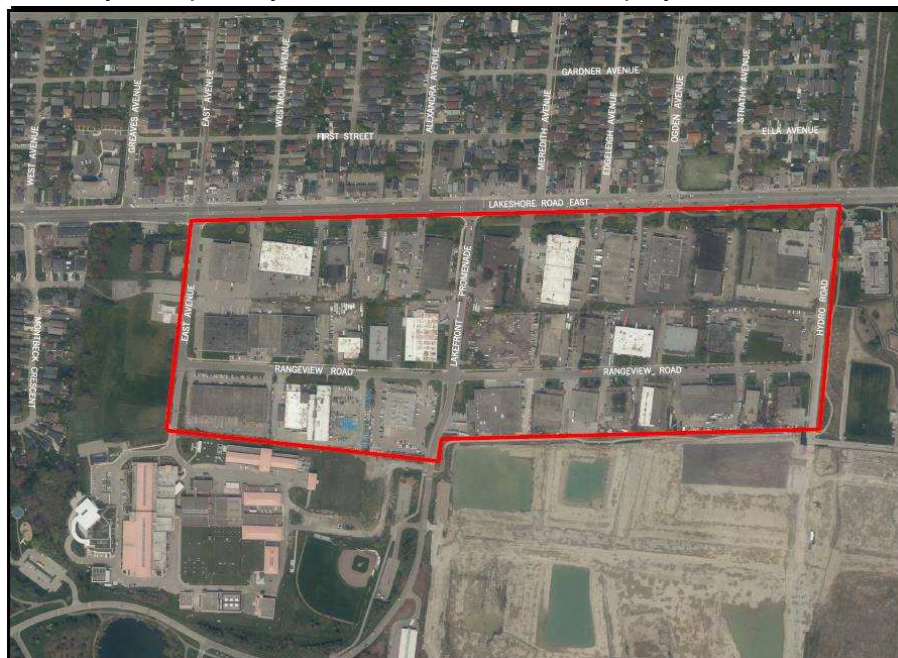
Two new public roads are proposed with the extension of Ogden Avenue, south of Lakeshore Road East, and a new road running parallel to Lakeshore Road East, illustrated below as Street 'L'.



Applicant's Concept Plan

Comments

The property is located within the Lakeview Waterfront Major Node Character Area. The site is currently occupied by a mix of smaller scale employment uses.



Aerial Image of Rangeview Estates



Applicant's Rendering of the Proposed Development Concept

LAND USE POLICIES AND REGULATIONS

The Lakeview Waterfront policies of Mississauga Official Plan set the vision and guiding principles for a sustainable, mixed-use community including generous open spaces, cultural and recreational amenities and employment opportunities. Lakeview Waterfront is intended to be a predominantly mid-rise community with some lower and taller buildings included to provide a variety of building types.

The applicable policies identify Rangeview Estates as a residential neighbourhood consisting primarily of townhouses and mid-rise buildings. Commercial uses are directed towards Lakeshore Road East and are required between Lakefront Promenade and Hydro Road. Mid-rise buildings with heights up to 8 storeys are required along the entirety of the Lakeshore Road East frontage. Taller buildings can be considered in certain areas such as along the transit corridor and along Ogden Park. The draft Development Master Plan submitted generally aligns with most of the policies.

The draft Development Master Plan is seeking to increase the overall number of units, adjust the mix of low, medium and taller buildings and modify the road and park network. There are no buildings in the plan which exceed the general maximum height permission of 15 storeys.

Table 1 of the Mississauga Lakeview Waterfront Policies contains the distribution of the housing and unit targets for Rangeview Estates. The chart below illustrates a comparison between the targets contained within the policies and the proposal.

		MOP - Lakeview Waterfront Policies		Proposal	
Total Residential Units		3,700		5,300	
Built Form	Townhomes	25%	925 units	13%	685 units
	Mid-rise (5-8 storeys)	50%	1,850 units	31%	1,634 units
	Tall Buildings (above 8 storeys)	25%	925 units	56%	2,981 units

Additional information and details are found in Appendix 1.

MATTERS TO BE CONSIDERED

Staff are reviewing the draft Development Master Plan submission documents including the Transportation Study and Functional Servicing Report. As a result of the Municipal Zoning Order (MZO) issued in May 2023 that substantially increased the anticipated density of the adjoining Lakeview Village lands, matters which had been previously planned and accounted for, particularly regarding transportation solutions and phasing remain unresolved. Staff continue to work with representatives of the Province and from both development groups on these matters.

Engagement and Consultation

The Official Plan requires that the Development Master Plan include public consultation, including input from the local ratepayers association. To date, Rangeview Landowners Group Inc. met with the Lakeview Ratepayers Association in December 2021 and January 2023. A community meeting took place on April 27, 2023. Some items of concern that were raised included transportation and traffic, the incorporation of affordable housing and the treatment along Lakeshore Road East. An additional community meeting is being scheduled through the Ward Councillors office and further engagement will take place proceeding that meeting.

Next Steps

Staff are reviewing the draft Development Master Plan documents submitted and will provide comments back to Rangeview Landowners Group Inc. Upon receipt of those comments and further community engagement, the applicant will have the opportunity to refine the Development Master Plan. A final version of the Plan will be required to be brought to Council for endorsement.

The applicant has begun the process of submitting an Official Plan Amendment by providing preliminary material which will be used towards the formal development application submission. As per the policies of the Lakeview Waterfront Major Node, the application cannot be deemed complete until the Development Master Plan has been endorsed by Council. The applicant has

indicated that Plan of Subdivision and Rezoning applications will follow at a future date and will apply to individual properties rather than the entirety of the site.

Financial Impact


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

Conclusion

The submitted draft Development Master Plan represents one of the first steps in the on-going process of planning for the redevelopment of Rangeview Estates. Community engagement will continue to be part of the master plan process. A final version of the Development Master Plan will be required to be brought forward to Council for endorsement before any development applications can be formally accepted.

Attachments

Appendix 1: Detailed Information and Draft Development Master Plan Excerpts



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

Prepared by: David Breveglieri, Development Planner

Detailed Information and Development Master Plan Excerpts
Owner: Rangeview Landowners Group Inc.
850-1083 Rangeview Road and 830-1076 Lakeshore Road East

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1. Proposed Development

The applicant proposes to develop a new community with new parks, commercial uses and 5,300 residential units ranging from townhomes to 15-storey apartment buildings. Official plan amendment, rezoning and plan of subdivision applications will be required to permit the proposed development.

Development Proposal	
Parking concept:	Residential parking to be provided underground
Green Initiatives:	See Section 11

Supporting Studies and Plans

The following documents have been submitted which constitute the applicant's submission of a draft Development Master Plan. These documents are currently under review by staff and can be found here:

www.mississauga.ca/portal/residents/inspirationlakeview

- Development Master Plan
- Transportation Report
- Functional Servicing Report
- Wind and Shadow Assessment
- Archeological and Heritage Impact Assessment
- Air Quality, Odour and Noise Report
- Engagement Strategy
- Sustainability Strategy

Development Proposal	
Owner:	Rangeview Landowners Group Inc.
Applicant:	Bousfields Inc.
Number of units:	Townhomes - 573 Lowrise Buildings - 112 Midrise Buildings - 634 Tall Buildings - 2,981 Total - 5,300
Proposed Gross Floor Area (Commercial):	8,000 m ² (86,111 ft ²)
Blocks:	12 blocks for land development 9 blocks for parkland
Proposed development area:	16.58 ha (40.97 ac)
Proposed parkland area:	2.62 ha (6.47 ac)
Height:	See Sections 8 and 9
Net Density:	206 units/ha
Anticipated Population:	12,088* *Average household sizes for all units (by type) based on the 2016 Census

- 2010 – City initiates a visioning and master planning process for the Lakeview waterfront which culminates with the Inspiration Lakeview Master Plan in 2014

- June 2018 – City Council approves Official Plan Amendment 89 which redesignates the entire area to allow for a new waterfront mixed-use community and applies the current land use policies which guide the redevelopment of Lakeview Waterfront. The Rangeview Estates area includes a provision which stipulates that the policies are not to take effect until the Region completes a Municipal Comprehensive Review for the conversion of the employment lands.

- July 2023 – Municipal Comprehensive Review is finalized by the Region of Peel and the policies contained in Official Plan Amendment 89 become in force.

The north side of Lakeshore Road East contains mostly 1-2 storey commercial uses with some limited residential in the form of second storey apartment units and one block of townhomes.

To the west of the site there is seven storey apartment building being constructed by the Region of Peel which fronts onto Lakeshore Road East, an ambulance dispatch building and a Regional water treatment facility which also wraps around the south side of the site.

The surrounding land uses are:

North: Predominantly commercial uses on north side of Lakeshore Road East
 East: Lakeview Village
 South: Lakeview Village and water treatment facility
 West: Apartment building, ambulance dispatch building, water treatment facility

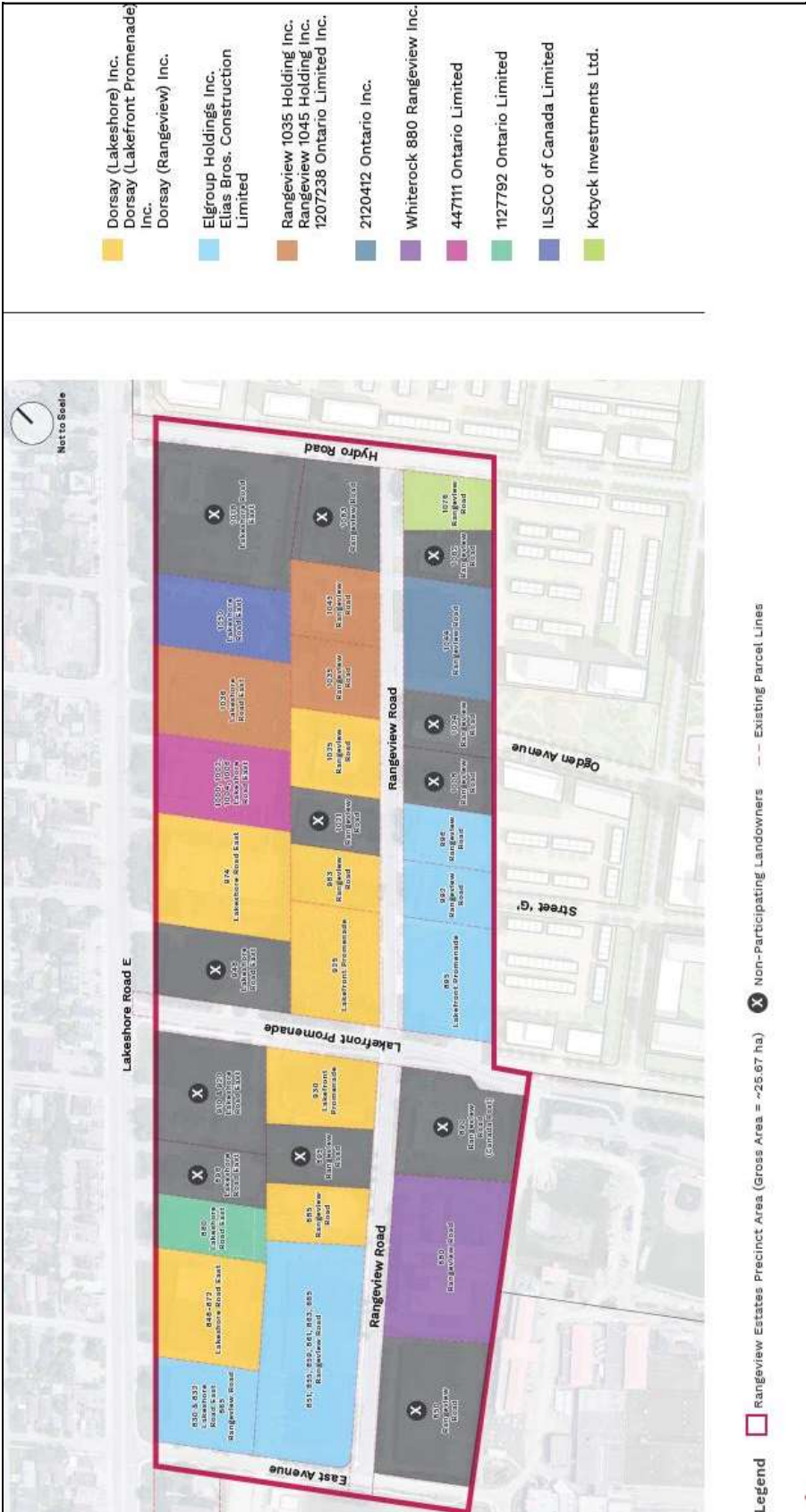
3. Site Context

Surrounding Land Uses

The Rangeview Estates is located on the south side of Lakeshore Road East between East Avenue and Hydro Road directly adjoining the Lakeview Village development on both the south and east. Servicing construction is currently underway on the Lakeview Village site and the roads have been designed to align and connect once developments are complete.

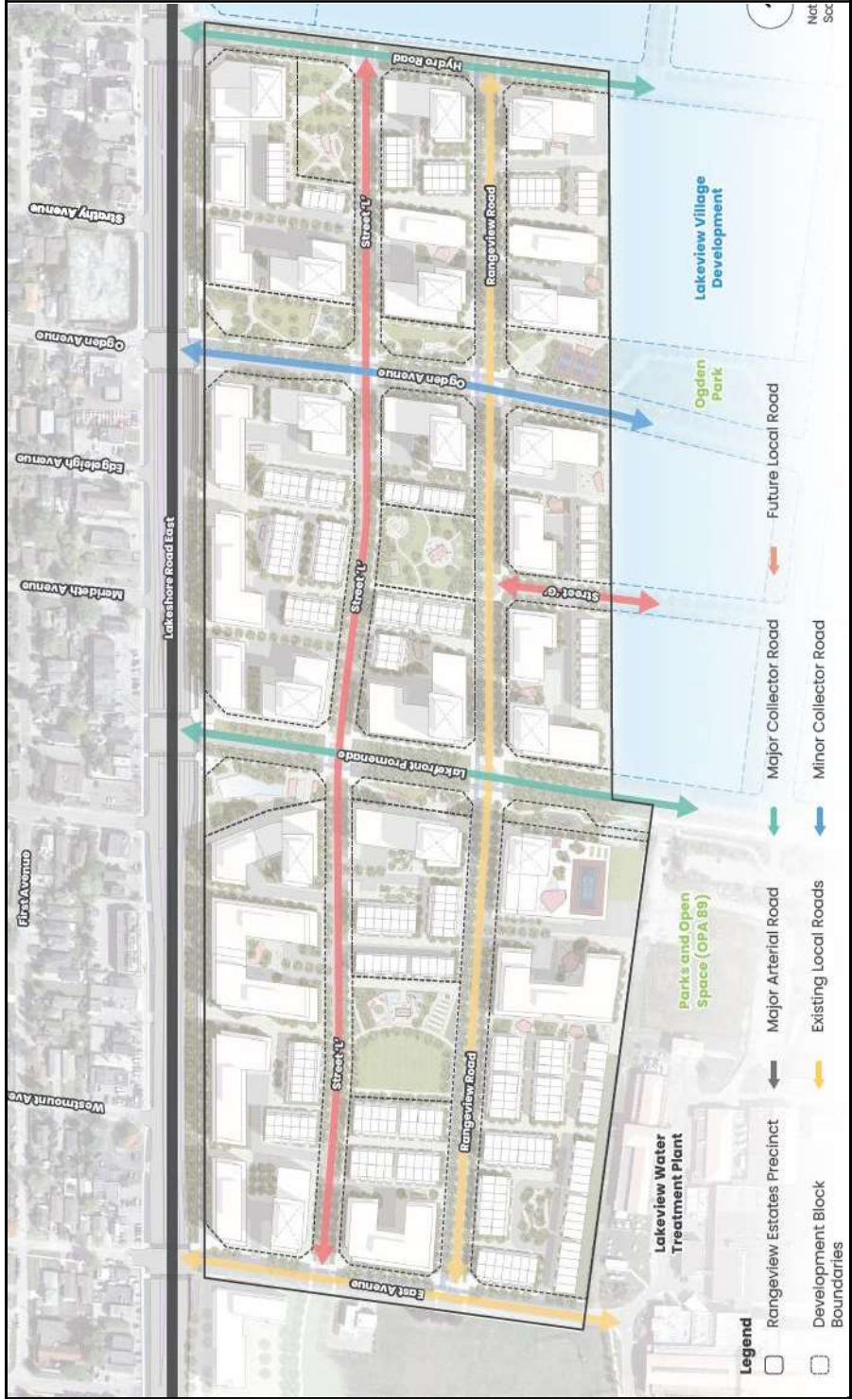
4. Rangeview Landowners Group Participants

The image depicts the 9 participating land landowners in Rangeview Landowners Group Inc. and their ownership of 21 of the 33 properties within Rangeview Estates. Properties in grey with an X were approached by Rangeview Landowners Group Inc. but have chosen not to take part in the submission of the Development Master Plan. The 21 properties owned by Rangeview Landowners group Inc. represents approximately 65% of the land.



5. Public Street Network

This image is an excerpt from the draft Development Master Plan and illustrates the road network and the resulting urban blocks created. Street L is an entirely new public road which will service the buildings fronting onto Lakeshore Road East. Ogden Avenue, south of Lakeshore Road East is also a new public road that also serve to provide access to Lakeview Village to the south. It is anticipated that the completion of these roads will be phased given that they are located on separate private land holdings. Roads have been designed to be dimensionally compatible to the Lakeview Village roads to the south.



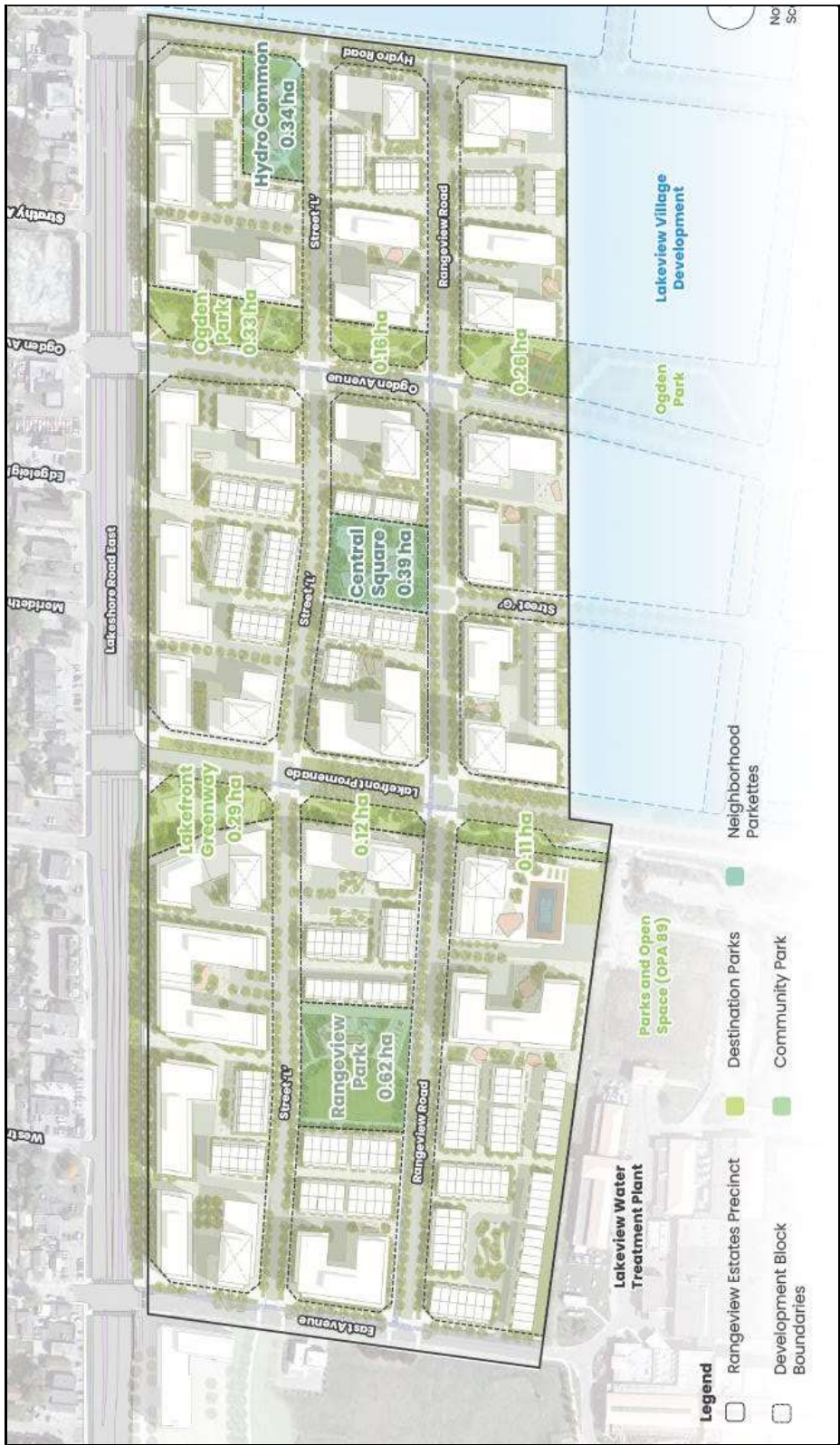
6. Cycling and Pedestrian Network

This image is an excerpt from the draft Development Master Plan and illustrates cycling and pedestrian paths. Cycling routes consists of two-way cycle tracks which are separated and elevated from the travel lanes. Pedestrian paths are illustrated through both public parkland and privately owned pedestrian mews.



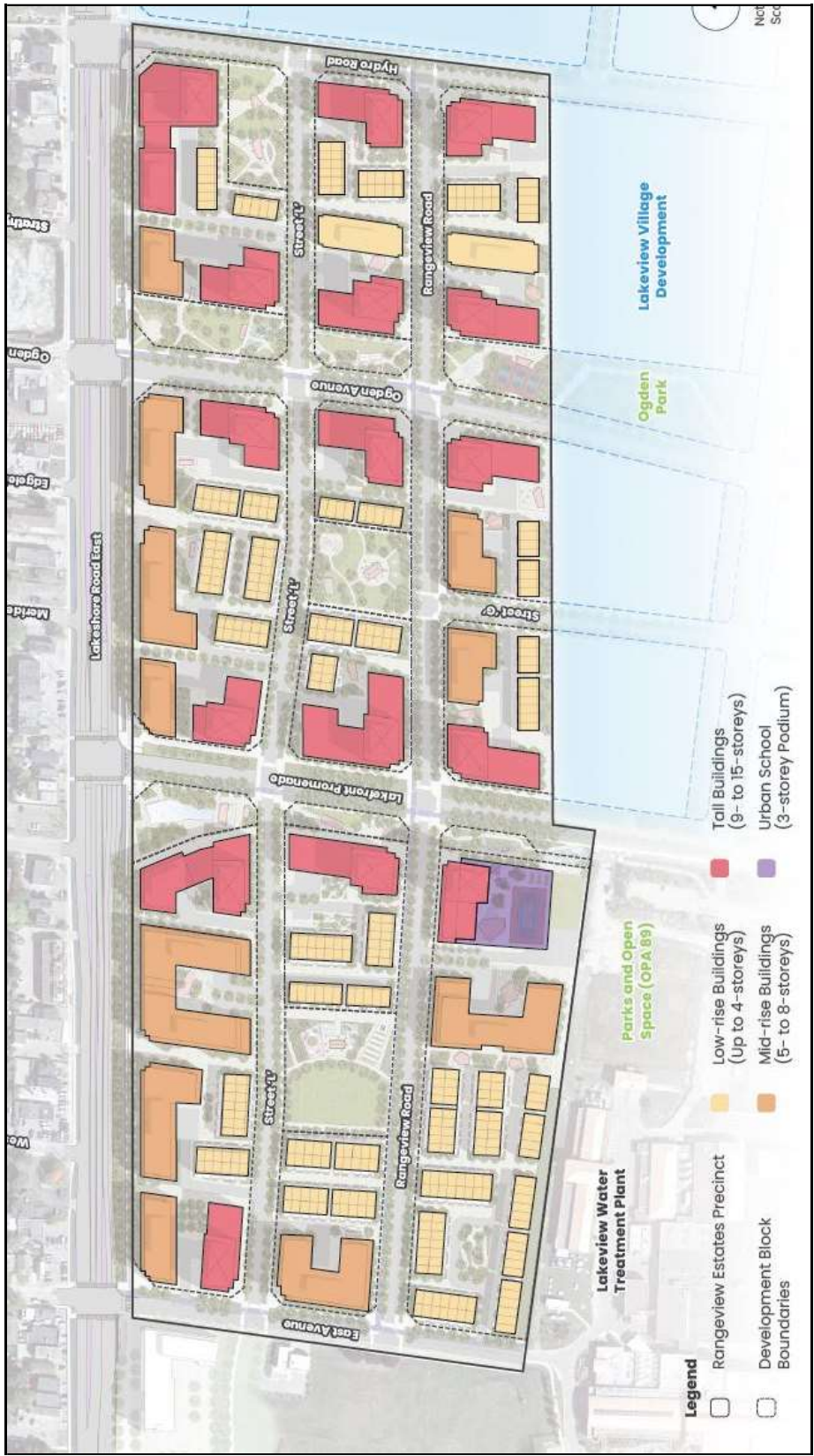
7. Park Network

This image is an excerpt from the draft Development Master Plan and illustrates the 2.62 ha (6.47ac) of public parkland proposed for the community. The park program consists of three community parks with the most western park sized to accommodate a junior soccer field. Two linear parks are designed to facilitate connections southward towards the lake. Ogden Park represents the main green spine of the Lakeview Waterfront and continues south through Lakeview Village.



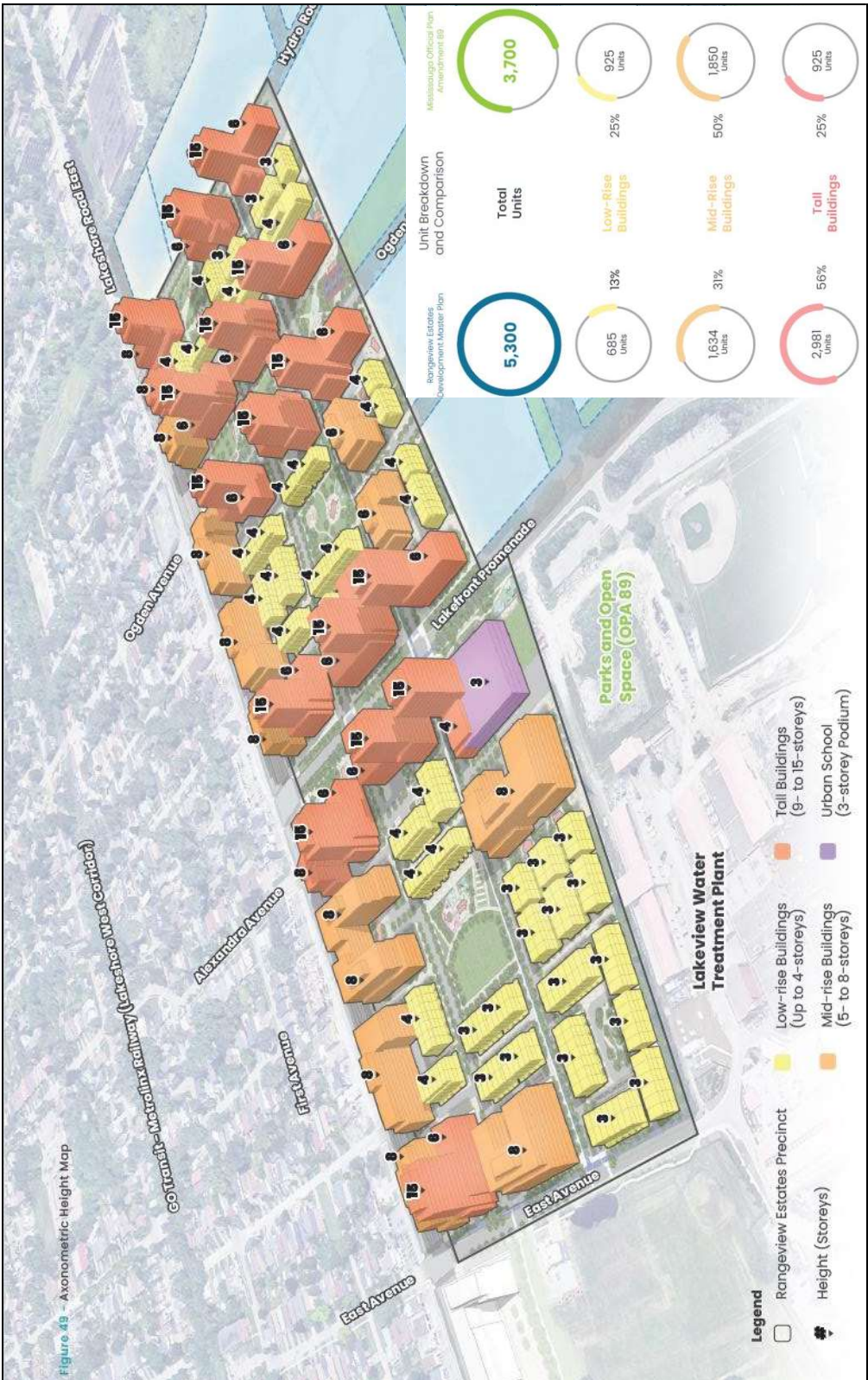
8. Building Typology and Massing

This image is an excerpt from the draft Development Master Plan and illustrates the proposed building typologies and associated height range. Taller buildings have been located along the primary roads of Lakefront Promenade, Ogden Avenue and Hydro Road while low and mid-rise buildings are proposed internal to the blocks. While an urban podium school has been illustrated, there has been no confirmation of its appropriateness or acceptance by the Peel District School Board.



9. Conceptual Massing with Heights

This rendering is an excerpt from the draft Development Master Plan illustrating conceptual heights. The inset diagram illustrates the breakdown of unit types contained within the Master Plan versus the Mississauga Official Plan.



10. Land Use Polices

Mississauga Official Plan

The subject property is located within the Lakeshore BRT Major Transit Station Area (MTSA) as identified in the Region of Peel Official Plan.

On August 10, 2022, Mississauga Council adopted Official Plan Amendments No. 142 to 144, which add policies to MOP pertaining to Major Transit Station Areas, including policies pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

On February 9, 2023, the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council

Relevant Mississauga Official Plan Policies

There are policies in Mississauga Official Plan (MOP) that are applicable to the review of the Development Master Plan. Below is a summary of some of those policies.

advising the proposed MTSA maximum height policies are contrary to the modifications MMAH made to the in-effect Regional Official Plan. Staff are in discussions with MMAH regarding this position.

On February 23, 2023, Regional Council referred the City's MTSA Official Plan Amendments back to regional staff to discuss with the City and Province.

Vision and Growth	Specific Policies	General Intent
	Section 13.3.3 Section 13.3.4	<p>The Vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities.</p> <p>The Lakeview Waterfront is a Major Node. It is targeted to achieve a gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node. It will provide a range of building typologies predominately of a mid-rise in height. It will strive to be a sustainable community and incorporate green development standards.</p>

	Specific Policies	General Intent
		Development master plans will confirm the planned population and employment targets and housing unit distribution by built form that respects the overall vision for the area.
Environment	Section 13.3.5	<p>The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.</p> <p>Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.</p> <p>An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and natural hazard lands.</p>
Complete Communities	Section 13.3.6 Section 13.3.8	<p>The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.</p> <p>Affordable housing will be required in accordance with the City's housing strategy.</p> <p>The extension of Ogden Avenue and the adjacent linear public open spaces represent an important north-south green corridor.</p>
Multi-Modal Transportation	Section 13.3.7	<p>The City will work in collaboration with the school boards to determine the need for educational facilities.</p> <p>The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation.</p> <p>The Lakeview Waterfront area will be developed with a fine-grain network of roads and connections that will support active transportation and create a well-connected and healthy community.</p> <p>Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into site specific development proposal.</p>
Urban Form	Section 13.3.8	<p>Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types. Limited taller buildings must 'earn the sky' through design excellence and protection of skyviews and address sun and wind.</p> <p>The distribution of height and density will achieve the following:</p> <ul style="list-style-type: none"> • a gradual transition to existing adjacent residential neighbourhoods • reinforce a pedestrian scale along Lakeshore Road East; • provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront; • ensure permeability and views towards the waterfront; • ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario

	Specific Policies	General Intent
		<p>Permitted building heights will range as follows:</p> <ul style="list-style-type: none"> • townhouses (all types) ranging from 2 to 4 storeys; • low-rise apartment buildings up to 4 storeys; • mid-rise apartment buildings from 5 to 8 storeys; • taller buildings from 9 to 15 storeys. <p>Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts.</p> <p>Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.</p> <p>Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and Ogden Avenue.</p>
Implementation	Section 13.3.8	<p>Development applications will be considered premature and not “complete” until the area wide studies have been completed and development master plan have been endorsed by Council.</p> <p>The preparation of development master plans will include a public consultation component, including input from the local ratepayer’s association.</p> <p>Area wide studies, including a transportation study and sustainability study, will be completed prior to City Council’s endorsement of development master plan. Additional studies may be required to be completed.</p>

11. Green and Sustainable Features

The Development Master Plan and Sustainability Strategy submitted has outlined a sustainability framework which includes a number of green initiatives which include:

- 20% parking spaces to have EV charging. Balance of all spaces to be EV ready
- All exterior lighting to be DarkSky compliant and meet LEED standards for light pollution
- Introduction of dedicated cycling lanes which are

- separated and elevated from travel lanes
- Bird friendly glazing for first 16m for mid-rise and high-rise buildings.
- Roofs will be either green roofs or cool roofs
- 50% of plant material to be native species
- Pollinator plant material for 10% of landscaping
- Minimum 30m³ of soil for tree plantings. 20m³ when in a shared soil trench
- Occupant and visitor bicycle parking for residential and non-residential buildings

The full range of features being considered can be found in the Sustainability Strategy.

The applicant has indicated they are willing to investigate connecting to the District Energy system for heating and cooling that is being planned for Lakeview Village however no confirmations have been provided.

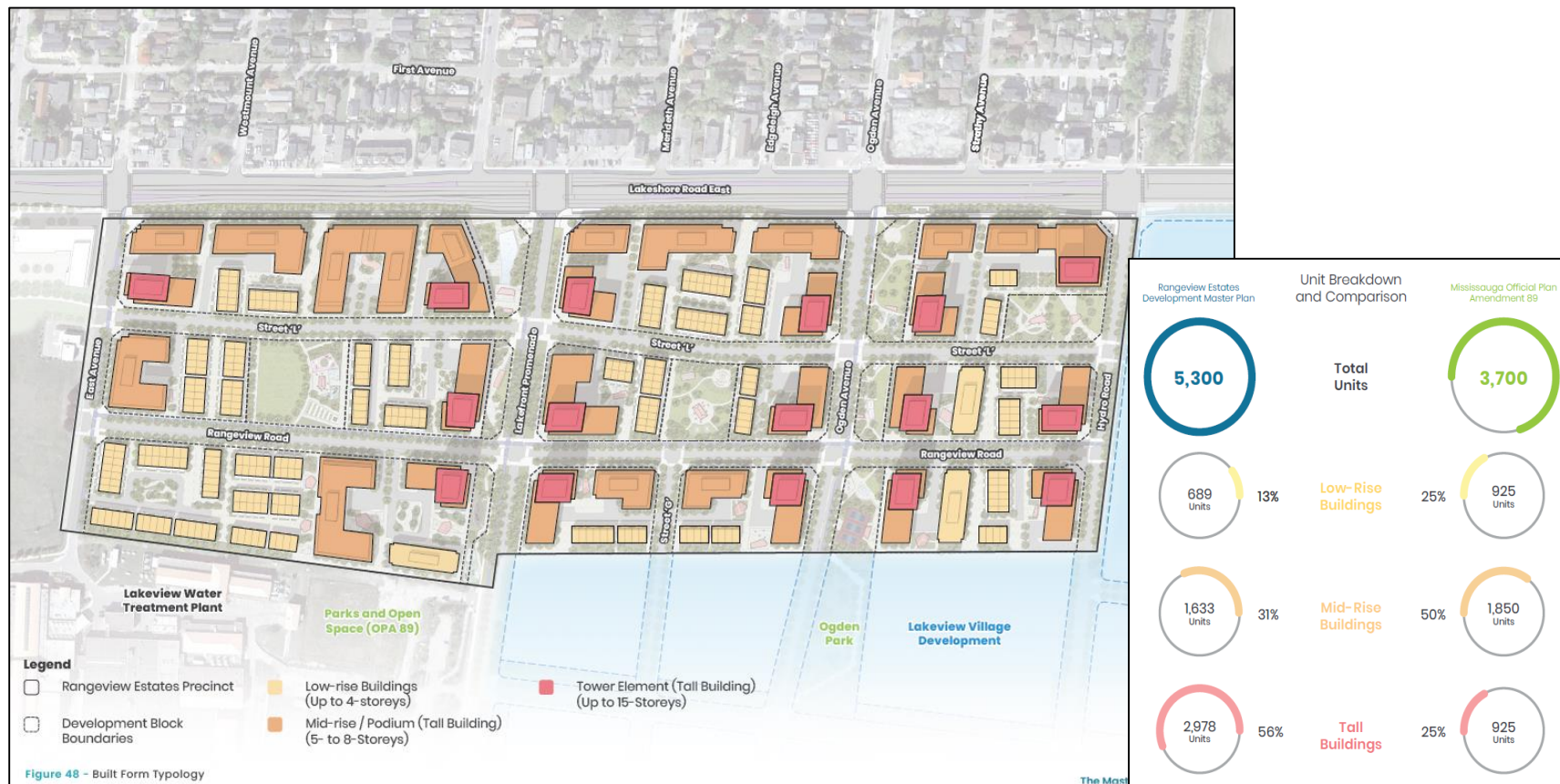
Visual Illustrations and Plans
Owner: Rangeview Landowners Group Inc.

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1. Master Plan Density and Built Form Statistics

The image illustrates the distribution of density amongst building typology and the chart illustrates the distribution of unit amongst building types relative to Official Plan permissions.



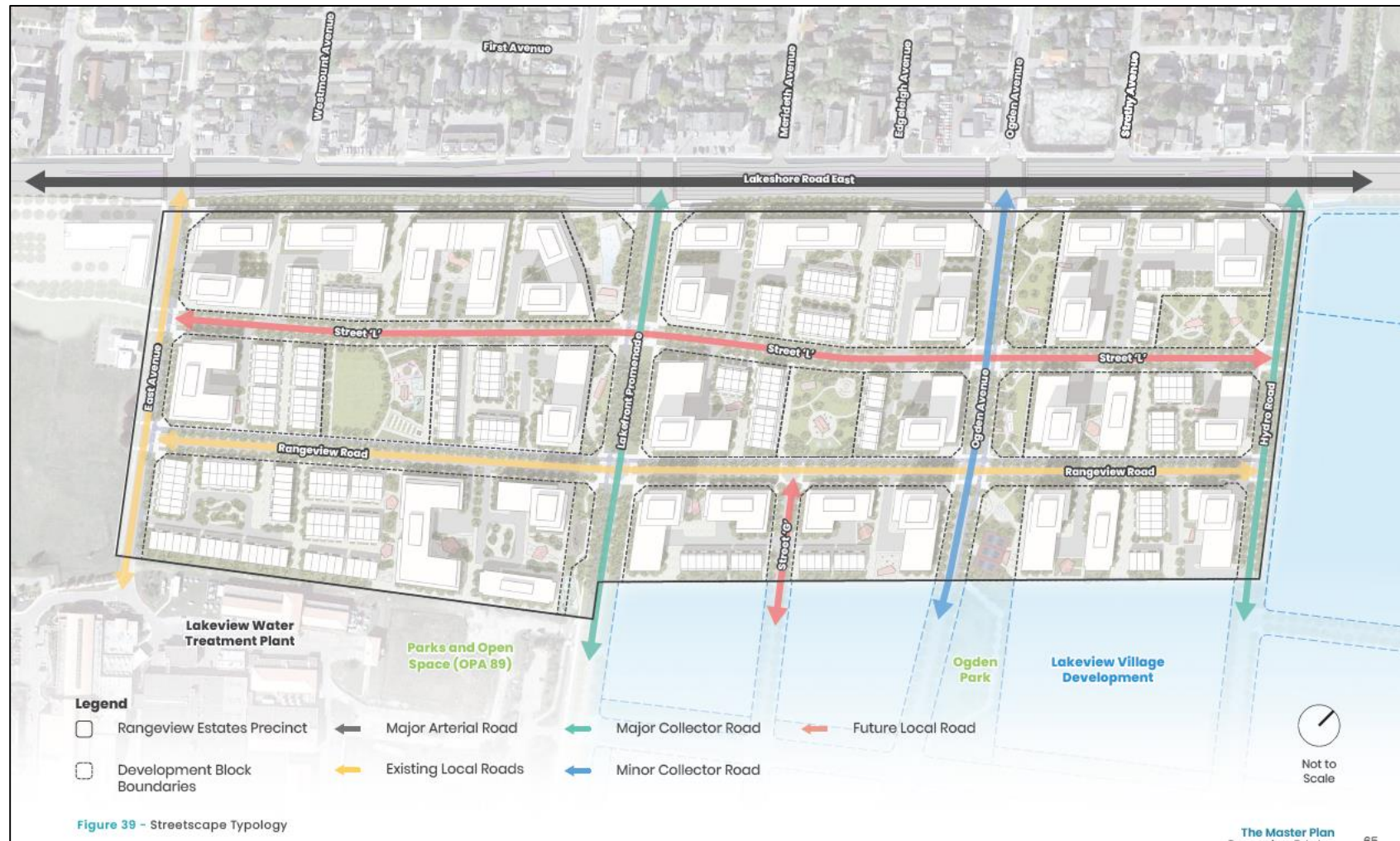
2. Height Plan

The image illustrates the proposed heights with colour differentiation between low, mid-rise and taller buildings.



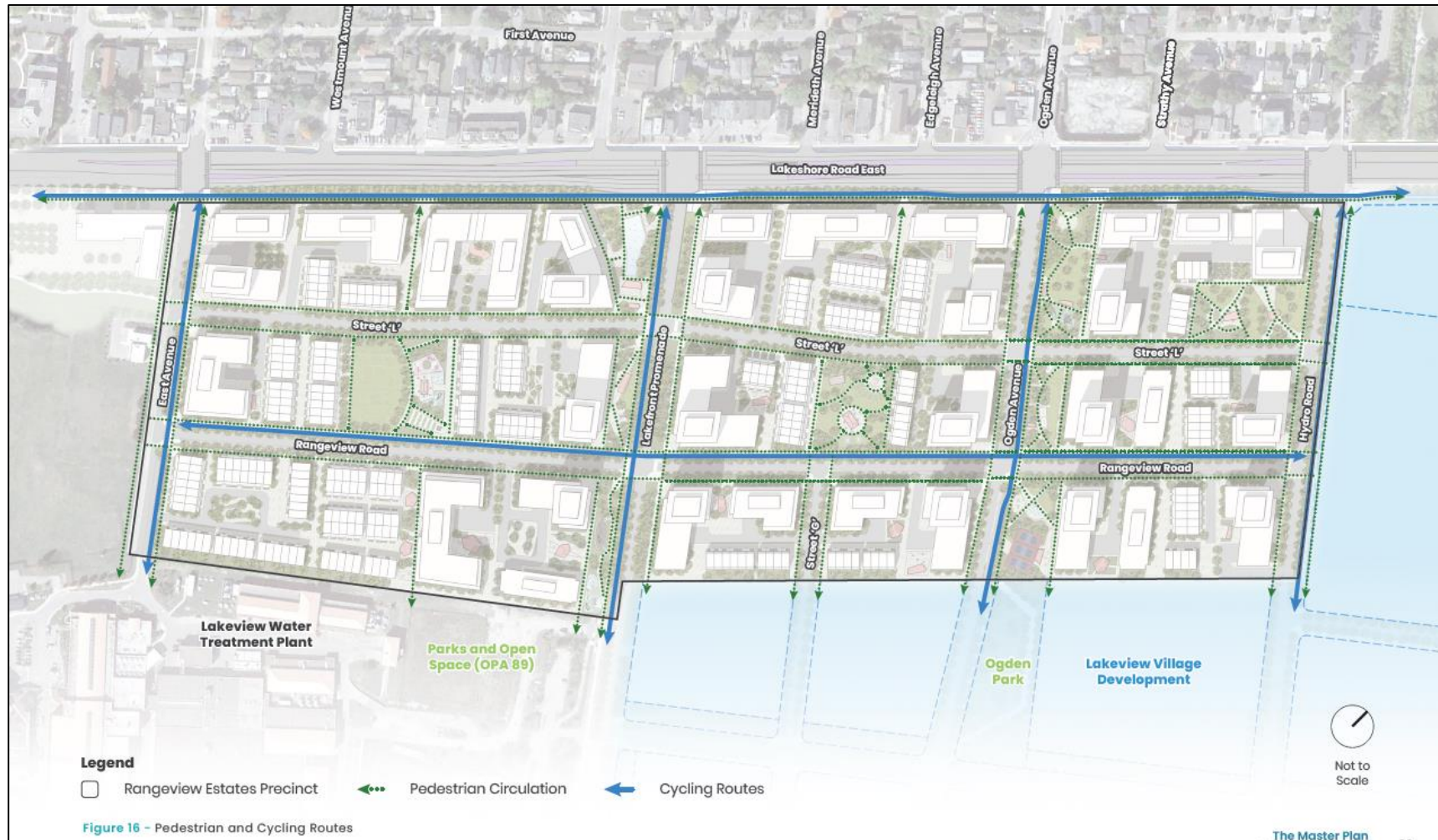
3. Road Network Plan

The image illustrates the proposed road network including major collector, minor collector and local roads.



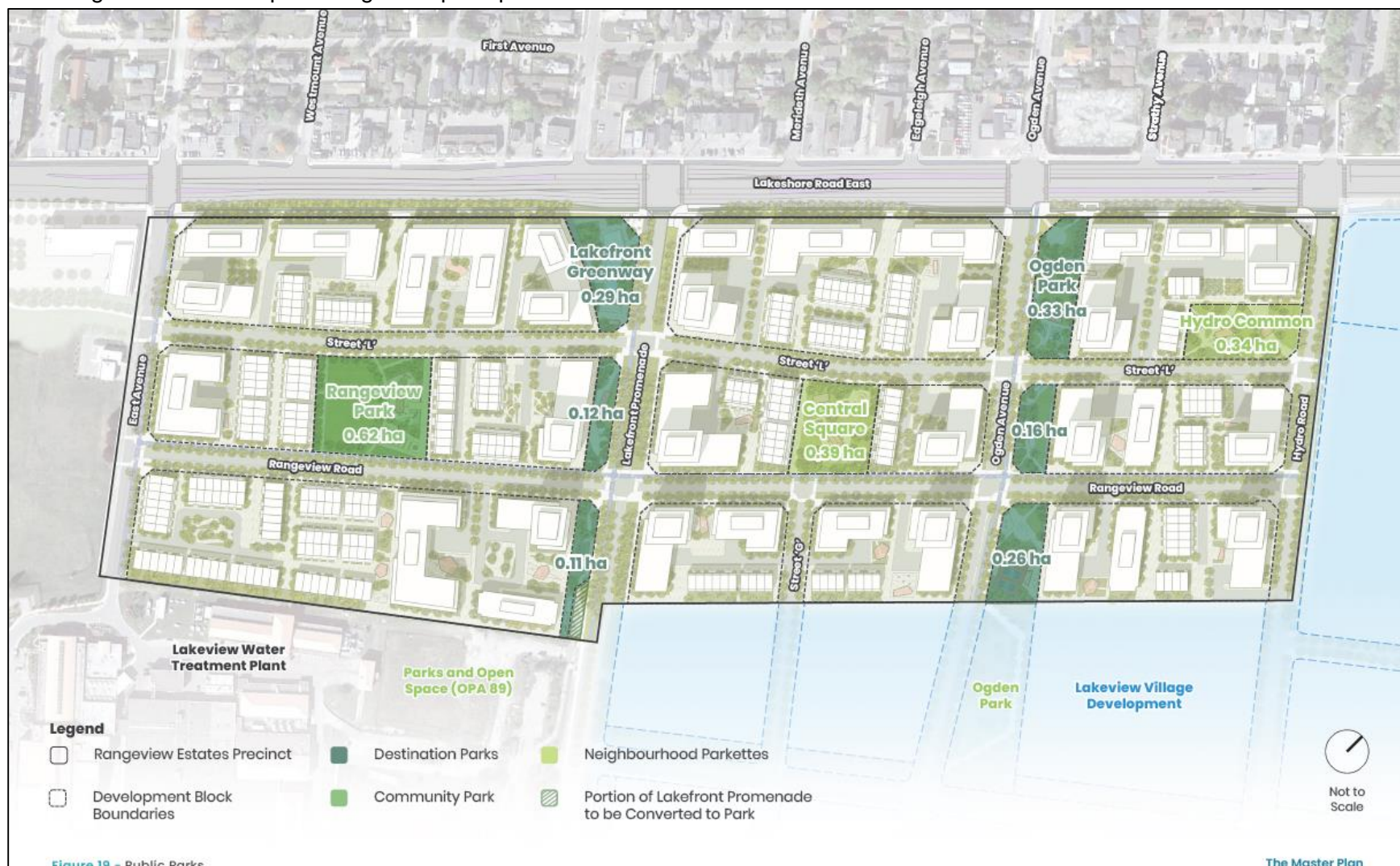
4. Pedestrian and Cycling Network Plan

The image illustrates the streets with cycling lanes and pedestrian paths and sidewalks.



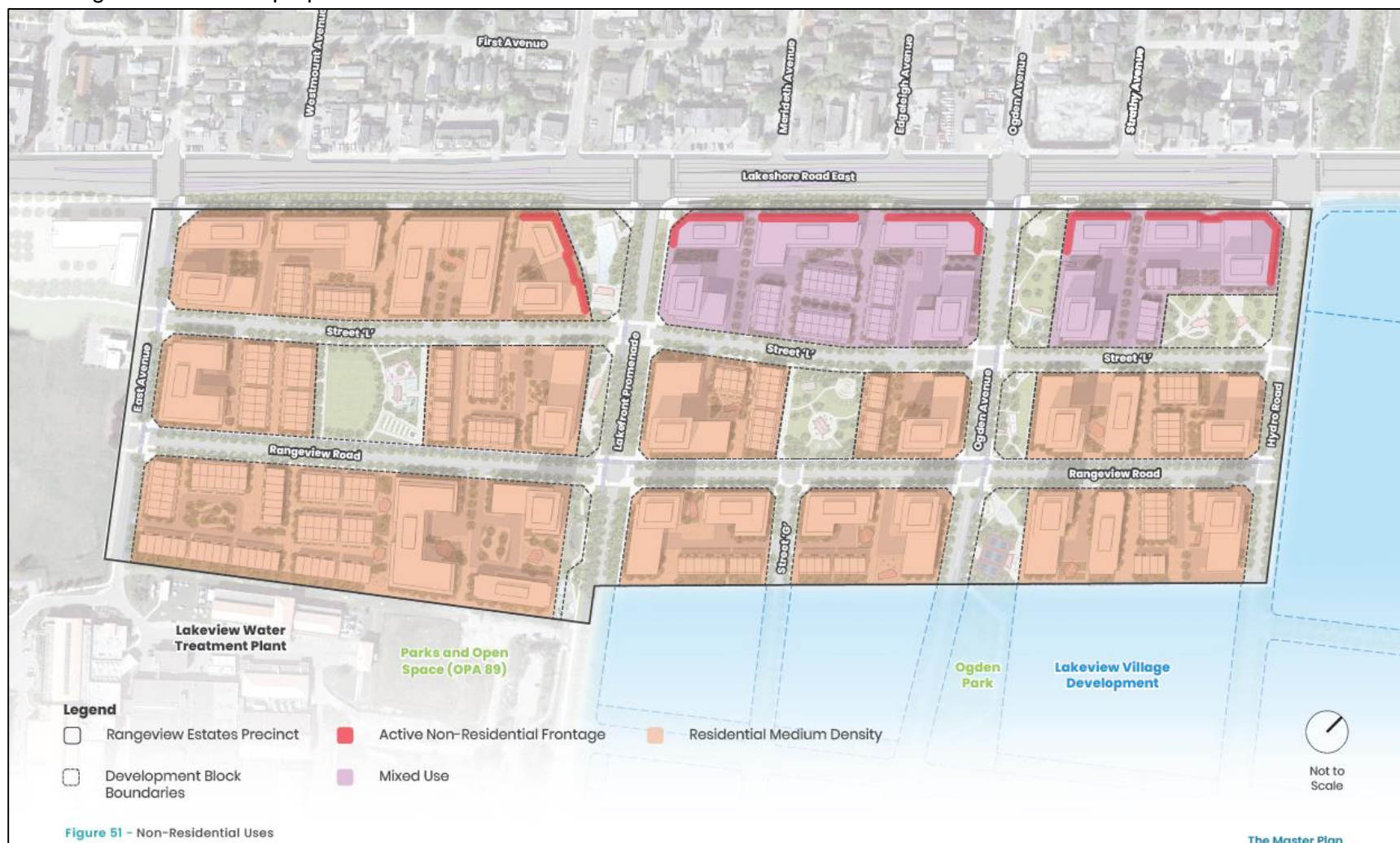
5. Parks Plan

The image illustrates the planned green open space.



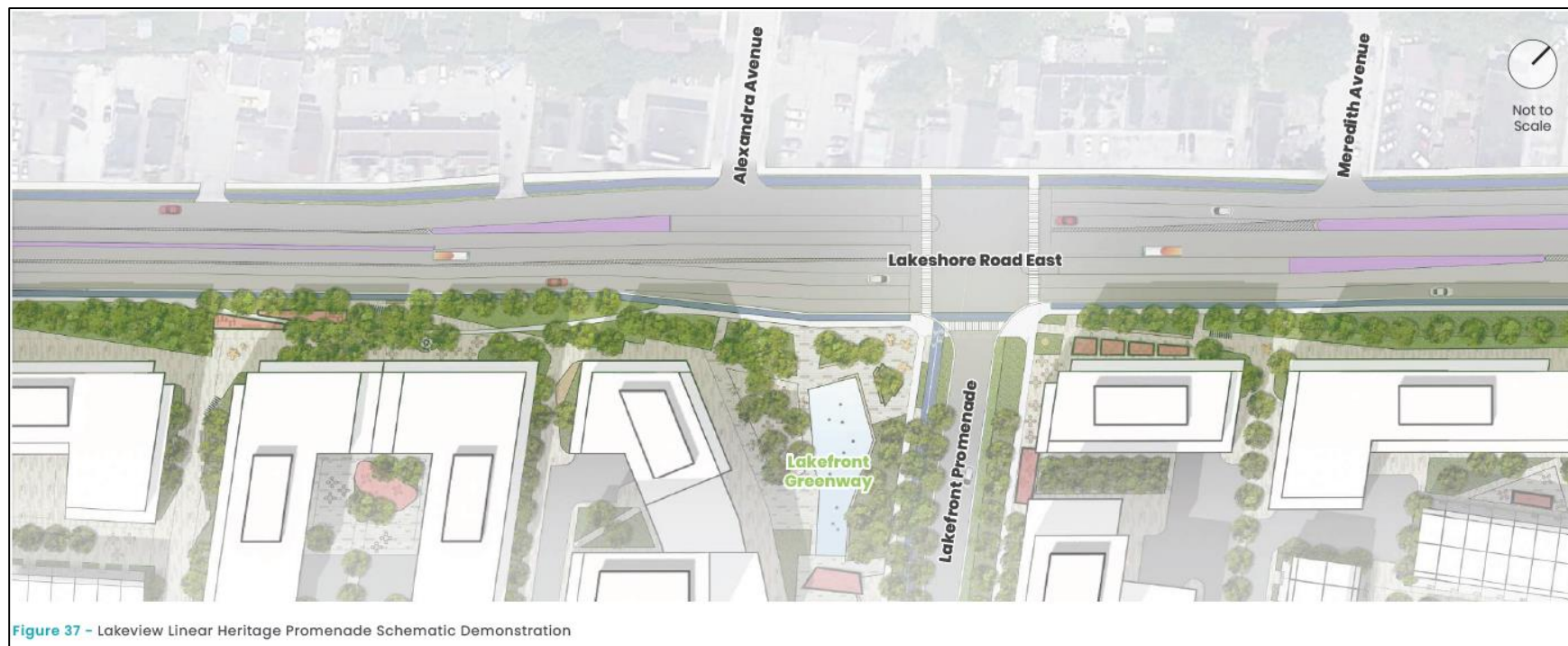
6. Retail Plan

The image illustrates the proposed location of commercial uses .



7. Linear Promenade Concept

Below is a conceptual illustration of the pedestrian boulevard along Lakeshore Road east with a 6m building setback to the right-of-way.



City of Mississauga

Corporate Report



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 24-5 W10 and T-M24002 W10</p>
	<p>Meeting date: July 29, 2024</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 124 detached dwellings, public park, storm water management area and public roads

0 Lisgar Drive, east side of Lisgar Drive, north of Doug Leavens Boulevard

Owner: Avenia Construction (BT) Inc.

Files: OZ 24-5 W10 and T-M24002 W10

Recommendation

1. That the applications under Files OZ 24-5 W10 and T-M24002 W10, Avenia Construction (BT) Inc, 0 Lisgar Drive, to change the zoning to **R3-Exception** (Detached Dwellings - Typical Lots), **R4-Exception** (Detached Dwellings - Typical Lots), **R5-Exception** (Detached Dwellings - Typical Lots), and **OS1** (Open Space) to permit 124 detached dwellings, public park, storm water management area and public roads, be approved.
2. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating issuing the draft conditions of approval outlined in Appendix 2 attached to the staff report dated July 10, 2024 from the Commissioner of Planning and Building for the draft plan of subdivision under File T-M24002 W10.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

Executive Summary

- Staff recommend approval of the proposed infill development application on a vacant site which will facilitate new housing, public park, an integrated public road and pedestrian system and stormwater management area
- Upon approval, the lands will support 124 new detached residential units on public roads
- Based on staff's evaluation the development applications conform with the relevant planning policies and are supportable from a planning perspective
- There is adequate existing municipal infrastructure to support the proposed development and the infill units will be compatible with the existing neighbourhood

Background

A pre-application submission public meeting was held by Ward 10 Councillor, Sue McFadden, on June 21, 2023. The rezoning and subdivision applications were deemed complete on May 28, 2024 and subsequently circulated for review and technical comments.

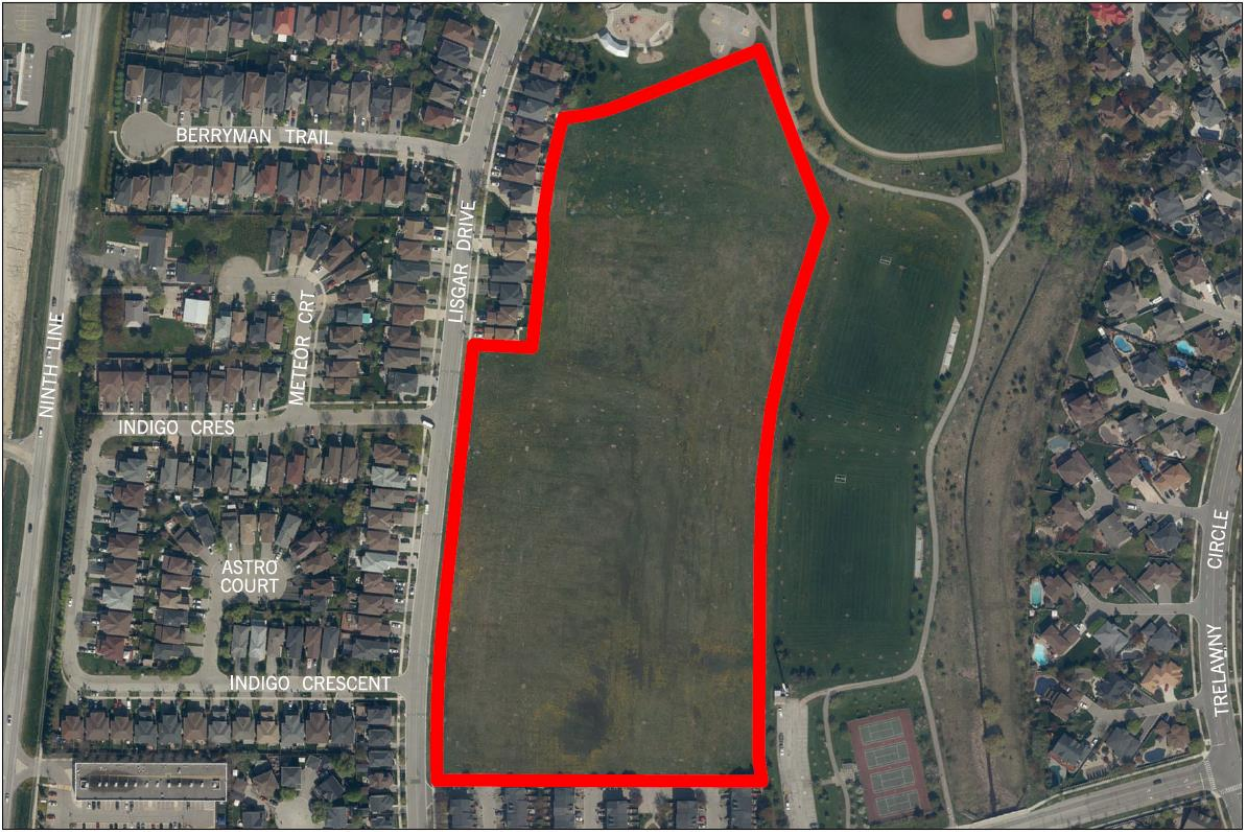
The purpose of this report is to provide information on the applications and a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Present Status

1. Site Information

(a) Site Location and Description

The site is located east of Lisgar Drive, just north of Doug Leavens Boulevard, in the Lisgar Neighbourhood Character Area. The site is an irregular shape, with frontage onto Lisgar Drive and Lisgar Fields Community Park to the north and east. The site is vacant, with no existing structures.



Aerial Photo of 0 Lisgar Drive

Property Size and Use	
Frontages:	Lisgar Dr - 249.0 m (817.0 ft.) approx.
Gross Lot Area:	6.5 ha (16.2 acres)

Originator's files: OZ 24-5 W10 and T-M24002 W10



Photos of Existing Site Condition (view south-east and east from Lisgar Drive)

(b) Site History

- June 10, 1992 – Original surrounding subdivision was approved through applications OZ/OPA 87/108 and T-87071, in which the subject site was included as a potential school block.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R4** (Detached Dwellings - Typical Lots), which permits detached dwellings.

- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designated the subject site **Residential Low Density II** within the Lisgar Neighbourhood Character Area.
- May 24, 2023 – First Development Application Review Committee (DARC) meeting held with the proponent and City staff provided submission requirements and preliminary feedback, under file DARC 23-69 W10.
- June 21, 2023 – A virtual community meeting was held by Ward 10 Councillor, Sue McFadden.
- January 16, 2024 – Second Development Application Review Committee (DARC) meeting held with the proponent and City staff provided submission requirements and preliminary feedback, under file DARC 23-69 W10.
- May 28, 2024 – The subject applications were deemed complete and began formal review under the City's new development application pilot project, as a response to the Province's recent legislation under Bill 109.

(c) Site Context

The subject property is located in the Lisgar Neighbourhood Character Area. The surrounding area contains a mix of residential and open space uses. The residential uses are characterized by low-rise residential dwellings including detached and semi-detached dwellings, with some three-storey townhouses. Lisgar Middle School is approximately 125 m (410 ft.) north of the site is. A commercial plaza containing various retail and commercial businesses is approximately 220 m (722 ft.) west of the site.

Immediately surrounding the subject property are the following land uses:

- North:** City owned parkland, Lisgar Fields Community Park, and Lisgar Middle School beyond
- East:** City owned parkland, Lisgar Fields Community Park, and detached dwellings fronting Trelawny Circle beyond
- South:** Townhouses and detached dwellings fronting Doug Leavens Boulevard
- West:** Detached dwellings fronting Lisgar onto Drive and Ninth Line further west

2. Surrounding Development Applications

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

- OZ 19-12 W10 and OZ 19-13 W10 – 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6423, 6500 and 0 Ninth Line – applications approved to permit between 1,260 and 1,360

residential units, including a mix of detached dwellings, townhouses and apartments, as well as institutional, open space and Greenlands uses

3. Official Plan

The lands are located within the Lisgar Neighbourhood Character Area and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached dwellings, semi-detached dwellings, duplexes, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

The Lisgar Neighbourhood Character Area is not an identified Intensification Area in Mississauga Official Plan and is, therefore, not intended to be the focus of significant intensification within the City. However, this does not mean that it must remain static and does allow for development which is sensitive to the existing and planned character of the area.

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

No official plan amendment is proposed with this application.

4. Zoning

The subject property is currently zoned **R4** (Detached Dwellings - Typical Lots), which permits detached dwellings on interior lots at 365 m² (3,928.8 ft²) and corner lots at 500 m² (5,382.0 ft²). Refer to Appendix 1 for the existing and proposed Zoning Map.

5. Proposed Development

(a) Description

The applicant proposes to develop the property with 124 detached dwellings along public roads, a public park, and a stormwater management area. A rezoning application is required to permit the proposed development. A draft plan of subdivision application is also proposed to create 124 lots and three blocks. Refer to Appendix 1 for details of the proposed development.



Concept Plan of Proposed Development

(b) Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>

(c) Green Development Initiatives

The applicant has not identified which green development initiatives will be incorporated into the development.

Comments

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

Zoning By-law Amendment

An amendment to Zoning By-law 0225-2007 is required to implement the proposal. The site is zoned **R4** (Detached Dwellings - Typical Lots), which permits detached dwellings.

The proposed zoning amendments are **R3-Exception** (Detached Dwellings - Typical Lots), **R4-Exception** (Detached Dwellings - Typical Lots), **R5-Exception** (Detached Dwellings - Typical Lots) and **OS1** (Open Space - Community Park). The proposed residential zones include exceptions to accommodate specific regulations for each dwelling type, including: reduced front, side and rear yard setbacks, landscaped areas and lot sizes. The proposed **OS1** zone will permit a public park and stormwater management area.

Refer to Section 2 and Appendix 1 for a complete list of the requested zoning amendments.

2. Policy 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 *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(a) Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

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".

Consistency with the PPS, 2020

PPS policy 1.1.1 outlines how to manage and direct land use to achieve resilient development and liveable communities, through promoting efficient, dense land use, accommodating a mix of residential types, promoting transit-oriented development and avoiding development which may cause public health and safety concerns. PPS policy 1.1.3 outlines how settlement areas should be managed and supported in their role as the focus of growth and development, largely by utilizing appropriate development standards which operationalize existing infrastructure, encourage transit-oriented development and generally use land efficiently.

The proposed development conforms to the PPS as it proposes gentle intensification of an under utilized parcel while proposing a built form that is integrated with the existing semi-detached and detached dwellings within the Lisgar neighbourhood.

Consistency with the Growth Plan, 2020

The proposed development conforms to the Growth Plan direction as it accommodates intensification within an existing built-up area and results in an increase to housing supply.

The Growth Plan explicitly states that development must be governed by appropriate standards. The proposed development provides adequate regard to the appropriate siting of dwellings in relation to surrounding dwellings and municipal infrastructure. The proposed development is consistent with the principle and aims of the Growth Plan.

(b) Regional Official Plan

The general objectives of the ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving an intensified and compact form and mix of land uses. There are also policies about the efficient use of land, services, infrastructure and public finances. Achieving an urban form and density that is pedestrian-friendly and transit supportive are also stated objectives.

The proposed development does not require an amendment to the ROP. The site is located within the Urban System and the proposal achieves many of the objectives and policies of the ROP, including: encouraging a pattern of compact form, providing an appropriate range of housing, supporting pedestrian-friendly and transit-supportive opportunities for

intensification and providing mixed land uses (Section 5.3). As such, the proposed development gives adequate regard for the objectives of the ROP.

(c) Mississauga Official Plan

The proposal does not require an amendment to the Mississauga Official Plan Policies for the Lisgar Neighbourhood Character Area, to permit 124 detached dwellings, public park, storm water management area and public roads.

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application. The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Lisgar Neighbourhood Character Area and is designated **Residential Low Density II** which permits detached dwellings, semi-detached dwellings, duplexes, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. The proposed detached dwellings are permitted within the **Residential Low Density II** designation and the proposed public park and stormwater management area are permitted within in all land use designations (MOP 11.2.1.1).

Neighbourhoods are generally characterized as stable areas to be protected and are generally not appropriate for significant intensification. However, they should not remain static and new development should be sensitive to the existing and planned character of a Neighbourhood (5.3.5.5 and 5.3.5.6).

The proposed development will have a built form similar to the immediate neighbourhood, while maintaining some distinct elements such as lot area and configuration. The proposed development adds additional detached dwellings within a neighbourhood characterized by detached dwellings. The proposed development represents a sensitive and compatible form of intensification within the existing and planned context of the neighbourhood.

Compatibility with the Neighbourhood

Chapter 5 of the MOP states that infill and redevelopment within Neighbourhoods will respect their existing and planned characters. Neighbourhoods are non-intensification areas that will have the lowest densities and building heights, with generally homogeneous land uses (9.2.2.3). The proposal for detached dwellings maintains this character within the Lisgar Neighbourhood and does not create a built form that differs from its context. The proposed lot sizes are reduced but maintain the lotting pattern of the surrounding subdivision. The proposed dwellings and public roads complete the street along Lisgar Drive. Additionally, the proposed public open space links the surrounding public park to the proposed road network and the Lisgar Neighbourhood Character Area green system. As such, the proposed development would support the Urban Form policies for Non-Intensification Areas outlined in the MOP.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure appears to be adequate to support the proposed development. Additional details are still required to demonstrate some technical requirements, as outlined in Appendix 1.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site but will require more technical details to demonstrate functionality, to be submitted through the subdivision.

The following community services are located in proximity to the site:

- Lisgar Fields
- Trelawny Woods
- Osprey Woods Park
- Forest Park
- Meadowvale Community Centre

The following major MiWay bus routes currently service the site:

- Route 39 – Miway, Britannia
- Route 46 and 346 – Miway, Tenth Line - Osprey

There is a transit stop immediately adjacent to the site on Lisgar Drive across from Indigo Crescent, servicing Route 39, as well as a stop 550 m from the site at Doug Leavens Boulevard and Trelawny Circle, servicing Route 46 and 346.

MOP policy 7.1.3 encourages the development of the built environment through the provision of compact built forms, the integration of a variety of travel needs and the integration of recreational land uses. The proposed development is acceptable as it includes public space and pedestrian connections to the surrounding neighborhood where there are existing community uses and transit connections.

(d) Zoning By-law

The proposed development would be accommodated within four proposed zones: three residential zones and one open space zone. The residential zones propose site-specific exceptions which are summarized below.

The proposed **OS1** (Open Space - Community Park) zones would facilitate the proposed public park north of the site and the proposed storm water management area in the south east corner of the site. The proposed open space zone is permitted within **Residential Low Density II** designation and represents a beneficial public use for existing and future Lisgar Neighbourhood residents.

The proposed site-specific exception zones: **R3-Exception** (Detached Dwellings - Typical Lots), **R4-Exception** (Detached Dwellings - Typical Lots), and **R5-Exception** (Detached Dwellings - Typical Lots) zones generally propose smaller lots, reduced front, rear and side yard setbacks, and increased heights from 10.7 m (35.1 ft.) to 11 m (36.1 ft.). The proposed setbacks are consistent within the proposed development and allow space for planting and sidewalks. Integrated garages will not encroach into the front or exterior side yards, maintaining setbacks consistent with the surrounding context. The proposed provisions are acceptable, as they maintain appropriate setbacks to Lisgar Drive and the future public roads, provide a compact site layout and are compatible with the surrounding built form. The site layout also provides appropriate setbacks to the surrounding public park.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

(e) Bonus Zoning/Community Benefit Charge

The *Planning Act* was amended by Bill 197, *COVID-19 Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC).

While the proposed development is more than 10 residential units, it is less than five storeys and therefore CBC charges do not apply.

3. Affordable Housing

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

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

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

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

The City Planning Strategies Division has requested the applicant consider opportunities to provide basement secondary units or something similar in support of the City's affordable housing objectives of 10% for the site. They have also asked that the applicant consider providing units that are sized and priced to meet the middle income threshold of \$420,000. The applicant has stated that they are exploring the potential for constructing finished basements in some of the units and will discuss this further with staff during the detailed design stage.

4. Next Steps

(a) Outstanding Items

Prior to the enactment of the Zoning Bylaw, the applicant will be required to submit technical documents requested by the City's Transportation and Works department. For a full list of the requirements, see Appendix 1.

(b) Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 2.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

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.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 10 Councillor, Sue McFadden, on June 21, 2023. Approximately 70 people were in attendance at the community meeting and no pieces of written correspondence have been received. The following summarizes comments received on the applications:

Comment

Residents raised concerns for the loss of parkland in the community as a result the proposed development.

Response

The subject property was declared surplus by the Peel District School Board (PDSB). The purchase and sale of the property was then facilitated by PDSB which resulted in a private sale to the current owner.

Community Services has stated their support of the proposed development and parkland dedication along the north of the site.

Comment

The proposed development will create excessive traffic along Lisgar Drive.

Response

A Transportation Impact Study (TIS) has been submitted with the proposal and reviewed by staff. The TIS concludes that the proposed development will not generate traffic volumes which exceed the capacity of existing roads. Staff have reviewed the TIS and are supportive of its findings.

2. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on May 28, 2024. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

(a) Region of Peel

Comments dated July 3, 2024, state that the Region supports the proposed development from a servicing, housing, and waste management perspectives. Additional technical details and revisions are required to the Functional Servicing Report at subdivision stage. For full technical comments, see Appendix 1.

(b) City Transportation and Works Department

Comments dated June 28, 2024, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance, have been satisfactorily addressed to confirm feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, staff are generally satisfied with the details provided to confirm the feasibility of the development proposal from an engineering standpoint. Additional technical matters will need to be satisfactorily addressed to facilitate the implementation of the engineering requirements prior to the passing of the implementing zoning by-law and through the related Subdivision Application and Conditions of Draft Plan Approval (see Appendix 1 for detailed staff comments).

(c) City Community Services Department

Comments dated July 4, 2024, state that the maximum parkland dedication is being achieved on the subject property which will expand Lisgar Fields with a 0.2 ha (0.5 ac.) park addition. As such, Community Services is in support of the proposal subject to various technical requirements to be met during the subdivision stage. For full technical comments see Appendix 1.

(d) Dufferin-Peel Catholic District School Board and Peel District School Board

Comments dated May 28, 2024 from the Dufferin Peel Catholic School Board state that the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. Various warning clauses will be included in the Subdivision Agreement.

Comments dated June 18, 2024 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, and future residents will be notified through warning clauses in the agreement of purchase and sale, and by signs placed on the site. The school board advises that some students may be accommodated in temporary facilities or bused to schools outside of the area.

Refer to Appendix 1 for the School Accommodations Summary by school board.

Conclusion

In conclusion, City staff has evaluated the applications to permit 124 detached dwellings, public park, storm water management area and public roads against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. Staff found that the proposed rezoning to permit **R3-Exception** (Detached Dwellings - Typical Lots), **R4-Exception** (Detached Dwellings - Typical Lots), **R5-Exception** (Detached Dwellings - Typical Lots) and **OS1** (Open Space) contain acceptable performance regulations and that the proposed development conforms with the relevant provincial, regional and city policies for appropriate land use.

The proposed development maintains the goals and objectives of the Mississauga Official Plan and is compatible with the surrounding neighbourhood. The proposed rezoning and draft plan of subdivision applications are acceptable from a planning standpoint and should be approved subject to the conditions contained in this report.

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

Attachments

Appendix 1: Supplementary Information

Appendix 2: City Conditions of Approval



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

Prepared by: Emma Bunting, Development Planner

Supplementary Information

Owner: Avenia Construction (BT) Inc.

0 Lisgar Drive

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Proposed Draft Plan of Subdivision

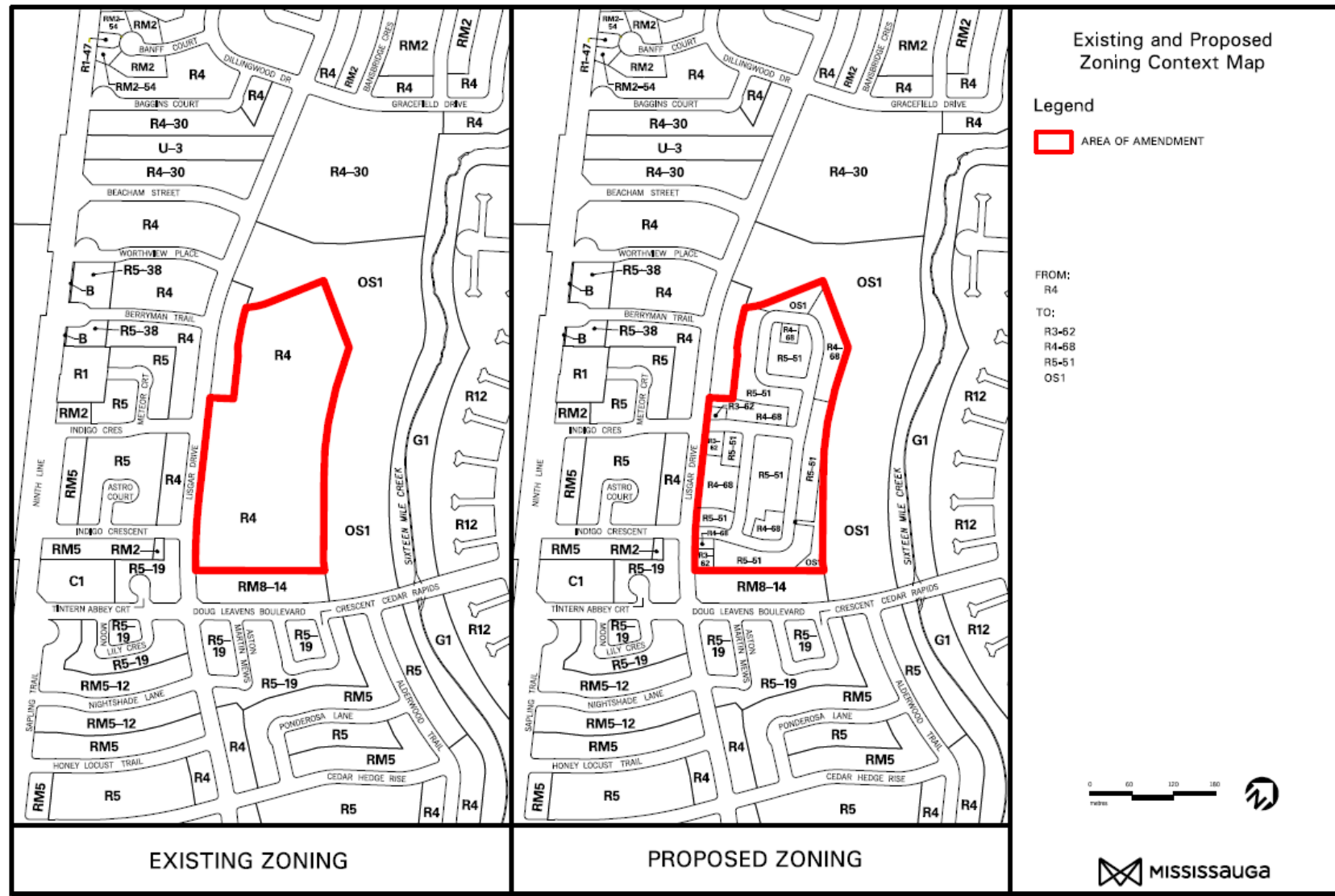


Proposed Detached Dwelling Front Elevations

2. Development Proposal Statistics

Applications submitted:	Received: April 26, 2024 Deemed complete: May 28, 2024 90 days from complete application: August 25, 2024	
Developer/ Owner:	Avenia Construction (BT) Inc.	
Applicant:	Glen Schnarr & Associates, Jim Levac	
Total Number of Units:	124 units	
Unit Mix:	124 detached dwellings, 3 to 4 bedroom units	
Height:	2 storeys / 11 m (36.1 ft.)	
Outdoor Amenity Area (per unit):	69.6 m ² (749.2 ft. ²)	
Road Type:	Public roads	
Anticipated Population:	496* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: Resident Spaces Visitor Spaces Total	Required: Resident Spaces – 2.0 spaces / unit = 248 spaces Total – 248 spaces	Provided: Resident Spaces – 2.0 spaces / unit = 248 spaces Total – 248 spaces
Green Initiatives:	Not specified by applicant	

3. Existing and Proposed Development Zoning By-law Map



4. Applicant Proposed Zoning Regulations

Proposed R3-Exception (Detached Dwellings - Typical Lots) Zone

Zone Regulations	Existing R4 Zone Regulations	Proposed R3 Base Zone Regulations	Proposed Amended R3 – Exception Zone Regulations
Minimum Lot Area: Interior Lot	365 m ² (3,928.8 ft ²)	550 m ² (5,920.2 ft ²)	410 m ² (4,413.2 ft ²)
Minimum Lot Area: Corner Lot	500 m ² (5,381.9 ft ²)	720 m ² (7,750.0 ft ²)	440 m ² (4,736.1 ft ²)
Minimum Lot Frontage: Corner Lot	16.5 m (54.1 ft.)	19.5 m (64.0 ft.)	16.0 m (52.5 ft.)
Maximum Lot Coverage	40%	35%	50%
Minimum Front Yard: Interior Lot	6.0 m (19.7 ft.)	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum Front Yard: Corner Lot	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	4 m (13.1 ft.)
Minimum Front Yard: Garage Face - Interior Lot	Equal to the front yard (6.0 m (19.7 ft.))	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)
Minimum Front Yard: Garage Face - Corner Lot	Equal to the front yard (6.0 m (19.7 ft.))	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	6.0 (19.7 ft.)	3.0 (9.8 ft.)
Minimum Interior Side Yard: Interior Lot	1.2 m (3.9 ft.)	1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	1.2 m (3.9 ft.) on one side, 0.6 m (1.9 ft.) on other side
Minimum Rear Yard: Interior Lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Maximum Height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	11 m (36.1 ft.)
Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	35% of the front yard and/or exterior side yard

Zone Regulations	Existing R4 Zone Regulations	Proposed R3 Base Zone Regulations	Proposed Amended R3 – Exception Zone Regulations
	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.		

Proposed R4-Exception (Detached Dwellings - Typical Lots) Zone

Zone Regulations	Existing R4 Zone Regulations	Proposed Amended R4 - Exception Zone Regulations
Minimum Lot Area: Interior Lot	365 m ² (3,928.8 ft ²)	330 m ² (3,552.1 ft ²)
Minimum Lot Area: Corner Lot	500 m ² (5,381.9 ft ²)	360 m ² (3,875.0 ft ²)
Minimum Lot Frontage: Corner Lot	16.5 m (54.1 ft.)	13.5 m (44.29 ft.)
Maximum Lot Coverage	40%	50%
Minimum Front Yard: Interior Lot	6.0 m (19.7 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard: Corner Lot	6.0 m (19.7 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard: Garage Face - Interior Lot	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)
Minimum Front Yard: Garage Face - Corner Lot	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard: Interior Lot	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum Rear Yard: Corner Lot	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Maximum Height	10.7 m (35.1 ft.)	11.0 m (36.1 ft.)
Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	34% of the front yard and/or exterior side yard
	Note: The provisions listed are based on information provided by the applicant, which is	

Zone Regulations	Existing R4 Zone Regulations	Proposed Amended R4 - Exception Zone Regulations
	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.	

Proposed R5-Exception (Detached Dwellings - Typical Lots) Zone

Zone Regulations	Existing R4 Zone Regulations	Proposed R5 Base Zone Regulations	Proposed Amended R5 - Exception Zone Regulations
Minimum Lot Area: Corner Lot	500 m ² (5,382.9 ft ²)	415 m ² (4,467 ft ²)	340 m ² (3,660.0 ft ²)
Minimum Lot Frontage: Corner Lot	16.5 m (54.1 ft.)	13.5 m (44.3 ft.)	12.7 m (41.7 ft.)
Maximum Lot Coverage	40%	40%	50%
Minimum Front Yard: Interior Lot	6.0 m (19.7 ft.)	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard: Corner Lot	6.0 m (19.7 ft.)	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard: Garage Face - Interior Lot	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Minimum Front Yard: Garage Face - Corner Lot	Equal to the front yard (6.0 m (19.7 ft.))	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard: Interior Lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum Rear Yard: Corner Lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Maximum Height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	11.0 m (36.1 ft.)
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed,		

Zone Regulations	Existing R4 Zone Regulations	Proposed R5 Base Zone Regulations	Proposed Amended R5 - Exception Zone Regulations
	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.		

Proposed OS1 (Open Space - Community Park) Zone

Zone Regulations	Existing R4 Zone Regulations	Proposed OS1 Zone Regulations
Permitted Uses	Detached Dwelling	Passive Recreational Use, Active Recreational Use, Stormwater Management Facility, Cemetery
	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.	

5. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (July 3, 2024)	The Region has reviewed the Zoning By-Law Amendment Application for 0 Lisgar Drive from servicing, housing, and waste management perspectives. We have received the Functional Servicing Report, dated March 2024 and prepared by Urbantech, and the completeness of the report will be confirmed and detailed comments will be provided at the subdivision stage. From a housing perspective, we acknowledge the receipt of the planning justification report and housing report that were submitted and have no further comments. Regarding waste management, the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. The Region will continue to monitor subsequent subdivision submissions to ensure that waste feasibility is maintained.
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 28, 2024 and June 18, 2024)	Neither school board raised objections to the proposed development and provided warning clauses to include within the required Development Agreement. Please see full comments Section 7
City Community Services Department – Park Planning Section (July 4 2024)	As established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha per 1000 people is not being achieved in the Lisgar Neighbourhood Character Area. The Parkland Character Area is currently under served with 1.1ha per 1000 people (2021). However the subject property is within 400 m walking distance to a City owned playground that will be accessible to future residents. Lisgar Fields (P-359) is directly adjacent of the proposed development which includes amenities such as a playground, open space, trails, and picnic area. City Staff recommend parkland dedication on the subject property to lessen park deficiency in the Lisgar Neighborhood Character Area. The maximum parkland dedication is being achieved on the subject property which will expand Lisgar Fields with a 0.21 ha (0.52 ac.) park addition. City Staff will require the

Agency / Comment Date	Comments
	installation of hoarding for park protection and fencing, including base park condition for the new park addition.
City Transportation and Works Department (June 28, 2024)	<p>Based on a review of the information submitted to date, staff are generally satisfied that the materials submitted are in accordance with City requirements. However, additional technical details are required to facilitate the implementation of the engineering requirements, as follows:</p> <p><u>Stormwater:</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by Urbantech Consulting dated March 2024, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>Based on a review of the materials submitted to date, staff are generally satisfied with the details provided to confirm the feasibility of the development proposal from an engineering standpoint. In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed rear lot catchbasins, new municipal storm sewers within the public roads, as well as an infiltration chamber to manage the site's drainage. Infiltration trenches and soak-away pits have been proposed as low impact development (LID) features to address the site's water balance requirements. Further information is required to address staff comments related to the technical details of the proposed stormwater infrastructure, including the infiltration tank and storm sewers within the public roads, which will need to be satisfactorily addressed to facilitate the implementation of the engineering requirements prior to bylaw enactment.</p> <p><u>Traffic:</u></p> <p>A Transportation Impact Study (TIS) prepared by Crozier Consulting Engineers was provided in support of the proposed development. The submission was reviewed and audited by staff. Based on</p>

Agency / Comment Date	Comments
	<p>the submission dated March 2024, staff are generally satisfied from a feasibility perspective. The study concluded that the proposed development is anticipated to generate 91 (23 in, 68 out) and 122 (77 in, 45 out) net two-way site trips for the weekday AM and PM peak hours in 2028, respectively.</p> <p>With the traffic generated by the proposed development, the study area intersections are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><u>Environmental Compliance:</u></p> <p>A Phase One ESA dated March 16, 2023, and a Phase Two ESA dated March 31, 2023, both prepared by Soil Engineers Ltd., were submitted in support of the proposed development. Environmental Engineering is satisfied with the feasibility of the proposed development; however, the following is required to be submitted for further review:</p> <ul style="list-style-type: none"> • A written document, prepared by a Qualified Person that includes a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed from the site. • As lands are to be dedicated to the City, a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p><u>Noise:</u></p> <p>A Noise Report prepared by J.E. Coulter Associates Limited dated November 8, 2023, was submitted in support of the proposed development. The Noise Report evaluated the potential acoustical impact to the proposed development and recommended mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic (Lisgar Drive, and Highway 407). The submitted noise assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, the details of which will be confirmed through the detailed design of the subdivision and through the building permit processes.</p>

Agency / Comment Date	Comments
	<p><u>Other Engineering Matters:</u></p> <p>The applicant has submitted a number of technical plans and drawings, and staff are generally satisfied with the details provided to confirm feasibility of the development proposal from an engineering standpoint.</p> <p>New municipal infrastructure will be required to support this development. The review of the detailed engineering drawings, including but not limited to grading, servicing, drainage features and supporting reports will be further evaluated as part of the municipal infrastructure detailed design.</p> <p>Any outstanding items required to facilitate the implementation of the zoning by-law and approval of the Draft Plan of Subdivision can be addressed prior to bylaw enactment, through Draft Plan Conditions, and the Subdivision Agreement as applicable.</p> <p>Should the application be approved, additional technical and engineering items will need to be addressed to the satisfaction of the City of Mississauga to facilitate the implementation of the zoning by-law prior to bylaw enactment:</p> <ul style="list-style-type: none"> • Receipt of any outstanding, updated, or additional technical reports, studies, documents, drawings/plans, and any other applicable authority, including but is not limited to: <ul style="list-style-type: none"> ○ Document prepared by a Qualified Person (QP) that includes a statement regarding the fill material located on-site is geotechnically and environmentally suitable or will otherwise be or has been removed from the site. ○ Letter certified by a Qualified Person (QP) stating that land to be dedicated to the City is environmentally suitable for the proposed use. ○ Updated Functional Servicing and Stormwater Management Report and documentation to demonstrate the satisfactory implementation of the proposed storm system. ○ Documentation to demonstrate that there will be no impact on the City's existing drainage system, including how groundwater will be managed on-site.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Agency / Comment Date	Comments
	<ul style="list-style-type: none">- Heritage Planner- Transit Reviewer- Transit Infrastructure- CS Viamonde- Enbridge- Alectra Utilities- Canada Post Corporation- Fire Prevention Plan Examination- Greater Toronto Airport Authority- Public Art Coordinator
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Rogers Cable- Trillium Health Partners- Ministry of Transportation

6. School Accommodation Summary

The Peel District School Board

Student Yield	School Accommodation		
19 Kindergarten to Grade 5	Trelawny Public School	Lisgar Middle School	Meadowvale Secondary School
8 Grade 6 to Grade 8			
10 Grade 9 to Grade 12	Enrolment: 282 Capacity: 389 Portables: 0	Enrolment: 612 Capacity: 577 Portables: 0	Enrolment: 1,189 Capacity: 1,206 Portables: 0

The school board has provided clauses to be included in Subdivision Agreement, which require signage to be placed at the entrances to the development, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
23 Kindergarten to Grade 8	St. Simon Stock Catholic Elementary School	Our Lady of Mount Carmel Catholic Secondary School
17 Grade 9 to Grade 12	Enrolment: 279 Capacity: 602 Portables: 0	Enrolment: 1160 Capacity: 1320 Portables: 16

The school board has stated that the proposed development can be accommodated with the current provision of educational facilities within the catchment area and however standard warning clauses should be included on all offers of purchase and sale of residential lots.



**SCHEDULE A
CONDITIONS OF APPROVAL**

NOTICE OF DECISION TO APPROVE:	TBD
FILE:	T-M24002 W10
SUBJECT:	Draft Plan of Subdivision PLAN M1052 BLK 356; PLAN M1066 BLK 366 0 Lisgar Drive City of Mississauga Aneia Construction (BT) Inc

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"

- 1.0 Approval of the draft plan applies to the plan dated February 7, 2024.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED JULY 8, 2024, THAT CORRESPONDS WITH THE SUBMISSION DATED MAY 28, 2024 AND REMAIN APPLICABLE. THESE COMMENTS

HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 10.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 11.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

City of Mississauga Corporate Report



<p>Date: July 10, 2024</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: H-OZ 22-10 W11</p>
	<p>Meeting date: July 29, 2024</p>

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community benefits contribution under Section 37 to permit a 6-storey condominium apartment building

6616 McLaughlin Road, on the west side of McLaughlin Road, north of Navigator Drive

Owner: City Park (McLaughlin) Inc.

File: H-OZ 22-10 W11

Recommendation

That the report dated July 10, 2024, from the Commissioner of Planning and Building outlining the recommended Section 37 community benefits under File H-OZ 22-10 W11, City Park (McLaughlin) Inc., 6616 McLaughlin Road, be approved and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$580,000.00 be approved as the amount for the Section 37 community benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (McLaughlin) Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Executive Summary

- The City is seeking a community benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's Lifting of the Holding Provision application

- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning
- The community benefits comprise a \$580,000.00 contribution which will be used toward general improvements to Scott's Brae Park and the Orangeville Rail Corridor Trail Bridge Crossing decking renovation and rest stop adaptation
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

Background

On March 7, 2022, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending that Council direct Legal Services, appropriate City staff and any necessary consultants to attend the Ontario Land Tribunal (OLT) hearing on applications for official plan amendment, rezoning and draft plan of subdivision on the subject lands under Files OZ 20-14 W11 and T-M20003 W11, by City Park (McLaughlin) Inc., to permit a six storey condominium apartment building and five detached homes in support of the Report's recommendations. The Report concluded that the proposed applications are acceptable from a planning standpoint and should be approved subject to certain requirements including the application of a "H" Holding Provision to address outstanding technical requirements and to allow for a Section 37 agreement. PDC passed Recommendation No. 0019-2022 which was subsequently adopted by Council on March 23, 2022.

On July 25, 2022, the OLT issued a decision to approve an official plan amendment, rezoning application and the draft plan of subdivision to facilitate the proposed development on the subject lands. The approved rezoning established Zoning Exception **R10-11** (Detached Dwelling - Exception) on the westerly portion the subject lands to accommodate five new detached dwellings as well as zoning exception **H-RA2-60** (Apartment – Exception) on the easterly portion of the subject lands to facilitate the development a six storey condominium building subject to a "H" Holding Provision to address outstanding technical requirements and to allow for the execution of a Section 37 agreement.

The purpose of this report is to provide comments and recommendations with respect to the proposed Section 37 community benefits.

Present Status

Official Plan Amendment No. 137 and the implementing zoning by-law came into force under the OLT Order dated July 25, 2022. This report addresses the outstanding Section 37 contribution that is required to be made to the City as part of the application to lift the "H" Holding Provision from the zoning on the subject lands.

Comments

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

Section 37 Community Benefits Proposal

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

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

Following the OLT Order that approved the applications to facilitate the proposed development, the proponent prepared and submitted the application to remove the "H" Holding Provision from the zoning on the subject lands. The application was deemed complete on December 6, 2022. To satisfy the Section 37 agreement provision, the applicant has engaged in discussions with City staff to secure community benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning.

Planning staff engaged in discussions with representatives from Community Services and Transportation and Works Departments to discuss potential community benefit projects. Subsequent to these discussions, Planning staff met with Ward 11 Councillor, Brad Butt, to discuss the potential projects that could receive Section 37 funding.

Confirmation has been provided by the owner that the community benefits totalling \$580,000.00 may be used to fund general improvements to Scott's Brae Park and the Orangeville Rail Corridor Trail Bridge Crossing decking renovation and rest stop adaptation.

Guiding Implementation Principles

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

1. **Development must represent good planning.**

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

The Recommendation Report dated February 11, 2022, presented to PDC on March 7, 2022, evaluated the proposed official plan amendment, rezoning and draft plan of subdivision applications on the subject lands, recommended approval and that Council direct the necessary City representatives to attend the OLT hearing on the proposed applications in support of the Report's recommendations. The Report concluded that the proposed applications are acceptable from a planning standpoint and should be approved subject to certain requirements including the application of an "H" Holding Provision to address outstanding technical requirements and to allow for a Section 37 agreement. PDC passed Recommendation No. 0019-2022 which was subsequently adopted by Council on March 23, 2022.

The OLT issued a decision on July 25, 2022, to approve the official plan amendment, zoning by-law amendment and draft plan of subdivision to facilitate the proposed development on the subject lands. Consistent with the Council-adopted recommendations on the applications, the OLT Order applied a Holding Provision "H" on the amending by-law to address outstanding technical requirements and to allow for a Section 37 agreement.

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

The proposed contribution towards improving Scott's Brae Park is considered a "highest priority" community benefit as it is in the general vicinity of the site and the proposed contribution towards improving the Orangeville Rail Corridor is considered a "next priority" community benefit, as it is a contribution in the form of funds used to address a City-wide need.

In order to determine a fair value of the community benefits, Colliers International prepared an independent land appraisal to determine the increased value of the land resulting from the height and density increase. In this instance, staff have determined that the relationship between the proposed \$580,000.00 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents approximately 20% of the land lift value, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

3. **Community Benefit contributions should respond to community needs.**

The creation of complete communities, including easy access to recreational opportunities; and, creating a multi-modal city, including active transportation, are some of Mississauga Official Plan's guiding principles.

In accordance with the Corporate Policy and Procedure, Ward 11 Councillor, Brad Butt, has been consulted regarding the negotiations and supports the proposed community benefit contribution.

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

Upon receipt of the proposed community benefit, the funds will be placed in a Section 37 Reserve fund and then allocated to the Parks, Forestry and Environment Division and Infrastructure Planning and Engineering Services Division. The park related projects will ultimately be managed by Park Development in consultation with Facilities and Property Management.

Section 37 Agreement

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

- a community benefit contribution of \$580,000.00
- the contribution is to be used towards general improvements to Scott's Brae Park and the Orangeville Rail Corridor Trail Bridge Crossing decking renovation and rest stop adaptation
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits

Financial Impact

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

Conclusion

Staff have concluded that the proposed Section 37 community benefit is appropriate, based on the increased height and density achieved through the official plan amendment and rezoning application approved by the Order of the OLT issued on July 25, 2022, and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. The contribution towards general improvements to Scott's Brae Park and the Orangeville Rail Corridor Trail Bridge Crossing decking renovation and rest stop adaptation will help to implement the principles of the Mississauga Official Plan including the creation of complete communities, providing easy access to recreational opportunities and creating a multi-modal city.

Attachments

Appendix 1: Aerial Photograph

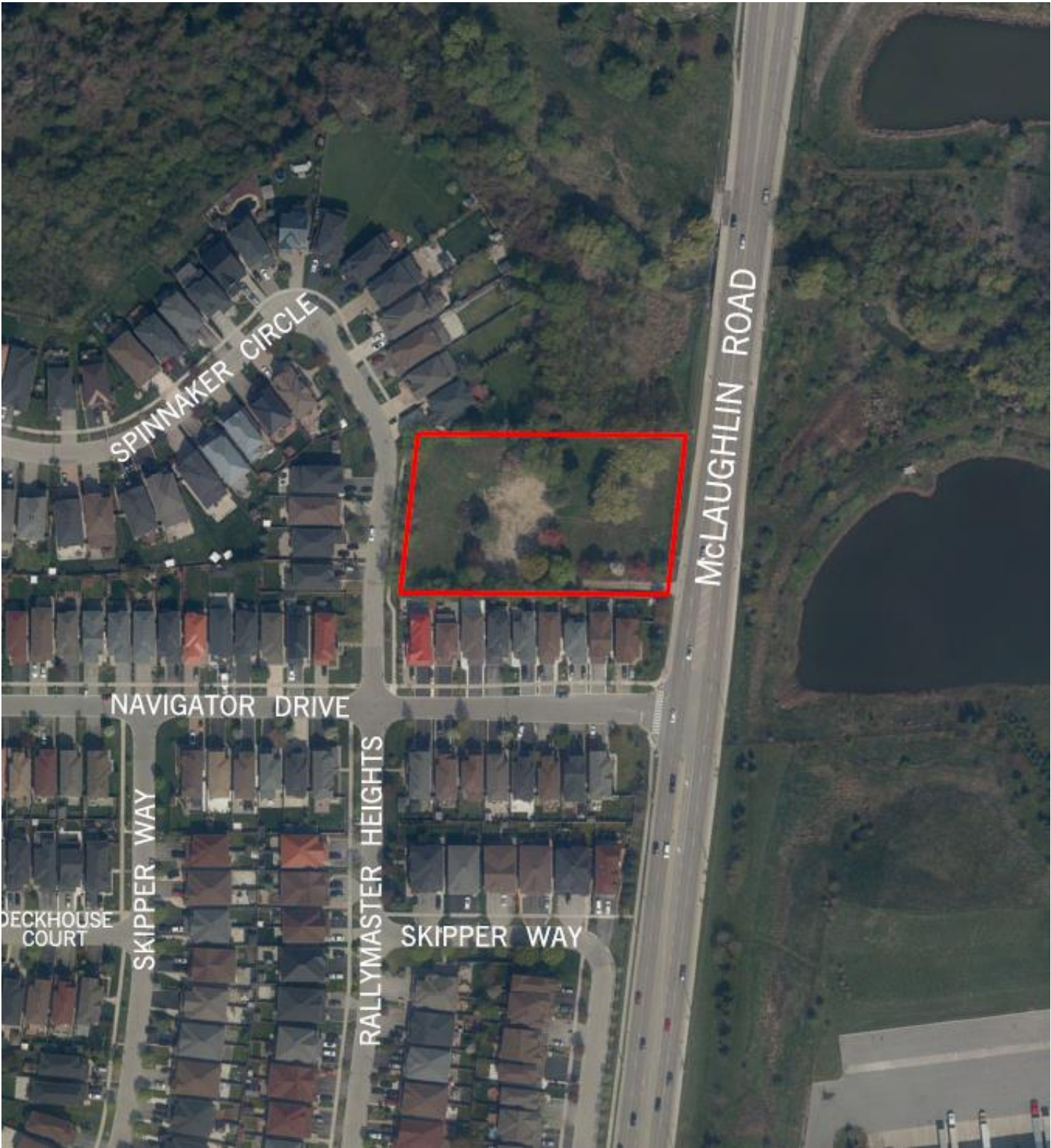
Appendix 2: Concept Plan

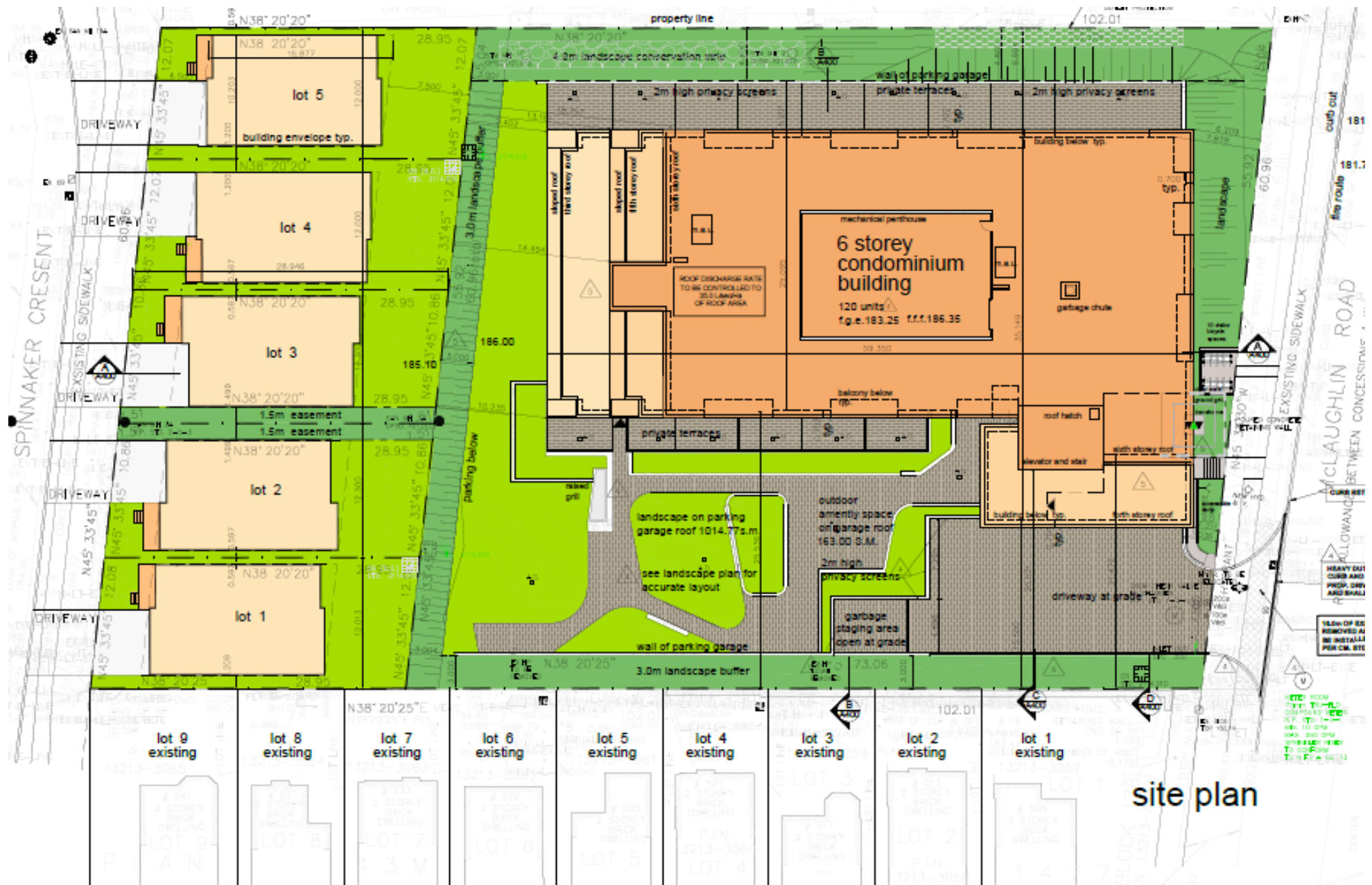


Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jason De Luca, RPP, Development Planner

Appendix 1: Aerial Photograph





City of Mississauga

Corporate Report



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator’s files: BL.09-DWY (All Wards)</p>
	<p>Meeting date: July 29, 2024</p>

Subject

PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)
Proposed Zoning By-law Amendments for Driveways
File: BL.09-DWY (All Wards)

Recommendation

That the proposed amendments to Zoning By-law 0225-2007 for driveways, as detailed in Appendix 3 of the report dated July 10, 2024, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing zoning by-law be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, this report regarding revised regulations for driveways in the City’s Zoning By-law, be considered both the public meeting and combined information and recommendation report.

Executive Summary

- Council directed staff to review the driveway-widening process, including enforcement statistics, benchmarking with other municipalities, “green driveway” initiatives, and simplified zoning regulations.
- Staff are proposing a simpler, lot frontage-based approach to maximum driveway widths, in a manner comparable to that of benchmarked municipalities. This would result in three maximum driveway width categories for low-density zones – one for one-car driveways, another for two-car driveways, and the last for three-car driveways.
- The Zoning By-law currently permits permeable materials in driveway construction. Creating a new zoning category for wider driveway widths than those proposed exclusively

for green driveways was investigated, but staff recommend that on-street and lower boulevard parking represent a more viable alternative.

Background

On April 5, 2023, Council approved a motion directing staff to review the City's driveway-widening process. The motion (Appendix 1) directed staff to make recommendations on new and consistent driveway regulations, including possible legacy exemptions (grandfathering) for existing non-compliant driveways; provide enforcement statistics; benchmark with other municipalities in the Greater Toronto Area (GTA); and, investigate "green driveways" for expanded driveway permissions.

Staff from various City Divisions, including City Planning Strategies, Enforcement, and Transportation and Works, have reviewed the motion and its implications to the City.

In order to provide the appropriate information and context, staff have divided this report into three main sections:

- Zoning regulations and benchmarking with other GTA municipalities;
- Surface material requirements (environmentally-friendly construction); and,
- Enforcement practices and statistics.

The purpose of this report is to summarize the background research and analysis completed by staff in its review of driveway regulations, as well as provide updated recommendations and rationale regarding proposed improvements to the Zoning By-law.

When framing the recommendations, staff took a holistic approach by investigating parking demand in its entirety. In this regard, staff also took into account the possibility of on-street permit and lower boulevard parking, which will be considered by Council later this year.

Comments

As will be described in more detail, the recommendations are structured to address the following issues:

- Simplify the zoning regulations so they are more easily understood.
- Increase the permitted driveway widths for certain zones to be more consistent with other cities, as well as better capture minor expansions (the walkable area beside vehicles, for example).
- Reduce CofA applications and create more certainty for By-law Enforcement staff.
- Suggest on-street and lower boulevard parking as a viable, climate-friendly option, versus permitting larger widenings (e.g. three car width driveways on small lots) for permeable driveways.

In order to better understand the existing situation, staff sought to examine the number of non-compliant driveways across the city. Although several options were explored, available technology could not derive the specific number of non-compliant driveways on a city-wide basis. Consequently, to give a general approximation, staff randomly selected and reviewed 330 properties across the City, evenly distributed through each ward. In this review, it was determined that almost half the properties were non-compliant with current regulations. It should be noted that it is possible some of these driveways were constructed during periods when no associated regulations existed; further, many of these “non-compliant” examples represented expansions under a car-width in size. When the proposed regulations were applied, the percentage of non-compliant driveways was reduced to 40%. Only one of the 330 properties had a CofA application to facilitate a driveway expansion.

In day-to-day operations, the identification of non-compliant driveways operates on a complaint basis.

Zoning Regulations and Benchmarking with Other GTA Municipalities

Staff have reviewed the relevant zoning regulations for the City of Brampton, the City of Guelph, the City of Markham, the City of Richmond Hill, the City of Toronto, the City of Vaughan, the Town of Caledon, and the Town of Oakville.

The purpose of this review is to both evaluate the individual regulations relative to Mississauga's current standards, as well as to examine the overall approach used by these municipalities.

At a high level, the intent in regulating a driveway's width is to:

- Maintain residential streetscape character;
- Provide adequate green space within the front yard;
- Ensure front yards are not overly dominated by vehicular parking;
- Facilitate appropriate drainage; and,
- Maintain the ability for on-street parking within neighbourhoods.

The above is primarily accomplished by establishing a driveway's maximum permitted width.

Currently in the City's Zoning By-law, the maximum driveway width is determined by a property's zone. There are 28 residential zones, each with their own individual permitted maximum driveway width (see Appendix 4). Other municipalities utilize different approaches to determining maximum driveway widths, or will have different sets of zones and lot frontages. Therefore, it is difficult to draw direct comparisons. However, staff have developed a method to generally compare the smallest and largest lots.

For Mississauga properties with a lot frontage of 6.0 m (19.7 ft.) or less, a maximum driveway width of 2.6 m (8.5 ft.) to 3.0 m (9.8 ft.) is permitted. This is consistent, but relatively conservative, with other municipal ranges, as evidenced by Table 1 below:

Originator's file: BL.09-DWY (All Wards)

Lot Frontage of Less than 6.0 m (19.7 ft.)	
Municipality	Maximum Driveway Width
Town of Caledon	6.0 m (19.7 ft.)
Town of Oakville	6.0 m (19.7 ft.)
City of Brampton	4.9 m (16.1 ft.)
City of Guelph	3.0 m (9.8 ft.)
City of Markham	3.0 m (9.8 ft.)
City of Richmond Hill	3.0 m (9.8 ft.)
City of Vaughan	2.9 m (9.5 ft.)
City of Mississauga	2.6 m–3.0 m (8.5 ft.-9.8 ft.)
City of Toronto	2.6 m (8.5 ft.)

Table 1

Similarly, for properties with a lot frontage of 18.0 m (59.1 ft.) or greater, a maximum driveway width of 6.0 m (19.7 ft.) to 8.5 m (27.9 ft.) is permitted. This is again consistent, but relatively conservative, with other municipal ranges, as evidenced by Table 2 below:

Lot Frontage of 18.0 m (59.1 ft.) or Greater	
Municipality	Max. Driveway Width
Town of Caledon	10.0 m (32.8 ft.)
City of Markham	9.0 m - 11.5 m (29.5 ft.-37.7 ft.)
City of Richmond Hill	9.0 m (29.5 ft.)
City of Toronto	9.0 m (29.5 ft.)
City of Vaughan	9.0 m (29.5 ft.)
Town of Oakville	9.0 m (29.5 ft.)
City of Brampton	7.32 m - 9.14 m (24.0 ft.-30.0 ft.)
City of Mississauga	6.0 m - 8.5 m (19.7 ft.-27.9 ft.)
City of Guelph	6.5 m (21.3 ft.)

Table 2

In reviewing the above-noted municipalities, only the City of Guelph used a similar “zone-based” approach. However, Guelph only has eight residential zones.

In contrast, a “range-based” approach was used by the majority of the reviewed municipalities. This method establishes groupings based upon ranges of lot frontages, and subsequently assigns a corresponding maximum driveway width. This results in a more streamlined system that is easy to understand.

Based upon this review, staff recommends that the City implement a similar range-based approach to that of the benchmarked municipalities, as seen in Table 3 below and within Appendix 3:

Regulation		Lot Frontage Ranges		
		<6.0 m (19.7 ft.)	6.1 m – 16.9 m (29.9 ft. – 55.4 ft.)	17.0 m (55.8 ft.) +
Maximum	Driveway	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	8.5 m (27.9 ft.)
Width				

Table 3

Implementation of the proposed amendments would result in the following:

- Three standards for maximum driveway width – 3.0 m (9.8 ft.) for one-car driveways, 6.0 m (19.7 ft.) for two-car driveways, and 8.5 m (27.9 ft.) for three-car driveways;
- Approximately half of the zones would experience increases ranging from 0.4 m (1.3 ft.) to 2.5 m (8.2 ft.). The greatest increases would apply to the largest lots;
- The other half of the zones would remain the same;
- The vast majority of properties would not be legal, non-conforming; and,
- Would only apply to low-density residential lots (i.e. apartment, commercial or industrial properties would not be affected).

No other changes to the associated driveway regulations are being proposed. Any driveway would therefore still be required to meet all other applicable zoning regulations, including:

- Minimum setback distances to the side lot line (the required distance to a neighbouring property);
- Minimum soft landscaping requirements (the minimum required greenspace area); and,
- Applicable walkway attachment regulations.

For more information about the proposed amendments, please see Appendix 3.

The motion also directs staff to review legalizing legacy, non-compliant driveways, also known as grandfathering. In the absence of a formal, case-by-case review, grandfathering non-compliant driveways could result in the City permitting problematic conditions, including situations where drainage is inappropriately directed onto neighbouring properties. Grandfathering would be administratively challenging as there would be a lack of consistency and equity across the City, and the onus would be on property owners to demonstrate compliance. As driveway widenings are typically driven by demand for additional parking, other practices such as on-street parking, may increase the parking supply and reduce the creation of non-compliant driveways. Before the end of the year, staff will bring forward a report with recommendations regarding boulevard parking and the creation of a residential parking permit program, which may increase parking supply.

Staff were also directed to investigate permits for driveways. Only the City of Vaughan uses a permit system to regulate driveway construction. This process requires review from the Forestry, Building Standards, and Transportation Service Departments, and can take up to six weeks to complete. A \$130 fee is also required to be paid by the property owner.

Surface Material Requirements (Environmentally-Friendly Construction)

The motion instructed staff to investigate the appropriateness of incorporating “green” elements to permit larger driveway design.

Green elements, such as permeable pavers and pavements, are hard surfaces (concrete, asphalt, paver blocks, etc.), which allow for some degree of water infiltration. The Zoning By-law currently permits these materials as-of-right in driveway construction.

However, it should be noted that loose materials associated with these designs are often washed into the City's infrastructure and without ongoing maintenance, the integrity of these features becomes compromised, resulting in reduced environmental benefits.

Benchmarking with neighbouring municipalities was conducted to determine whether any permit larger driveways that use green elements. The majority of the reviewed municipalities did identify green urban design policies, or stormwater management best practices at an Official Plan level; however, none established individual green standards or regulations as it relates to wider driveways.

The inclusion of green elements to permit larger driveways also represents an administrative challenge, as staff would be tasked with confirming both the type and integrity of utilized materials. It is staff's opinion that the greatest environmental benefit would be achieved by utilizing existing hard-scaped surfaces, such as lower boulevard and on-street parking.

Enforcement Practices and Statistics

Staff investigated the process by which the City enforces and prosecutes non-compliant driveways. Table 4 below summarizes the number of driveway-related complaints and issued Notices of Contravention:

Year	Number of Driveway Complaints	Number of Notice of Contraventions
2024	140 (to date)	29*
2023	383	119
2022	468	265

Table 4

**Staff note, as of July 13, 2024, Enforcement has paused investigations into driveway widening requests as a result of this study.*

The above Notices of Contravention have resulted in the City pursuing prosecution two times in 2022; six times in 2023; and, three times thus far in 2024.

Data collected as part of this review identifies that the typical (median) prosecution process takes approximately 15 hours of staff time to complete. While the prosecution process for individual properties can be lengthy and staff-intensive, such cases are rare (less than 0.8% in 2022, and 5% in 2023 when measured against the number of contraventions). More typical, however, are cases where violations have been observed, but are subsequently rectified. In such cases, staff spend a median time of approximately five hours.

Generally, this resolution occurs through minor variance applications. Staff would note that in 2021 the Committee of Adjustment dealt with 49 applications pertaining to driveway and driveway-

related variances (representing 8.5% of the total number of applications); 53 applications in 2022 (or 6.8%); and 69 applications in 2023 (or 14%).

PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 2.

LAND USE POLICIES AND REGULATIONS

The Provincial Policy Statement (PPS) introduces land use planning and development policies pertaining to matters of provincial interest within Ontario. This is accomplished by setting out province-wide direction on 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 and strategic growth areas to make efficient use of land, infrastructure, and transit.

The Planning Act requires that municipalities' decisions regarding planning matters are consistent with the Provincial Policy Statement (PPS) and conform with the applicable provincial plans. Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the Greenbelt Plan, and the Parkway Belt West Plan.

Financial Impact

There is no financial impact resulting from the recommendations of this report.

Conclusion

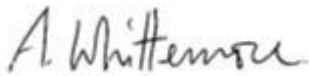
The proposed zoning by-law amendments are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments represent improvements that simplify the City's approach to regulating driveway widths, provide increased flexibility, and improve end-user experience, while maintaining other City objectives regarding driveways.
2. The updated regulations provide an approach that more closely aligns with other municipalities and will serve to reduce the number of minor variance applications.

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

Attachments

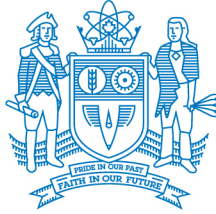
- Appendix 1: Notice of Motion
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Proposed Zoning By-law Amendments
- Appendix 4: Current Maximum Driveway Width Regulations



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

Prepared by: Rob Vertolli, Planner

Carolyn Parrish
Councillor, Ward 5
905-896-5500
carolyn.parrish@mississauga.ca



APPENDIX 1
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
carolynparrish.ca

GENERAL COMMITTEE **NOTICE OF MOTION** **March 29, 2023**

Moved by: Councillor Carolyn Parrish

Whereas a building permit is not required to widen a driveway;

Whereas there are regulations that have to be followed based on a variety of zonings for properties which dictate the width of the driveway and minimum soft landscape area required for each zone;

Whereas when widening a driveway at the boulevard a new curb cut must be requested from the City;

Whereas the relevant by-law has general provisions that apply to all properties for walkways and setbacks to property lines (subsection 4.1.9 Zoning By-law);

Whereas adding to the complexity, it is suggested: "if something in the general provisions conflicts with the zoning regulations, follow the zoning regulations";

Whereas information on surface treatments of the driveway is in another zoning by-law (article 3.1.1.7);

Whereas the following disclaimer is included in the printed materials: "The information presented on this web page is provided for information purposes only. It should not be solely relied on when making decisions related to real estate transactions, development proposals or building permits. We strongly advise you review the text in the official zoning by-law and or speak with City staff before making important decisions.";

Whereas the Committee of Adjustment deals with at least five cases of driveway widening every week;

Whereas thousands of "illegally" widened driveways exist in Mississauga, safe from prosecution, usually investigated on a complaints basis only (see attached for samples);

Whereas driveways can be widened in an environmentally approved form and should be encouraged as part of the City's Climate Action Plan (see attached samples);

THEREFORE BE IT RESOLVED:

Staff prepare a report for a future General Committee with a review of the driveway widening bylaws, paying particular attention to the following:

1. An approximation of the number of driveways in the City that exceed the required widths and other breaches including soft surfaces, extended walkways and other related issues.

APPENDIX 1

2. Total number of complaints and enforcements of driveway by-law breaches investigated by staff over the past 12 months.
3. A compilation of the number of prosecutions over the past 12 months with an approximation of staff time involved in driveway investigations and a record of altered driveways as a result.
4. Bench marking with other GTA municipalities regarding by-laws, permits and any other regulations addressing driveway widening.
5. A scan of “green” methods of driveway widening that promote rainwater absorption and soft surfacing incorporated into widened driveways and pathways
6. A draft by-law that reflects staff’s findings and recommendations regarding possible legacy exemptions for driveways currently improperly widened, new and consistent standards for widening driveways, and “green” standards for approval of driveway widening including cost comparisons for different methods.



Carolyn Parrish
Ward 5 Councillor

Driveways and Parking

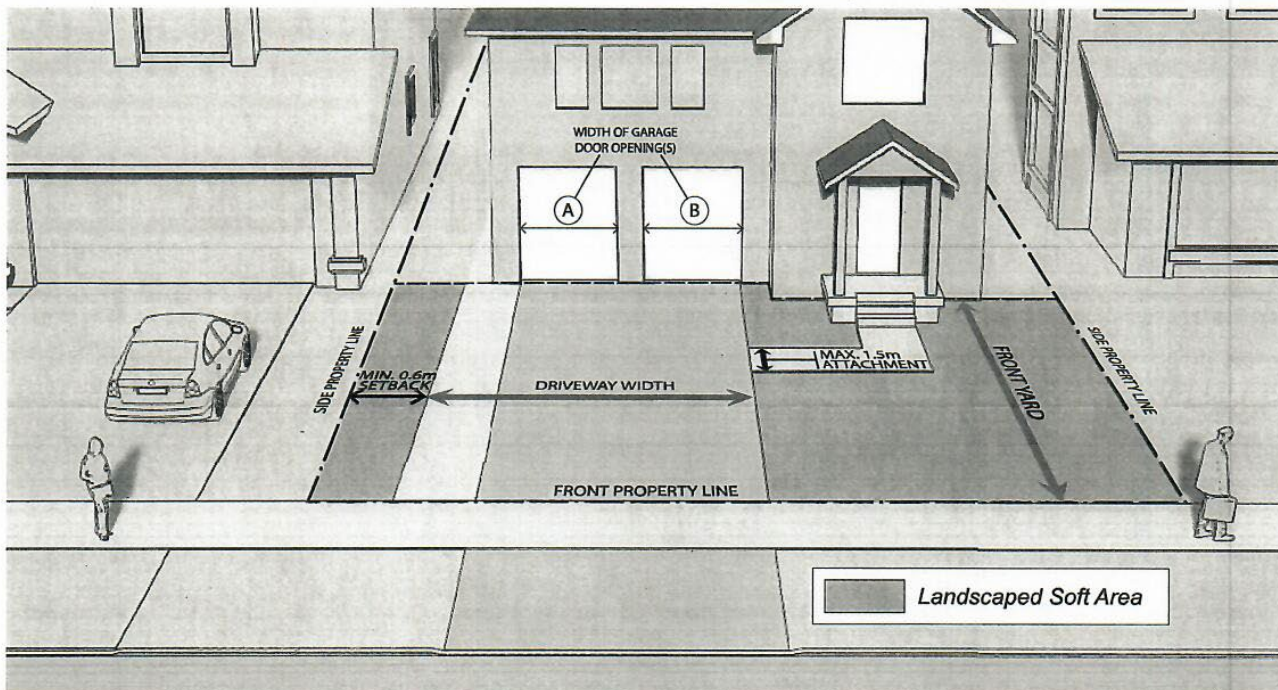
City of Mississauga Zoning by-law 225-2007

Parking In Residential Zones - Driveways

Definitions

"Driveway" means an internal roadway, that is not a street, private road, CEC-private road, internal road or lane, which provides vehicular access from a street, private road, CEC-private road, to parking or loading spaces..

"Landscaped Soft Area" means any outdoor area on a lot, located at grade, that is suitable for the growth and maintenance of grass, flowers, shrub trees and other vegetation, and including landscaping materials such as rocks and edging materials, but shall not include hard surfaced areas, such as driveways, aisles, parking areas, interlocking stone, and walkways.



Calculation of Maximum Driveway Width (Table 4.2.1)

$$\text{MAX. DRIVEWAY WIDTH} = (A) + (B) + 2.0m \text{ (to a maximum indicated in line 12.3 of Table 4.2.1)}$$

(from Table 4.2.1)

Line 1.0	ZONE	R1	R2	R3	R4	R5
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY					
12.3	Maximum driveway width	Width of garage door opening(s) plus 2.0m up to a maximum of 8.5m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m, if no garage door then maximum width of 6.0m
12.4	Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	30% of the front yard and/or exterior side yard

Note: The above illustrations are for clarification and convenience only and do not form part of Zoning By-law 225-2007. The Definitions and General Provisions of this By-law must be referenced.



Porous Driveway Pavement | L...



 The Chic Ecologist
Eco Friendly Green Driveways ...



T Techo-Bloc Homeowner Blog
Eco-Friendly Backyard With P...



Environmentally Friendly Drive...

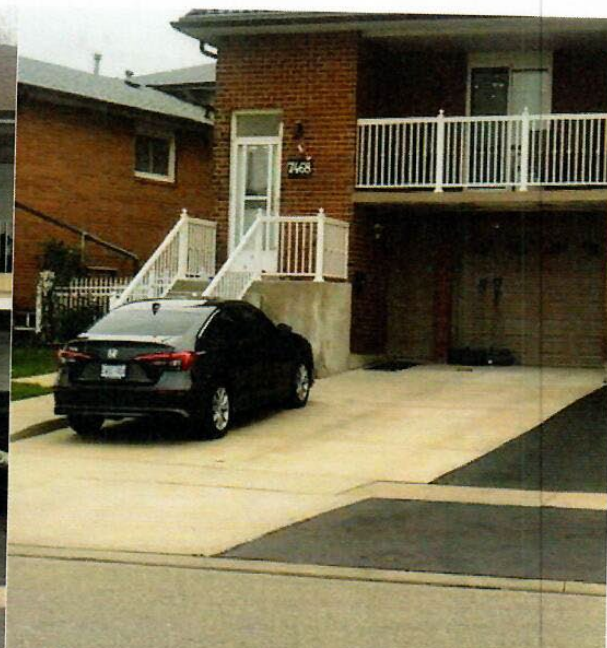
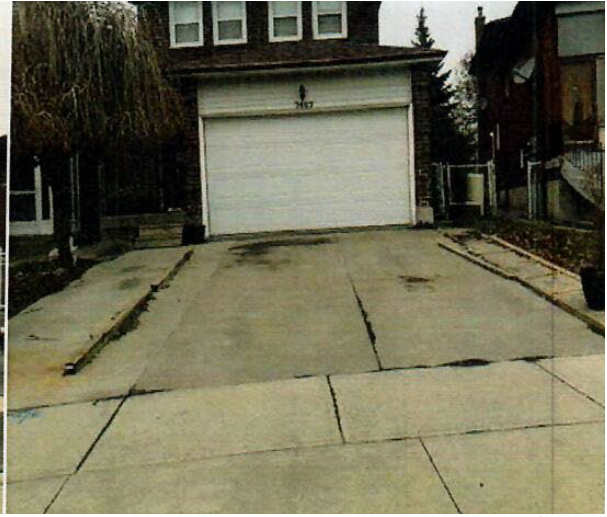


 Green Living Show
Eco-Friendly Driveway – Gree...



All on the Same Street

APPENDIX 1



APPENDIX 1



Information / Recommendation Report
Detailed Planning Analysis
City-Initiated Zoning By-law Amendment

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1. Summary of Applicable Policies, Regulations, and Proposed Amendment

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans

. The policy and regulatory documents that affect the proposed amendment have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendment

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 amendment has been evaluated based upon these policies.

Policy Document	Legislative Authority / Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development by-laws are an important tool for implementation of the Provincial Policy Statement. (PPS Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Building Strong Healthy Communities (PPS Part V)</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>Planning authorities should promote green infrastructure to complement infrastructure. (PPS 1.6.2)</p> <p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> • minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater; • maximize the extent and function of vegetative and pervious surfaces; and, • promote stormwater management best practices, including stormwater attenuation and low impact development. (PPS 1.6.6.7) <p>Planning authorities shall prepare for the impacts of a changing climate through land use and development patterns which:</p> <ul style="list-style-type: none"> • promote design and orientation that maximizes the mitigating effect of vegetation and green infrastructure; and, • maximize vegetation within settlement areas, where feasible. (PPS 1.8.1)

Policy Document	Legislative Authority / Applicability	Key Policies
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area.</p> <p>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:</p> <ul style="list-style-type: none"> contribute to environmental sustainability; and, integrate green infrastructure and appropriate low impact development. (GP 2.2.1.4) <p>Upper- and single-tier municipalities will develop policies in their official plans based upon environmental protection, that will include:</p> <ul style="list-style-type: none"> undertaking stormwater management planning in a manner that incorporates appropriate green infrastructure and low impact development. (GP 4.2.9)
Region of Peel Official Plan (ROP)	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.	

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, and Greenbelt Plan. An update to MOP is currently underway to ensure MOP is consistent with, and conforms to, changes resulting in the recently released Growth Plan, 2020. As of July 1, 2024, the Region of Peel's Official Plan is deemed to be part of an official plan of Mississauga. The following policies are applicable in the review of the proposed zoning by-law amendment. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 4 Vision	Mississauga has natural areas of exceptional beauty and quality. Mississauga will serve as a steward of the environment by making use of sustainable green infrastructure, and preserving and protecting trees. (Section 4.5)
Chapter 6 Value the Environment	<p>Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:</p> <ol style="list-style-type: none"> promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; and, promote and protect green infrastructure. (Section 6.1.11) <p>Mississauga will strive to be a leader in sustainable development to mitigate, manage, and adapt to climate change. (Section 6.2.1)</p>

	General Intent
	Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices. (Section 6.4.2.1)
Chapter 9 Build a Desirable Urban Form	<p>Site development is the layout and design of all features on a property including parking and driveways. Site development policies are directed at the creation of spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:</p> <ul style="list-style-type: none"> • respect the experience, identity and character of the surrounding context. (Section 9.1) <p>Site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Site Development will be required to:</p> <ol style="list-style-type: none"> a. incorporate stormwater best management practices; and, b. provide enhanced streetscape; c. provide landscaping that complements public realm. (Section 9.5.2.11)
Former Region of Peel Official Plan Policies	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • Manage stormwater in a way that minimizes flooding and erosion and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation; • Maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions; • Ensure that adverse drainage impacts to Regional road right-of-way's will not occur as a result of stormwater flows from adjacent lands; and, • Maximize the extent and function of vegetative and pervious surfaces, thereby reducing the volume of stormwater needed to be managed within developed areas. (ROP 2.6.20) <p>Establish healthy complete urban communities which respect the natural environment, resources, and the characteristics of existing communities.</p> <p>(ROP 5.3.1.3)</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) combine to provide policy direction on both matters of provincial interest related to land use planning, as well as direct the provincial government's plan for growth in supporting economic prosperity; protecting the environment; and, helping communities to achieve a higher quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementing these policies; stating, "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 promoting the creation of healthy, liveable, and safe communities.

Section 1.8.1 of the PPS, as referenced in the chart above, identifies the mandate for planning authorities in maximizing the mitigating effect of both vegetation and green infrastructure.

By establishing appropriate maximum driveway width regulations, the proposed amendment creates properties with suitably sized soft-landscaped areas. This is consistent with the PPS's goal in promoting and utilizing natural landscaped areas and green infrastructure.

Overall, the proposed Zoning By-law amendment conforms with the PPS.

4. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, to support the "More Homes, More Choice" government action-plan to address the needs of the region's growing population.

The new plan is intended to, amongst other things, build upon the policy framework established by the PPS and provide more specific land use planning policies which support the achievement of complete communities, a clean and healthy environment, and social equity.

By applying appropriate regulations to maximum driveway widths, and thereby limiting both the amount of hardscaping and subsequent surface-runoff, the proposed amendment is consistent with the Growth Plan's goal in utilizing green infrastructure to achieve stormwater management best practices.

Overall, the proposed Zoning By-law amendment conforms with the Growth Plan.

5. Mississauga Official Plan (MOP)

The proposed amendment conforms with the above-noted MOP sections by promoting and protecting green infrastructure; encouraging and supporting measures that reduce stormwater runoff; and, by respecting the experience, identity, and character of the neighbourhood context.

Overall, the proposed Zoning By-law amendment conforms with MOP.

6. Zoning

Please see Appendix 3, in this regard.

7. Conclusions

City staff have evaluated the proposed amendment against the *Provincial Policy Statement*, the Growth Plan and Mississauga Official Plan.

Based upon the above analysis, staff are of the opinion that the proposed Zoning By-law amendment is consistent with these aforementioned documents. Further, staff are of the opinion the proposed amendment can be supported, as it promotes an integrated stormwater management approach; helps the City adapt to the impacts of climate change; and, contributes to sustainable complete communities.

Appendix 3: Proposed Zoning By-law Amendment

Regulation:	Lot Frontage Ranges:		
	<6.0 m (19.7 ft.)	6.1 m - 16.9 m (29.9 ft. – 55.4 ft.)	17.0 m + (55.8 ft.)
Proposed Maximum Driveway Width:	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	8.5 m (27.9 ft.)
Comment / Explanation	- Only single-car driveways would be permitted.	- This grouping would permit up to two cars, parked side-by-side.	- This grouping would permit up to three cars, parked side-by-side.

Appendix 4: Current Maximum Driveway Width Regulations

Current Zoning Regulations:			Approx. Number of Properties:
Zone:	Min. Lot Frontage:	Max. Driveway Width:	
R1	22.5 m (73.8 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 8.5 m (27.9 ft.) ; if no garage door then maximum width of 6.0 m (19.7 ft.)	3,139
R2	18.0 m (59.1 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door then maximum width of 6.0 m (19.7 ft.)	8,359
R3	15.0 m (49.2 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	29,585
R4	12.0 m (39.4 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	20,782
R5	9.8 m (32.2 ft.)	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.) ; if no garage door maximum width of 6.0 m (19.7 ft.)	15,885
R6	12.5 m (41.0 ft.)	Lesser of 6.1 m (20.0 ft.) or 45% of lot frontage	2,752
R7	11.0 m (36.1 ft.)	Lesser of 6.5 m (21.3 ft.) or 50% of lot frontage	3,369
R8	18.0 m (59.1 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	83
R9	13.6 m (44.6 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	259
R10	12.0 m (39.4 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	1,458
R11	9.8 m (32.2 ft.)	6.0 m (19.7 ft.)	1,374
R12	14.5 m (47.6 ft.), 16.0 m (52.5 ft.), 24.0 m (78.7 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	233
R13	13.0 m (42.7 ft.), 14.5 m (47.6 ft.), 22.0 m (72.2 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	286
R14	11.0 m (36.1 ft.), 14.5 m (47.6 ft.), 19.0 m (62.3 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	294

R15	12.0 m (39.4 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	568
R16	15.0 m (49.2 ft.)	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	87
RM1	9.0 m (29.5 ft.)	5.2 m (17.1 ft.)	21,402
RM2	6.8 m (22.3 ft.)	5.2 m (17.1 ft.)	12,479
RM3	6.8 m (22.3 ft.)	4.3 m (14.1 ft.)	93
RM5	6.8 m (22.3 ft.)	5.2 m (17.1 ft.)	10,850
RM6	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)	1,669
RM7	12.0 m (39.4 ft.)	6.0 m (19.7 ft.)	670
RM11	5.0 m (16.4 ft.)	2.6 m (8.5 ft.)	26
RM12	6.0 m (19.7 ft.)	2.6 m (8.5 ft.)	0

Note: The **RM4**, **RM8**, **RM9**, and **RM10 Zones** are not included within the above analysis as they either utilize non-comparable performance standards (regulating town blocks vs. individual properties); or, their associated regulations are already captured by other zoning categories.

Some of the properties within the various zones may become legal non-complying as a result of the proposed amendments; however, they represent a small minority of the lots within the City.

City of Mississauga Corporate Report



<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.06-COM</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: July 29, 2024</p>

Subject

Recommendation Report – Affordable Rental Housing Community Improvement Plan

Recommendation

1. That the Affordable Rental Housing Community Improvement Plan, attached as Appendix 1 to the report dated July 10, 2024, from the Commissioner of Planning and Building be approved.
2. That the incentives for eligible housing projects under the Affordable Rental Housing Community Improvement Plan be funded through the Housing Accelerator Fund and Affordable Housing Reserve Fund, to a maximum budget of \$44M.
3. That approval of eligible housing projects and approval of agreements with housing developers receiving funding through the Affordable Rental Housing Community Improvement Plan be delegated to the Chief Administrative Officer or their designate.
4. That staff be directed to consult with the Region of Peel to investigate the recent Provincial legislative changes that enable upper-tier municipalities to implement a municipal tax rate reduction of up to 35% for eligible purpose-built rental properties.
5. That the report titled "Recommendation Report – Affordable Rental Housing Community Improvement Plan" and attachments, dated July 10, 2024, from the Commissioner of Planning and Building, be forwarded to the Region of Peel, and that City Council express support for changes to the Peel Affordable Rental Incentive Program (PARIP), including:
 - (a) Increasing PARIP's annual budget through the Region's budget process; and,
 - (b) Revising the administrative structure of the program to increase the frequency of application windows or implement a rolling application approach to better correspond with Mississauga's program.
6. That the report titled "Recommendation Report – Affordable Rental Housing Community Improvement Plan" and attachments, dated July 10, 2024, from the Commissioner of

Planning and Building, be forwarded to the Minister of Municipal Affairs and Housing for information.

Executive Summary

- Council has directed¹ the preparation of an Affordable Rental Housing Community Improvement Plan (CIP), as one of several actions to address housing affordability in Mississauga.
- At the May 21, 2024, Planning and Development Committee (PDC) Meeting, a public meeting was held to consider a draft CIP, which would incent the construction of affordable rental housing and gentle density housing units in Mississauga.²
- In addition to the public meeting, staff consulted to identify appropriate incentives to encourage affordable rental housing, including a virtual Industry Stakeholder Session on March 26, 2024, one-on-one conversations with development industry stakeholders, and meetings with other Ontario jurisdictions also considering housing incentive programs.
- The CIP includes a *Multi-Residential Rental Incentive Program* to encourage affordable rental units in higher density market rental projects, a *Gentle Density Incentive Program* to encourage housing supply, as well as enabling programs.
- As a result of feedback received from stakeholders, staff have proposed the Multi-Residential grants be increased by \$30,000 per unit. This would potentially shift \$10M of Housing Accelerator Funds (HAF) from infrastructure to housing, from what Staff presented previously.
- This report addresses concerns raised during consultation and recommends a final CIP.

Background

Making Room for the Middle – An Affordable Housing Strategy for Mississauga (2017)³ and more recently *Growing Mississauga Housing Action Plan* (2023)⁴, have documented the barriers associated with developing new affordable rental housing in the City. A CIP was

¹ Resolution 0162-2019, stemming from July 3, 2019 Corporate Report, available here (Item 10.2):

https://www7.mississauga.ca/documents/committees/council/2019/2019_07_03_Council_Agenda_Post.pdf

² May 21, 2024 Corporate Report, available here: <https://www.mississauga.ca/wp-content/uploads/2024/06/14153752/public-meeting-information-report-draft-community-improvement-plan-may-2024.pdf>

³ https://www.mississauga.ca/wp-content/uploads/2020/08/24131711/Affordable_Housing_Strategy_Appendix12-Web.pdf

⁴ https://www.mississauga.ca/wp-content/uploads/2023/07/Growing-Mississauga_An-Action-Plan-for-New-Housing.pdf

identified as an appropriate tool to help encourage the provision of affordable rental housing units in new market rental projects, as well as to encourage greater housing supply through gentle density in Mississauga's neighbourhoods. The City also committed to the CIP as part of the HAF funding commitments.

To inform the CIP incentives, *Parcel Economics* was retained to identify the financial gap a developer may experience when delivering affordable rental units. Industry input was obtained at a well-attended industry stakeholder session held on March 26, 2024. At the May 21, 2024, PDC meeting, a public meeting was held to consider a draft Affordable Rental Housing CIP. Additional measures to incorporate feedback included one-on-one conversations with housing developers and meetings with other municipal jurisdictions in Ontario who are also developing incentive programs.

This report addresses feedback received and provides the final CIP, attached as Appendix 1, which contains minor revisions based on consultation. Public written submissions are included in Appendix 2. The CIP provides a strong basis for the incentivization of housing supply in Mississauga, including affordable rental units.

Comments

The final recommended CIP includes multiple programs that aim to achieve different objectives. A summary of the CIP is provided in Table 1. The *Multi-Residential Rental Incentive Program* is the focus of the CIP, with the greatest potential impact to affordable housing supply due to the size of proposals eligible to participate (e.g. higher density projects), the size of incentives, and associated affordability requirements that must be met to secure incentives. A target of 100 units per year funded through this program for three (3) years has been identified.

The *Gentle Density Incentive Program* is primarily focused on encouraging housing supply in neighbourhoods. There will not be any affordability requirements tied to incentives, and in some cases, there will not be rental term requirements. Incentives are smaller in scale.

Two enabling programs are also proposed in the final recommended CIP. A property tax operating incentive is proposed as a maximum 25-year Tax Increment Equivalent Grant (TIEG) for units qualifying for the *Multi-Residential Rental Incentive Program*. A City land acquisition program for affordable housing is also included. To bring effect to the enabling programs identified, staff would need to return to Council for approval.

The final CIP incorporates the following changes in comparison to the draft CIP:

- The Multi-Residential grants are increased by \$30,000 per unit to total \$130,000 per unit for units rented at average market rent (AMR) and \$60,000 per unit for those rented at 125% (AMR), to better fund the financial gap. See discussion below.
- Addition of minimum unit size requirements (1-bedroom 47 m² or approx. 505 ft², 2-bedroom 63 m² or approx. 678 ft², 3-bedroom 79 m² or approx. 850 ft²) for Multi-

Residential incentives, to ensure the City does not fund units that are intrinsically affordable by nature of their size.

- Clarification that non-profit housing co-operatives can participate in the *Multi-Residential Rental Incentive Program*. See discussion below.
- A requirement that any projects that entered into *Peel Affordable Rental Incentive Program* (PARIP) funding agreements prior to the City's CIP adoption must demonstrate financial need for additional funding from the City, to address concern that Regional PARIP funding decisions would not have factored in City incentives.
- For the *Multi-Residential* program, clarification that applicants who are also party to Inclusionary Zoning / Section 37 / Development agreements requiring affordable / below-market units will only be eligible for CIP funding for units that exceed the original commitment (e.g. more units, longer affordability, deeper affordability).
- Clarification that in the *Gentle Density* program, the Building Permit Grant-in-Lieu does not have rental tenure or affordability requirements, because the grants are modest in nature and focus on increasing supply and housing stock diversity. Fourth unit / fourplex and the conversion grant-in-lieu will be subject to a 25-year rental tenure requirement.

Table 1: Summary of Final CIP

UNIT TYPE	INCENTIVES PER UNIT	DETAILS
MULTI-RESIDENTIAL RENTAL INCENTIVE PROGRAM		
Affordable Units (rent at or below 100% AMR⁵) Purpose: Encourage the provision of affordable units in market rental developments	<ul style="list-style-type: none"> • \$130,000 Discretionary Grant • Grant-in-lieu of building permit fee • Planning application fee relief for non-profit housing providers 	<ul style="list-style-type: none"> • Minimum 5 affordable / below-market units in project • Minimum 25-year affordability term • Eligible for statutory municipal fee exemptions • Minimum unit size requirements
Below-Market Units (rent at or below 125% AMR) Purpose: Encourage the provision of below-market units in market rental developments	<ul style="list-style-type: none"> • \$60,000 Discretionary Grant • Grant-in-lieu of City DC, CBC, and parkland CIL fees • Grant-in-lieu of building permit fee 	<ul style="list-style-type: none"> • Minimum 5 affordable / below-market units in project • Minimum 25-year affordability term • Not eligible for fee exemptions; grant-in-lieu will cover municipal fees • Minimum unit size requirements

⁵ To be eligible for statutory exemptions, the Provincial definition under the *Development Charges Act* requires consideration of the lower of (a) 100% AMR OR (b) housing costs that are no greater than 30% of income for households in the 6th income decile for renters households in Mississauga. In 2024, 100% AMR is lower value and therefore the determining factor in the maximum affordable rent rate. However, the CIP defers to the Provincial definition, and in future years, if the income-based component of the definition is a lower value, it may be the factor that determines the maximum affordable rent rate.

UNIT TYPE	INCENTIVES PER UNIT	DETAILS
GENTLE DENSITY INCENTIVE PROGRAM		
Additional Residential Units (ARUs) Purpose: Increase supply of ground-related units through a modest incentive; complements City's introduction of pre-approved plans to reduce cost of adding new units.	<ul style="list-style-type: none"> Grant-in-lieu of building permit fee 	<ul style="list-style-type: none"> Applies up to a maximum of four units No requirements for affordability or rental tenure Applies to new construction and creation (legalization) of ARUs in existing structures.
Fourplex / Fourth unit Purpose: Treat fourth unit the same as second and third units from a statutory fee exemption perspective, to facilitate supply	<ul style="list-style-type: none"> Grant-in-lieu of City DCs and Parkland CIL for the fourth unit 	<ul style="list-style-type: none"> Unit must be rental tenure for a minimum of 25 years and conversion to condo not permitted No affordability requirements
Conversions to Residential Purpose: Address Parkland CIL fees arising through small (≤ 4 unit) conversions of non-residential space to residential, to facilitate rental supply	<ul style="list-style-type: none"> Grant-in-lieu of Parkland CIL for up to 4 residential units 	<ul style="list-style-type: none"> Unit must be rental tenure for a minimum of 25 years and conversion to condo not permitted No affordability requirements Conversion must be municipally supported / in conformity with Official Plan
ENABLING PROGRAMS		
Tax Increment Equivalent Grants (TIEG)	For units qualifying in the <i>Multi-Residential Rental Incentive Program</i> , a TIEG could help offset a portion of the increased property taxes that results from redevelopment. A maximum 25-year TIEG is included in the CIP but will only be used if a long-term funding source is approved by Council.	
Land Acquisition for Housing Purposes	The City will be permitted to acquire and dispose of municipally owned property for affordable housing. It would also be allowed to offer up such property at nominal or below market rates, issue requests for proposals (RFPs) for private development and/or participate in public-private partnerships (P3s) for development that achieves the objectives of the CIP. Any funding to acquire land would be limited to HAF and/or the Affordable Housing Reserve Fund.	

Public Comments and Staff Responses

Staff received comments, questions and concerns throughout the preparation of the CIP and at the public meeting. Feedback received and staff responses are outlined below.

a. Multi-Residential Rental Incentive Program

Can the City provide / include operating cost incentives (e.g. Tax Relief) for the affordable units? Can the City consider incentives for market rental units?

Some stakeholders provided feedback suggesting that adding property tax discounts, in addition to the up-front grants, would help the program be more successful. Stakeholders also request consideration be given to incentives for market rental housing.

Staff Response: Parcel Economics identified a financial gap of \$120k to \$220k per affordable unit, after statutory municipal fee exemptions are applied. While this CIP may not cover the entire financial gap, it is designed to enable stacking with other government incentive programs. In addition, various recent initiatives from multiple levels of government have created a more enabling environment for market and affordable rental housing. It is too early to understand the cumulative positive impact of these initiatives, which include:

- HST exemptions for purpose-built rental housing (Federal and Provincial)
- Exemption from Inclusionary Zoning (IZ) requirements for purpose-built rental housing projects that fall within an IZ Area (City)
- Development Charge (DC) discounts for market rental units (Provincial legislation)
- DC, CBC, and Parkland Dedication CIL exemptions for affordable rental units and non-profit housing development effective June 1, 2024 (Provincial legislation)
- Peel Affordable Rental Incentive Program (PARIP) (Regional)

To better close the gap, staff increased the recommended grants, with the “affordable” and “below-market” streams offering \$130k and \$60k grants respectively. Municipal fee relief would apply to both streams. If program uptake is low, adjustments can be made.

The primary funding source for this CIP is HAF dollars, which must be spent in a short timeframe. A TIEG is included as an enabling program, and would require Council approval to be used, as any operating cost incentive would require identification of a longer-term funding source. In addition, the City only has control over 45% of the residential municipal tax levy, so any tax incentive would be more effective if it included Regional participation. Staff are also recommending in consultation with the Region of Peel, an analysis of recent Provincial legislation changes that enable upper-tier municipalities to create an optional sub-class for new multi-residential properties to provide a tax rate reduction of up to 35% of the new multi-residential housing.

Is it practical to stack City incentives with PARIP incentives?

Questions were posed about how the City's program would interact with the Region's PARIP incentive program.

Staff Response: The Region of Peel's program targets units at 100% Median Market Rent (MMR) or below for 25 years – similar to the city's proposed CIP, thereby enabling stacking.

The City's CIP is proposed to be structured as a first-come, first-served program with automatic grants issued, provided criteria are met. In contrast, PARIP is administered as a competitive program. There is one annual call for applications, a time-limited application window, and PARIP's annual budget of \$7.5M is shared across the local municipalities.⁶ Applicants also make the case for the amount of funding needed through PARIP, as there is no set per door funding amount.⁷ Funding is awarded based on how an application scores against the evaluation criteria. The two differing approaches could work well going forward as applicants to PARIP will know the city's contribution in advance so the Region's program can consider the residual need after federal and City programs.

However, city staff share the concerns raised by stakeholders that annual PARIP funding of \$7.5 million would not be enough money if Mississauga (even excluding Brampton and Caledon) reached the target of 100 qualifying units per year. Accordingly, a recommendation has been included in this report for Mississauga Council to request Regional staff explore increasing the PARIP budget so more units can qualify, as well as revisions to the program application structure to increase the frequency of application windows or implement a rolling application approach to better correspond with Mississauga's program.

Can Housing Co-operative Participate in Affordable Rental Housing CIP?

Clarification was sought as to whether a housing co-operative would be eligible for the CIP.

Staff Response: A co-operative can be described as a corporation structured as a democratic organization controlled by its members, who actively participate in setting policies and making decisions. Some housing co-operatives require members to own share capital, which entitles a member to a housing unit. Monthly housing charges (similar to rent) are also paid. In contrast, non-profit housing co-operatives do not have share capital.

Staff recommend only non-profit housing co-operatives be eligible for the CIP, since they:

- Function more similarly to rental housing because there is no upfront requirement to purchase shares to be able to access a housing unit; and,

⁶ Since program launch, six (6) projects have received PARIP funding, including four (4) projects in Mississauga.

⁷ Since projects may have secured funding from other sources (e.g. CMHC programs), and may reach different depths of affordability, per unit funding has therefore varied widely from project to project. A total of 175 affordable units have been funded throughout the Region, with funding ranging from \$44,000 to \$514,000 per affordable unit, and a weighted average of \$131,400 per affordable unit.

- Can take advantage of other incentives, such as statutory municipal fee exemptions for non-profits. CMHC also recently introduced the *Co-op Housing Development Program*, which is a forgivable loan program for non-equity housing co-operatives.

Why is the affordability term twenty-five (25) years and not longer? How is Toronto's program successful when it has a longer affordability period?

A question was raised as to why the affordability term for the *Multi-Residential Rental Incentive Program* is 25 years and not longer.

Staff Response: Both the PARIP program and the statutory municipal fee exemptions in the Provincial legislation require a 25-year affordability period. The CIP requirements are aligned with these other programs to encourage participation, and because a unit that is affordable for 25 years is a valuable contribution to the affordable housing stock. Staff do not recommend a longer timeframe as it may deter applicants from participating in the program. The longer the affordability period, the greater the uncertainty around operating costs. In addition, after 25 years, units typically become intrinsically more affordable because of their age relative to newer stock.

Toronto's former Open Door incentive program and newly approved Rental Housing Supply Program both require a minimum 40-year affordability period. The new program offers capital grants (up to \$260k per unit) and ongoing property tax exemptions. It is difficult to draw comparisons between Toronto and Mississauga's programs, as Toronto is a single tier government and is the housing service manager, with access to more funding and tools to address housing. From an affordability term perspective, Mississauga's seems to be relatively consistent with other new / developing incentive programs in Ontario. For example:

- Richmond Hill is proposing to require 25 years of affordability, with TIEGs, site plan fee and building permit fee grants provided for 80%, 100%, and 125% AMR units. Capital incentives are only provided for 80% AMR units; and,
- Brampton is proposing to require 25 years of affordability for affordable rental and affordable ownership units, for capital grants up to \$340k via a competition-based application process.

b. Gentle Density Incentive Program

Is there going to be any interest in ARU and fourplex construction?

A question was raised about how much interest there is in gentle density units and whether this program under the CIP would have uptake.

Staff Response: From January 2018 to May 2024, a total of 3,228 gentle density units were constructed or received building permit issuance, and an additional 251 units were applied for and under review. This data demonstrates steady interest in gentle density unit construction. Most of the interest has been in the form of second units, as three units on a lot were only permitted as-of-right in November, 2023, and four units were

permitted in December, 2023. It appears there has been slight interest in third units since they were permitted, and less so for fourth units / fourplexes.

Going forward, it is difficult to accurately predict the level of uptake in the *Gentle Density Incentive Program*. Staff anticipate that additional measures such as education and marketing, and pre-approved plans may increase demand for gentle density units.

The grant-in-lieu of municipal fees for the fourth unit (either in the form of an ARU or as a fourth unit in a fourplex) is meant to match the legislative treatment given to the second and third unit.

Why are affordability requirements not included for the Gentle Density Incentive Program?

The Building Permit grant-in-lieu will not include requirements for maintaining rental tenure or affordable rents. The focus of this program is to encourage construction of more units on lower density residential lots in Mississauga. The Building Permit grant-in-lieu will offer a modest financial incentive, and work in conjunction with other City initiatives such as the ARU educational initiatives⁸ and the ARU pre-designed plans⁹ that save landowners money.

Given the relatively modest size of the incentive, it could be quite onerous to add affordability requirements to the Building Permit grant-in-lieu. If a landowner is seeking a larger grant, they can participate in Region's My Home Second Unit Grant Program, which offers capital grants for legalization of ARUs.¹⁰

For the Fourplex / Fourth Unit grant-in-lieu of municipal fees, as well as the conversion to residential grant-in-lieu, a 25-year rental term is required, as the incentives are larger.

Next Steps

Following final Council adoption, the next steps will be to generate interest in the program and to prepare detailed implementation guidelines and supporting administrative documents. The program is anticipated to launch in Fall 2024.

⁸ <https://www.mississauga.ca/services-and-programs/building-and-renovating/building-more-units-on-your-property/additional-residential-units/>

⁹ <https://www.mississauga.ca/services-and-programs/building-and-renovating/building-more-units-on-your-property/pre-approved-garden-suite-plans/#:~:text=The%20City%20offers%20pre%2Dapproved,living%2C%20sleeping%20and%20washroom%20facilities.>

¹⁰ <https://www.peelregion.ca/services/housing/second-unit-reno/> The program is currently on hold for re-evaluation.

Strategic Plan

The Affordable Rental Housing CIP aligns with the Belong pillar of the Strategic Plan. This initiative will encourage the development community to create new rental housing units that are affordable to our moderate-income renter households. These households are integral to Mississauga's workforce and maintaining a strong local economy.

Engagement and Consultation

A virtual industry stakeholder workshop was held on March 26, 2024, with over 80 stakeholders in attendance. A statutory public meeting was held on May 21, 2024, where a draft CIP was considered and comments were received. Staff have also had various one-on-one conversations with development stakeholders and engaged with other municipalities to understand their approaches to housing incentives.

Financial Impact

Grants provided under this Affordable Rental Housing CIP will be fully funded using the monies received from CMHC for the *Housing Accelerator Fund* in October 2023. The final CIP would require an allocation shift of \$10M of HAF funding from infrastructure to housing incentives. In total the CIP would be funded by \$34.8M of HAF dollars, plus the \$9.32M in the Housing Reserve, for a total of \$44M. Once the HAF monies are exhausted, the City can draw upon its *Affordable Housing Reserve Fund* to provide the grants. If CIP uptake is lower than expected, HAF funds can be reallocated to enabling infrastructure.

Conclusion

The objective of this CIP is to encourage the provision of affordable rental housing units through the Multi-Residential Rental Incentive Program, and additional residential units in lower density areas through the Gentle Density Incentive Program. The CIP aims to strike a balance between providing enough incentives per unit to ensure the units are delivered, while also ensuring the funding goes far enough to incentivize as many units as possible. Developers and landowners may need to secure other funding to address project financial viability. Implementation of the CIP will be an important step forward for securing more affordable rental housing and enabling more gentle density supply in Mississauga.

Attachments

Appendix 1: Affordable Rental Housing Community Improvement Plan

Appendix 2: Public Written Submissions



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

Prepared by: Catherine Parsons, MCIP RPP, Planner, City Planning Strategies Division

Affordable Rental Housing Community Improvement Plan

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1. Introduction

The rise in housing costs has significantly outpaced income growth over the last fifteen years. Rental housing is an essential part of the housing continuum as it is more financially attainable for many individuals and households. However, between 2008 and 2023, average rents in Mississauga increased by 71% while average (Ontario) wages increased by 53%.¹

After a lengthy period of very limited growth since 1990, there has been an increase in purpose built rental construction in recent years. However, significant costs in construction (price of land, labour,

¹ Source: Statistics Canada average wage data for Ontario

materials, financing) have resulted in prevailing market rents in new buildings that are considerably higher than many households can afford.

Moderate income households,² which make too much to qualify for housing subsidies, are increasingly challenged to secure appropriate market housing. *Making Room for the Middle – An Affordable Housing Strategy for Mississauga* (2017) identified the need to address housing needs of moderate-income households to ensure Mississauga’s residents and workforce have broader and more affordable housing options. A Community Improvement Plan (CIP) was identified as a mechanism to address some of the barriers to achieving affordable rental housing.

A CIP is a tool that enables municipalities to provide financial incentives and other programming to help meet specific goals and community improvement objectives, such as increasing affordable housing options for residents. The rationale for establishing a CIP is that the desired development is unlikely to occur *without* municipal intervention through the creation of programs like financial incentives.

In 2023, Council adopted *Growing Mississauga: An Action Plan for New Housing*, which renewed Council’s priorities to address housing affordability for renters through a CIP.

2. Purpose of the Plan

The purpose of this CIP (“the Plan”) is to stimulate new affordable rental housing development. The Plan will achieve this purpose through two primary mechanisms:

- Provide financial incentives, to private and non-profit housing developers and property owners to construct new rental and affordable rental housing units; and,
- Enable the City to acquire, prepare, and lease or dispose of land for the purposes of affordable housing development.

The anticipated outcome of this Plan is to provide new rental housing options for Mississauga’s current and future moderate-income renter households throughout the city and achieve mixed-income, inclusive communities.

3. Legislative Authority

3.1 Municipal Act

Section 106(1) of the *Municipal Act, 2001* prohibits municipalities from assisting, either directly or indirectly, any manufacturing business or other industrial or commercial enterprise through the granting of bonuses for that purpose. However, an exception is made in Section 106(3) of the *Municipal Act*³, 2001 for municipalities exercising powers under Section 28 of the *Planning Act*, which enables the granting of incentives for the achievement of municipal objectives, such as, but not limited to promoting new affordable rental housing development.

² Earn between \$56,000 and \$96,000 in 2024

³ An alternative exception is made in Section 106.1(1) of the *Municipal Act, 2001*, where the Lieutenant Governor in Council may make regulations authorizing a municipality to grant assistance.

3.2 Planning Act

Provided that the official plan of a municipality contains policies relating to community improvement, the municipality may designate, by by-law, the whole or any part of an area covered by an official plan as a Community Improvement Project Area (CIPA) (*Planning Act*, Subsection 28(2)), where community improvement is, in the opinion of Council, desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason (*Planning Act*, Subsection 28(1)).

Once the CIPA is designated, the municipality may adopt a CIP for a CIPA. The CIP allows municipalities to provide assistance to landowners without contravening the anti-bonusing provisions of Section 106 of the *Municipal Act*. The municipality may undertake the following actions:

- Acquire, hold, clear, grade or otherwise prepare land within CIPA (Subsection 28(3));
- Construct, repair, rehabilitate or improve buildings on land acquired or held by it in the CIPA in conformity with the CIP, and sell, lease or otherwise dispose of any such buildings and the land appurtenant thereto (Subsection 28(6)(a)).
- Sell, lease or otherwise dispose of any land acquired or held by it in the CIPA to any person or governmental authority for use in conformity with the CIP (Subsection 28(6)(b)).
- Provide grants and / or loans in conformity with the CIP, to registered owners, assessed owners and tenants of lands and buildings within the CIPA, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole, or any part of the, eligible costs of the CIP (Subsection 28(7)).⁴
- Provide grants and / or loans for eligible costs identified within the CIP which may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of land and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities (Subsection 28(7.1)).

3.2 Official Plan Policy

Community improvement policies are contained within Section 19.22 of Mississauga Official Plan. These policies identify affordable housing as a type of community improvement that CIPs may consider. The policies also identify the manner in which CIPs may be carried out, including participation in funding programs with senior governments, acquisition and assembly of land, and allocation of public funds in the form of grants, loans, or other financial instruments.

4. Community Improvement Project Area

On October 23, 2019, Council passed By-law 0158-2019, thereby designating the entire City of Mississauga as a CIPA. The rationale for the city-wide boundary is to provide greater opportunity to attract affordable rental housing development in the city, with the objective of creating diverse, mixed-

⁴ The total of all grants, loans, and/or tax assistance provided to lands or buildings within the CIPA cannot exceed the eligible costs as described within the CIP (*Planning Act*, Subsection 28(7.3)).

income communities within Mississauga that offer a range of housing options for residents of various socio-economic backgrounds.

5. Community Improvement Plan Programs

The Plan consists of two major financial incentive programs – the Multi-Residential Rental Incentive Program and the Gentle Density Incentive Program.⁵ In addition, enabling programs that may be explored in more depth and utilized at a later time are included in this Plan.

5.1 Multi-Residential Rental Incentive Program

The Multi-Residential Incentive Program is aimed at providing financial incentives to support the creation of affordable and below-market rental housing units in non-profit and new market-priced purpose-built rental housing projects, and is intended to be stackable with incentive / financing programs offered by other levels of government. The Multi-Residential Incentive Program will offer grants / grant-in-lieu of certain municipal fees for affordable units achieving one (1) of two (2) thresholds of affordability.

5.1.1 Affordable Units

For units with rents at or below 100% of Average Market Rent (AMR)⁶, the following incentives are available:

- Capital grant of up to \$130,000
- Grant-in-lieu of Building Permit fees
- Planning fee relief for non-profit housing providers⁷

5.1.2 Below-Market Units

For units with rents above 100% AMR but below 125% AMR, the following incentives are available:

- Grant-in-lieu of City Development Charges (DCs), Community Benefit Charges (CBCs), and Parkland Cash-in-lieu (CIL)
- Capital grant of up to \$60,000
- Grant-in-lieu of Building Permit fees

5.1.3 Eligibility and Evaluation Criteria

To be eligible for this program, projects must:

⁵ A “but for” test establishes the need for incentives in Mississauga. But for the provision of financial incentives affordable rental housing will likely not be developed in the City. This was confirmed through consultation with development stakeholders on March 26, 2024 and a statutory public meeting held on May 21, 2024. Additional financial analysis was conducted by Parcel Economics to inform the CIP programs.

⁶ Note: Affordable units that qualify under this category will need to meet the *Development Charges Act, 1997* definition of “affordable residential unit, rented,” as further outlined in the Province’s *Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin*. Currently, 100% AMR is the deciding factor for maximum affordable rents. Should the income-based component of the definition be the deciding factor, this CIP will follow suite.

⁷ This is an interim measure until the proposed updates to the Fees and Charges By-law come forward in Fall / Winter 2024. At that time, staff will recommend a new non-profit category in the tariff.

- Include five (5) or more affordable rental or below-market rental units;
- Include a minimum 25-year affordability term for the affordable / below-market units

Eligible Projects include applications from private, public, and non-profit housing providers including non-profit housing co-operatives, or private/public/non-profit partnerships. Equity co-operatives will not be eligible for this program.

Applicants who are also party to Inclusionary Zoning / Section 37 / Development agreements requiring affordable / below-market units will only be eligible for CIP funding for units that exceed the original commitment (e.g. more units, longer affordability, deeper affordability).

Any project that has entered into funding agreements with the Region of Peel under a Regional incentive program prior to adoption of this CIP must demonstrate financial need for additional funding from the City.

Minimum Unit Size Requirements

Units qualifying for funding under this CIP must meet the following minimum unit size requirements:

- 47 m² (or approx. 505 ft²) for 1-bedroom units
- 63 m² (or approx. 678 ft²) for 2-bedroom units
- 79 m² (or approx. 850 ft²) for 3-bedroom units

Additional Evaluation Criteria

The City may use additional criteria to evaluate applications to the program, including:

- Shovel-readiness
- Total units in project
- Percentage of affordable units
- Support from other funding partners
- Development qualifications of applicant and project viability

5.2 Gentle Density Incentive Program

In December 2023, the City permitted four (4) units as-of-right on all residential lots to increase opportunities for gently density in Mississauga's residential neighbourhoods. The Gentle Density Program is intended to provide financial incentives to encourage the provision of up to four (4) units on lower density lots in the City. Eligible proposal include Additional Residential Units (ARUs) on a single-detached, semi-detached, or townhouse lot and plexes. This program is intended to be stackable with incentive / financing programs offered by other levels of government.

The following incentives are available:

- A grant-in-lieu of building permit fees is available for the creation / legalization of second, third, and fourth units on lower density lots.
- Currently, Provisional legislation does not exempt the fourth unit on a lot from municipal development fees, whereas the second and third unit are exempt. To encourage the provision of four units on a lot, a grant-in-lieu of City DCs and Parkland CIL for the fourth unit is available,

provided the fourth unit remains rental for a period of 25 years and conversion to condominium are not permitted.

- There are some scenarios where the City may support the conversion of non-residential space to residential space. A grant-in-lieu of Parkland CIL fees is available for the creation of up to four residential units through a conversion, provided units remain rental for a period of 25 years and conversion to condominium are not permitted. The residential conversion must be municipally supported and in conformity with the City's Official Plan.

5.3 Enabling Programs

5.3.1 Tax Increment Equivalent Program

As a component of the Multi-Residential Program, consideration was given to the provision of maximum 25-year Tax Increment Equivalent Grants (TIEG) to offset the increase in property taxes on the affordable units that occurs as a result of redevelopment. However, since one of the primary funding for this Plan is a time-limited federal funding program, the City will need to investigate alternative, stable, long-term funding sources to fund the TIEG.

5.3.2 Land Acquisition Program

The City may acquire and dispose of municipally-owned property for affordable housing purposes. It may also offer up such property at nominal or below market rates, issue requests for proposals (RFPs) for private development and / or participate in public-private partnerships (P3s) for development that achieves the objectives of the CIP. Additionally, the City may elect to dispose of City-owned lands for the purpose of attracting new rental / affordable rental housing.

6. Administration

This Plan and the Programs contained therein, will be administered by the Planning and Building Department. The Programs will be administered with a rolling application window whereby applications will be accepted at any time. This approach will ensure expedited incentive approvals. As such, funding is on a first-come, first-served basis. Applications under this CIP are subject to approval, and the availability of funds, at the discretion of the Chief Administrative Officer or their designate.

If incentives are granted, the landowner or tenant will be subject to terms and conditions for the duration of the rental / affordability term (as applicable), to be secured within a legally binding agreement.

The Programs in this Plan are intended to be stackable with incentive / financing programs offered by other levels of government.

7. Monitoring and Amendments

The City will monitor the use of the programs contained in this Plan, to understand program participation and effectiveness on an ongoing basis. Periodic reporting to Council will occur to ensure Council is apprised of program effectiveness, address any amendments to the Plan, recalibrate incentives based on program uptake, and to address budgetary issues.

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

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

This Plan is subject to funding. The discontinuation or pause, by Council, of any program referred to in this Plan shall not require an amendment to the Plan. Amendments are subject to the provisions of the *Planning Act* with respect to notice, public involvement and appeal provisions.

DRAFT



Patrick J. Harrington
Direct: 416.865.3424
E-mail: pharrington@airdberlis.com

May 21, 2024

By E-Mail deputations.presentations@mississauga.ca

Matter: 138448

Planning and Development Committee
Council Chamber, Civic Centre
300 City Centre Drive, 7th floor
Mississauga ON L5B 3C1

Dear Planning and Development Committee Members:

Re: Public Meeting : City Proposal - Affordable Rental Housing Community Improvement Plan (City-wide)
File: CD.06COM (All Wards)

We act on behalf of Starwood Group Inc., the owner/developer of the property known municipally as 6719 Glen Erin Drive. Our client has a significant interest in the City of Mississauga's proposals for encouraging the development of purpose-built rental projects throughout the City.

While our client supports the majority of the City's proposals as part of its Affordable Rental Housing Community Improvement Plan, we have been asked to write to identify certain areas that our client believes represent significant disconnects as amongst the Federal Government's National Housing Strategy, CMHC's efforts to support the development of new purpose-built rental housing and the treatment of such housing at the Provincial and Local Government level.

As of June 1, 2024, the Province's new definitions of "affordable residential units" will come into effect. Units that comply with these definitions (for ownership and rental) will qualify for exemption from the payment of development charges. There are proposed to be similar exemptions from community benefit charges and parkland conveyance. However, there is no exemption proposed for the application fees associated with these types of units. It is not clear why this is not being considered as a further incentive for landowners and developers to meet with City Staff to explore opportunities for the introduction of affordable residential units within their projects.

Further, the DC/CBC/parkland exemptions are currently tied to units that meet the definition of "affordable residential unit". The current *DC Act* definitions narrowly contemplate circumstances where the owner/operator of the unit agrees to privately depress the market value/rent of the unit in order to qualify for the provided exemption. Our client asks that the City consider that there are other ways in which the current housing crisis, and the Federal Government's National Housing Strategy in response to same, can be addressed through incentivization.

For example, units that are created through CMHC-backed financing should be considered in the same manner as "affordable residential units" as should any purpose-built rental unit that is created through participation in a grant or loan program specifically designed to support the construction of new rental housing. Without corresponding DC/CBC/parkland exemptions, whatever project approval and construction benefits achieved through participation in a government-supported incentive program is essentially wiped out – or is redirected to local charges.

May 21, 2024
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While the City is obviously without the requisite authority to change the *DC Act* or the *Planning Act*, the City does have the authority to amend its DC By-law, its CBC By-law and/or its Parkland Dedication By-law to exempt purpose-built rental units created as part of a incentivization or shared equity program. This does not appear to be contemplated by the proposed CIP.

Our client asks that the City give serious consideration to making incentivized program exemptions, as well as application fee exemptions, part of its proposed package to improve the local market for purpose-built rental units. There are willing developers and shovel-ready projects throughout the City (such as 6719 Glen Erin Drive) that can move quickly to the construction of purpose-built rental if the local regime is amended to better reflect incentives towards this type of housing. Absent these incentives, our client strongly believes the City will continue to get market-rate condo projects and/or empty potential sites.

We request to be provided notice of any further consideration or decision of the above-noted matter. Please contact the undersigned should you have any questions.

Yours truly,

AIRD & BERLIS LLP



Patrick J. Harrington
Partner

PJH:SM

60377269.1

Purpose-Built Rental Housing

2024 May 21



NBLC report for City of Mississauga (Feb 2022)

Rental Demand is Also Driven by Affordability

Declining homeownership affordability has also driven an increasing level of rental housing demand in Mississauga. Since 2018, the City of Mississauga recorded 1,472 rental housing starts (12% of total housing starts). As a point of comparison, Mississauga recorded only 913 rental housing starts in the preceding fifteen years (2% of housing starts). It is important to note, however, that investment in purpose-built rental development has almost entirely been concentrated in situations where lands have been owned for a long period of time, and often where another economically productive land use has been in place to capitalize the initial land purchase. For example, there has been a trend of existing purpose-built rental landowners intensifying their properties by adding additional rental apartments, and similarly with retail site intensification.

Notwithstanding the above-noted increase, this supply of new purpose-built rental apartment units has been inadequate to meet the growing level of rental housing demand in Mississauga. Instead, condominium apartment units purchased by investors have become the primary rental apartment product in Mississauga. As of October 2020, CMHC reported that 29.7% of condominium apartment units in Peel Region were being used as rental units on the secondary rental market, up from just 19.1% a decade earlier. While CMHC does not provide this data for Mississauga individually, it is likely that the share is even higher in Mississauga.

- Only 913 rental units were built between 2002-2017
- Since 2018 there have been 1,472 rental starts
- Usually infill (owned land)
- Currently, ~1,300 units under construction
 - Last will be finished late-2026

Finance Gap

	AMR per CMHC	\$100K Grant (value: \$333/m)	Required Rent	Short per month	Short 25 years
1 Bedroom	\$1,625	\$1,958	\$2,600	-\$650	-\$195,000
2 Bedroom	\$1,855	\$2,188	\$3,200	-\$1,000	-\$300,000
2 Bedroom + Den	NA		\$3,350		
3 Bedroom	\$1,967	\$2,300	\$3,600	-\$1,300	-\$390,000

Considerations

- Larger CIP
- Tax Increment Equivalent Grant (TIEG)
- **New structure for Purpose-Built Rental**
 - Separate DC Category
 - Discounted Parkland Dedication/CBC
 - Waive Permit & Application Fees
 - Lower MR Property Tax Category/Rate
- Other costs not directly related (roads, sewers, etc)
 - Housing is infrastructure
- Review with full disclosure from rental developers
- Market rent units subsidize affordable units



June 25, 2024

Catherine Parsons
Planning and Development
City of Mississauga
527- 300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Ms. Parsons,

**Re: Affordable Rental Housing Opportunities Related to the City of Mississauga
Community Improvement Plan and 1 Port Street East, Mississauga**

Background

Canada Lands Company CLC Limited ("Canada Lands"), is the owner of the lands municipally known as 1 Port Street East ("the subject lands"). Currently, there is an approved Master Plan and Official Plan Amendment with the City of Mississauga ("the City") for the subject lands to support the City's vision for seeing a multi- residential community with numerous amenities supporting affordable housing, commercial space, parks, and open space. The subject site abuts Lake Ontario and is surrounded by green space on the west side, and residential buildings on the north side. The site can be accessed via Port Street East.

We would like to thank you for meeting with us on June 7, 2024 and providing an opportunity to speak about the Affordable Rental Housing Program through the Community Improvement Plan that the City of Mississauga is looking to implement and how it relates to the vision outlined for 1 Port Street East.

As the City is seeking to work through finalizing the Draft Official Plan, Canada Lands would like to submit questions and comments below for consideration prior to the submission to Council in early Fall 2024.

Questions & Comments

Financial Incentives

As part of its Affordable Housing Strategy, the City has proposed a Community Improvement Plan (CIP) which entails providing grants and loans for landowners to encourage the construction of affordable rental housing. As the region also has a similar program, the Peel



Affordable Rental Incentives Program, we are seeking clarification on how the stacking of financial incentives of both levels of municipal government is intended to occur for a development application. Are both programs seen as separate initiatives, or is the City coordinating its incentives along with the Region?

Further, given the time horizon of this program and the long-term interest that Canada Lands has in working to deliver affordable housing in the City of Mississauga, we encourage the City to consider opportunities to extend this program.

Thank you for the opportunity to participate and provide feedback in the Draft Official Plan process.

Respectfully,

Jacob Larsen, MCIP, RPP
Senior Development Manager