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## Planning and Development Committee

**Date:** November 23, 2020  
**Time:** 6:00 PM  
**Location:** Online Video Conference

### Members

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

### Participate Virtually

Advance registration is required to participate in the virtual public meeting. Please email [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) no later than Friday, November 20, 2020 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

### Participate Via Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 ext. 5423 no later than Friday, November 20, 2020 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

**Contact**

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

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

**Send written submissions or request notification of future meetings to:**

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



1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Meeting Draft Minutes - November 9, 2020

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official Plan amendment and rezoning applications to permit a 29 storey apartment building  
3575 Kaneff Crescent, south side of Kaneff Crescent, east of Obelisk Way and west of  
Mississauga Valley Boulevard

Owner: Kaneff Properties Limited

File: OZ 20/007 W4

4.2. RECOMMENDATION REPORT (WARD 4 and WARD 5) – Mississauga Official Plan  
Amendment for the Uptown Major Node Character Area

4.3. PUBLIC MEETING RECOMMENDATION REPORT

A By-law to amend the City's Building By-law 203-2019, to waive building permit application  
fees associated with temporary outdoor patios for restaurants, convenience restaurants or  
take-out restaurants from November 11, 2020 until December 31, 2021

4.4. BILD and Altus Group Municipal Benchmarking Study

5. **ADJOURNMENT**

# City of Mississauga

# Corporate Report



<p>Date: October 30, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: OZ 20/007 W4</p> <hr/> <p>Meeting date: November 23, 2020</p>
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## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 4)**

**Official Plan amendment and rezoning applications to permit a 29 storey apartment building**

**3575 Kaneff Crescent, south side of Kaneff Crescent, east of Obelisk Way and west of Mississauga Valley Boulevard**

**Owner: Kaneff Properties Limited**

**File: OZ 20/007 W4**

## Recommendation

That the report dated October 30, 2020, from the Commissioner of Planning and Building regarding the applications by Kaneff Properties Limited to permit a 29 storey apartment building, under File OZ 20/007 W4, 3575 Kaneff Crescent, be received for information.

## Background

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

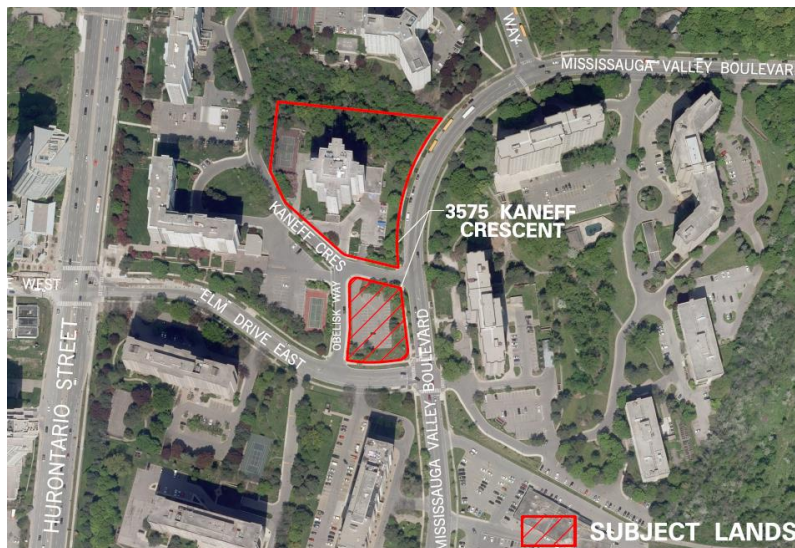
## PROPOSAL

The official plan amendment and rezoning applications are required to permit a 29 storey apartment building having 282 dwelling units. The applicant is proposing to amend the official plan to add a special site policy to the existing **Residential High Density** designation and to amend the zoning by-law from **RA5-4** (Apartments) to **RA5-Exception** (Apartments) to implement this development proposal.

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

## Comments

The property is located on the south side of Kaneff Crescent, east of Obelisk Way and west of Mississauga Valley Boulevard within the Downtown Fairview Character Area. The site is currently occupied by a surface parking lot that was constructed in conjunction with the property to the northwest containing a 22 storey apartment building. Both properties share the same municipal address. This surface parking lot exists within a plan of condominium with the lands to the northwest where the spots serve as individual units owned by Kaneff Properties Limited. It is the intention of the applicant to remove the subject land from the plan of condominium and develop it independently for a rental apartment building.



Aerial image of 3575 Kaneff Crescent



Applicant's rendering of the 29 storey apartment building

## LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

## AGENCY AND CITY DEPARTMENT COMMENTS

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

## Financial Impact

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

## Conclusion

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

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

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: Kaneff Properties Limited**

**3575 Kaneff Crescent**

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## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **RA5-4** (Apartments). **RA5-4** permits an apartment, long-term care building and retirement building with a minimum and maximum floor space index of 1.0 and 1.5.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Residential High Density in the Downtown Fairview Character Area.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the south side of Kaneff Crescent, east of Obelisk Way and west of Mississauga Valley Boulevard. The built form in this area is predominantly 19-23 storey slab apartment buildings characterized as “towers in the park”, with buildings located on large parcels of lands spaced apart with generous landscaped/open space areas. The site is currently occupied by a surface parking lot that was constructed in conjunction with the property to the northeast containing a 22 storey apartment building. Both properties share the same municipal address. This surface parking lot exists within a plan of condominium with the lands to the northeast where the spots serve as individual units owned by Kaneff Properties Limited. It

is the intention of the applicant to remove the subject land from the plan of condominium and develop it independently for a rental apartment building.



Image of existing conditions facing east

Property Size and Use	
Frontages:	
Elm Drive East	47.8 m (156.9 ft.)
Mississauga Valley Boulevard	56.9 m (186.7 ft.)
Kaneff Crescent	49.1 m (161.2 ft.)
Obelisk Way	65.8m (215.8 ft.)
Depth:	65.8 m (215.8 ft.)
Gross Lot Area:	0.27 ha (0.68 ac.)
Existing Uses:	Surface parking lot with 43 parking spaces.



## Surrounding Land Uses

North of the subject land is a 22 storey rental apartment building with associated parking area. To the east is a 22 storey apartment building currently associated with the parking lot to be redeveloped. To the south is a 20 storey apartment building. To the west are a 19 and a 20 storey apartment buildings.

The surrounding land uses are:

North: Apartment Buildings  
East: Apartment Building and commercial plaza  
South: Apartment Buildings  
West: Apartment Buildings



Aerial Photo of 3575 Kaneff Crescent

## The Neighbourhood Context

The subject property is located in the Downtown Fairview Character Area. The surrounding area contains a number of 19-23 storey apartment buildings typical of the towers-in-the-park development fabric with generous setbacks to all property lines and large landscaped/open space areas.

The site is bounded on all four sides by public roads, Mississauga Valley Boulevard, Elm Drive East, Obelisk Way and Kaneff Crescent.

## Demographics

Based on the 2016 census, the existing population of the Downtown Fairview Character area is 16,680 with a median age of this area being 39 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 19,900 and 20,600 respectively. The average household size is 3 persons with 86% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,960 units (45%) owned and 3,655 units (55%) rented with a vacancy rate of approximately 0.9%\*. In addition, the number of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare (427 persons plus jobs per hectare).



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

### Other Development Applications

A zoning by-law amendment was recently submitted on lands municipally known as 16 Elm Drive West to permit a 12 storey podium apartment building attached to the permitted 50 storey apartment building. In addition to the 522 dwelling units that are permitted, 102 additional dwellings units and ground floor commercial uses are proposed.

### Community and Transportation Services

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

The area is well served by community facilities such as Stonebrook Park, a future park at the southeast corner of Kariya Drive and Elm Drive West, Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a .7 km (.4 miles) radius of the subject land. The Mississauga Valley Community Centre is also approximately .95 km (.6 miles) from the subject land.

The site is approximately 1.5 km (.93 miles) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located approximately 210 m (689 ft.) from a future Light Rail Transit (LRT) line on Hurontario Street,

with a future LRT stop on the north side of Elm Drive West approximately 300 m (984 ft.) from the subject land. The following major Miway bus routes service the site:

- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 53 - Kennedy
- Route 103 – Hurontario Express

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

## 3. Project Details

The applications are to permit a 29 storey apartment building consisting of 282 dwelling units. The required parking will be accommodated underground. Vehicular access to the site will be from Obelisk Way.

Development Proposal	
Applications submitted:	Received: June 18, 2020 Deemed complete: July 9, 2020
Developer/ Owner:	Kaneff Properties Limited
Applicant:	Glenn Schnarr & Associates Inc.
Number of units:	282 dwelling units
Proposed Gross Floor Area:	20,784 m <sup>2</sup> (223,719 ft <sup>2</sup> )
Height:	29 storeys / 90.4 m (296.4 ft.)
Floor Space Index:	7.6
Amenity Area:	5.8 m <sup>2</sup> (62.4 ft <sup>2</sup> ) / dwelling unit

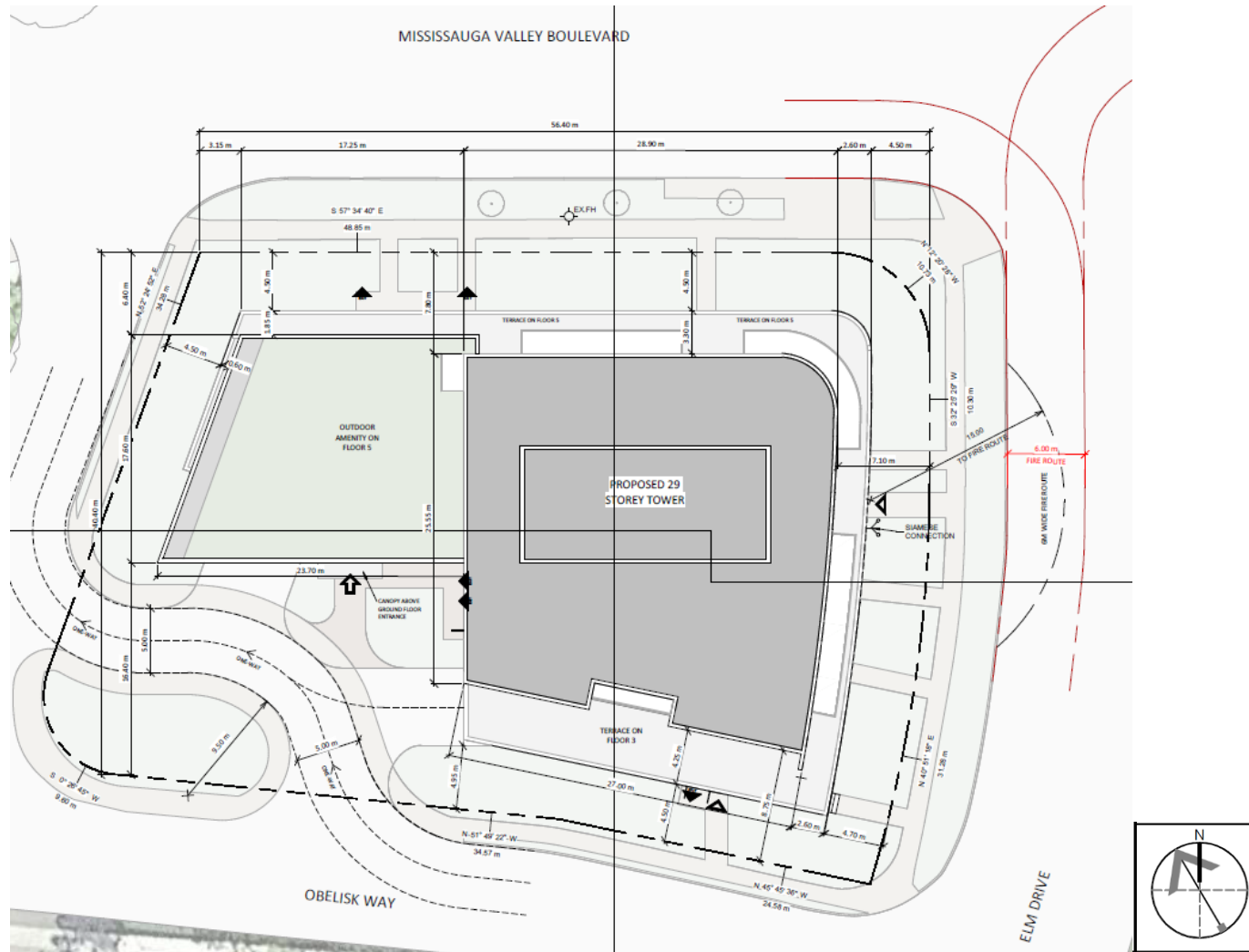
<b>Development Proposal</b>		
Anticipated Population:	678* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	351	130
visitor spaces	56	43
Total	407	173
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater Retention</li> <li>• Erosion and Sediment Control</li> <li>• Bicycle Storage</li> </ul>	

The application will be reviewed by the Urban Design Advisory Panel (UDAP). The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. To date, the application has not been reviewed by the UDAP.

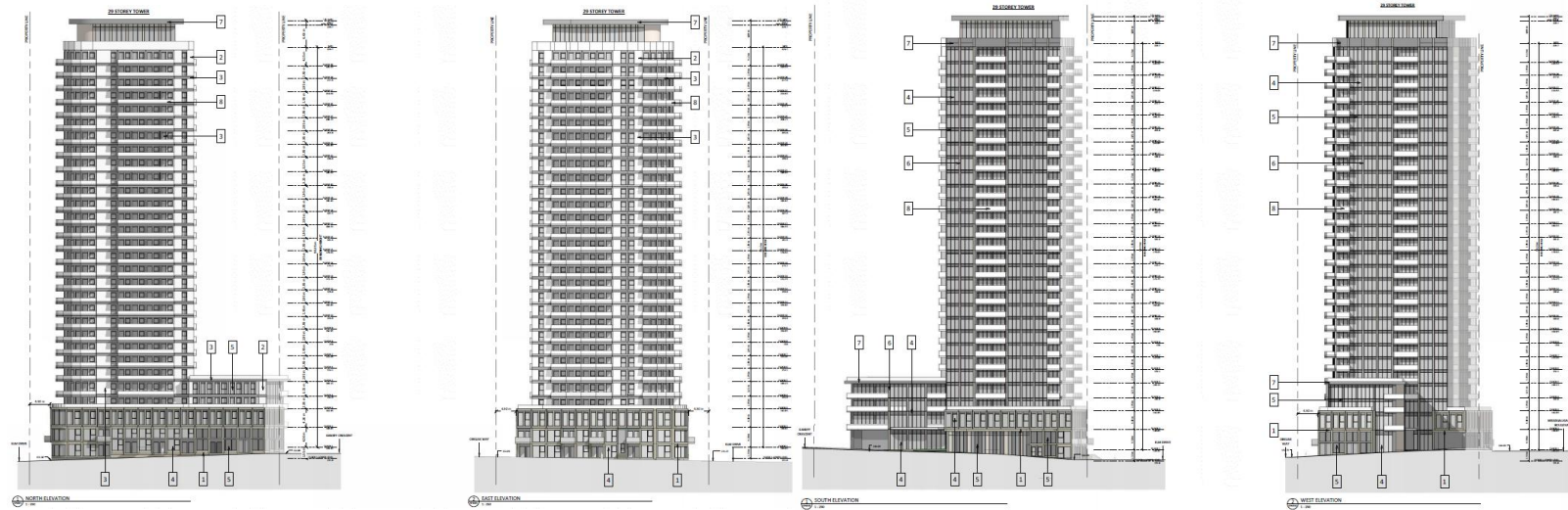
### Supporting Studies and Plans

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>:

- Architectural Drawings
- Civil Engineering Drawings
- Functional Servicing Report
- Landscape Plans
- Low Impact Design Features
- Noise Feasibility Study
- Phase 1 Environmental Site Assessment
- Planning Justification Report
- Pedestrian Level Wind Study
- Shadow Impact Study
- Stage 1 Archaeological Assessment
- Transportation Impact Study
- Tree Inventory and Preservation Plan



Concept Plan

**Elevations**



**Applicant's Rendering**

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The site is designated **Residential High Density**, which permits apartments to a maximum height of 25 storeys and an FSI of 1.5 – 2.0.

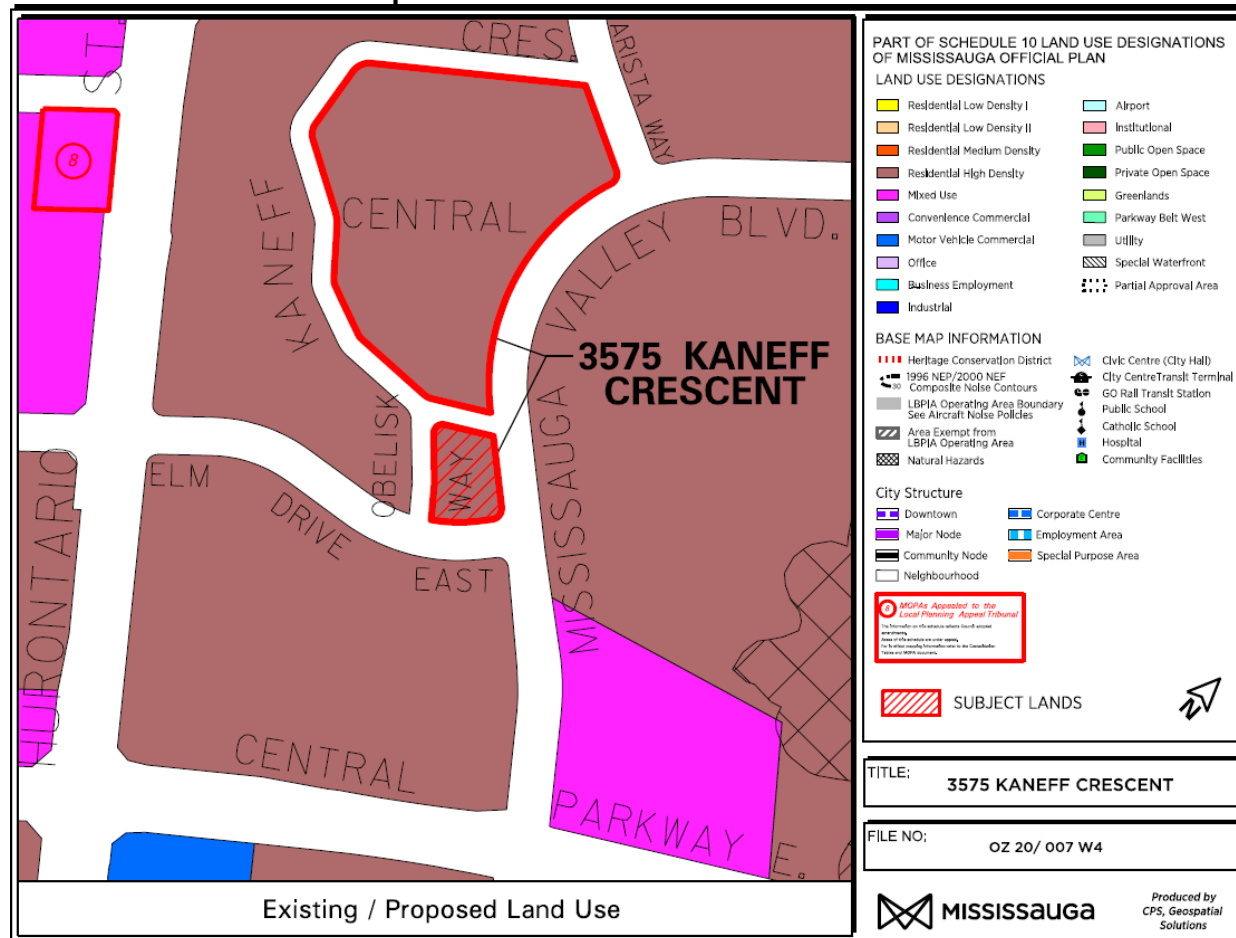
#### Proposed Designation

**Residential High Density – Special Site** to permit a maximum height of 29 storeys.

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

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

#### Excerpt of Downtown Fairview Character Area



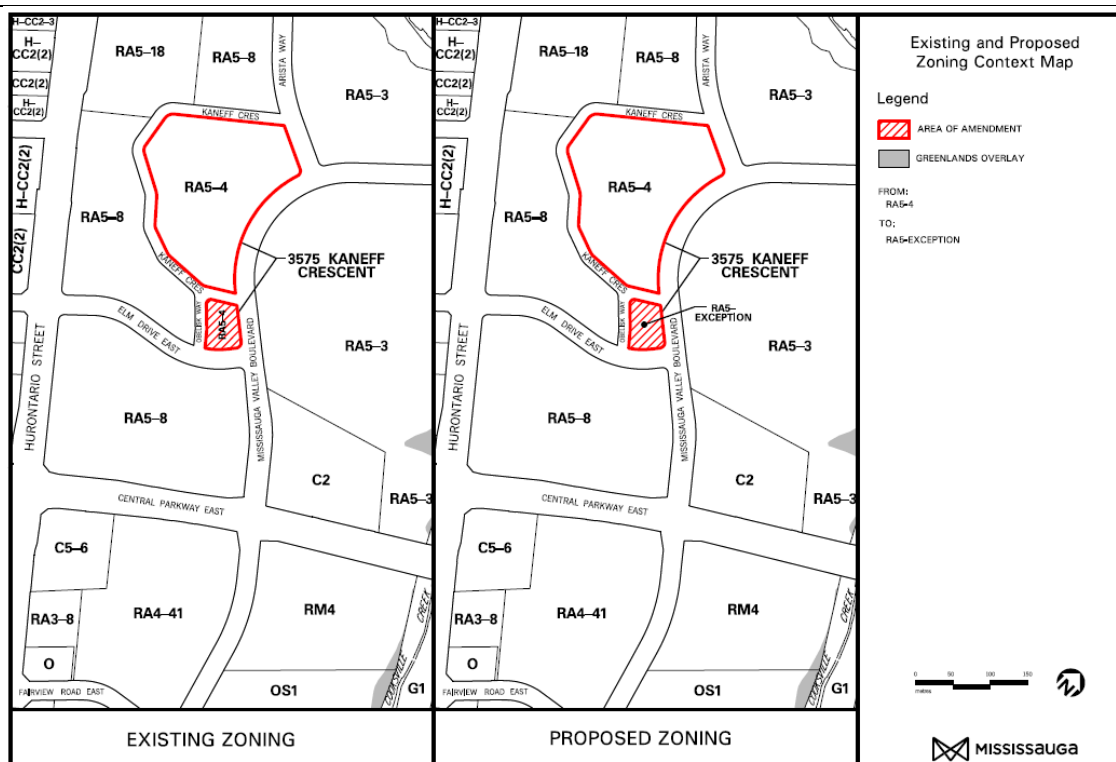
## Mississauga Zoning By-law

**Existing Zoning**

The site is currently zoned **RA5-4** (Apartments) which permits apartments, long-term care building and retirement building, with a maximum height of 25 storeys, and a minimum FSI of 1.0 and a maximum FSI of 1.5.

**Proposed Zoning**

A rezoning is proposed from **RA5-4** (Apartments) to **RA5-Exception** (Apartments), to permit a 29 storey and 90.4 m (296.4 ft.) residential apartment building with 282 dwelling units. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>Zone Regulations</b>	<b>Proposed Zone Regulations</b>	<b>Amended Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	1.5		7.6
Maximum <b>Height</b>	77.0 m (252.6 ft.) and 25 storeys		90.4 m (296.4 ft.) and 29 storeys
Minimum <b>Front Yard and Exterior Side Yard</b>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>		<p>4.5 m (14.7 ft.) to the podium</p> <p>7.8 m (25.6 ft.) to the tower</p>



<b>Zone Regulations</b>	<b>Zone Regulations</b>	<b>Proposed Zone Regulations</b>	<b>Amended Zone Regulations</b>
Maximum projection of a balcony located above the first storey measured from the outmost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)		1.5 m (4.9 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	4.9 m (16.1 ft.) (measured from loading entrance to Obelisk Way property line)	
Minimum Landscaped Area	40%		36.8%
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.7 ft.)		3.0 m (9.8 ft.)
Minimum <b>amenity area</b> to be provided outside at grade:	55.0 m <sup>2</sup>		0 m
Minimum number of <b>Parking Spaces</b>	1.18 resident spaces per one-bedroom unit  1.36 resident spaces per two-bedroom unit  0.20 visitor spaces per unit	0.46 resident spaces per dwelling unit  0.15 visitor spaces per unit	
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

## 5. Summary of Applicable Policies

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

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

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

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

### Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Downtown Fairview Character

Area and are designated **Residential High Density**. The **Residential High Density** designation permits an apartment dwelling with a maximum building height of 25 storeys and an FSI of 1.0 – 1.5.

The applicant is proposing to amend the **Residential High Density** designation by adding a Special Site policy to permit a maximum building height of 29 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

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

	Specific Policies	General Intent
		<p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (S.7.1.3)</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing</p>

	Specific Policies	General Intent
		<p>preferences and socioeconomic characteristics and needs. (S.7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (S.7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> </ul> <p>The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p>

	Specific Policies	General Intent
		<p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p>

	Specific Policies	General Intent
		Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
<b>Chapter 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.2.2	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1)</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4)</p> <p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)</p>
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>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;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>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.</li> </ul>

## 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. . This project is for rental housing and therefore is exempt from the requirement of providing a Housing Report to address Affordable Housing.



**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>24 Kindergarten to Grade 5 7 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Thornwood Public School</p> <p>Enrolment: 540 Capacity: 579 Portables: 0</p> <p>The Valleys Senior public School</p> <p>Enrolment: 474 Capacity: 522 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>5 Junior kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Canadian Martyrs Catholic School</p> <p>Enrolment: 472 Capacity: 619 Portables: 0</p> <p>John Cabot Secondary School</p> <p>Enrolment: 693 Capacity: 933 Portables: 0</p>

## 7. Community Comments

A community meeting held by Ward 4 Councillor John Kovac is scheduled for November 12, 2020.

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

- The proposal will cause too much traffic in the area

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 21, 2020)	<p>An existing 400 mm (15.75 in.) diameter water main is located on Elm Drive, an existing 400 mm (17.75 in.) diameter water main is located on Mississauga Valley Boulevard and an existing 300 mm diameter water main is located on Mississauga Valley Boulevard.</p> <p>An existing 600 mm (23.62 in.) diameter sanitary sewer is located on Elm Drive, an existing 600 mm (23.62 in.) diameter sanitary sewer is located on Obelisk Way and an existing 250 mm diameter sanitary sewer is located on Mississauga Valley Boulevard.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the requirements in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual being met.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 27, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.
City Community Services Department – Park Planning Section (July 21, 2020)	<p>The subject site is located within 427 m (1,400 ft.) of Mississauga Valley Park (P-096) which contains 8 bocce courts, two picnic shelters, one comfort station, one lit fenced football field, one lit soccer field, two picnic areas, two lit tennis courts, two lit hard and softball baseball diamonds, a parking lot, a play site and a community centre. The park is zoned OS2 (Open Space – City Park) and abuts the Cooksville Creek zone G1 (Greenlands).</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist (March 23, 2020)	<p>required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws. The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p> <p>Further information is available at: <a href="http://www.mississauga.ca/portal/residents/urbanforestry">www.mississauga.ca/portal/residents/urbanforestry</a> or by calling the department at (905) 615-3200 ext. 4100.</p>
City Fire Prevention (August 31, 2020)	The main entrance won't comply with the Ontario Building Code or by-law 1036-81 as the drive aisle does not meet the dimensional requirements of the Ontario Building Code or by-law 1036-81.
City Transportation and Works Department (October 14, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Urbantech and dated May 2020, were submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct an internal storm sewer to service the developed lands, with an outlet to the City's storm sewer on Elm Drive East, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• Demonstrate the feasibility of the proposed storm sewer connection;</li> <li>• Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul>

Agency / Comment Date	Comments
	<p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Nextrans Consulting Engineers and dated May 20 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently;</li> <li>• Provide the future property lines due to the road allowance widening towards the ultimate 17 m (55.8 ft.) right-of-way of Obelisk Way and the ultimate 17 m (55.8 ft.) right-of-way of Kaneff Crescent as identified in the Official Plan;</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA) dated May 29, 2020 (revision for the report dated March 11, 2020) prepared by Soil Engineers Ltd was submitted in support of the proposed development. The results of the ESA indicate that further investigation is required.</p> <p>The applicant is required to submit the following documents prior to recommendation report:</p> <ul style="list-style-type: none"> <li>• Phase Two ESA;</li> <li>• Reliance letter for the Phase One ESA;</li> <li>• Clarification regarding the property use to clarify the need for a Record of Site Conditions;</li> <li>• Specific references for land dedication;</li> <li>• The Temporary Discharge to Storm Sewer Commitment Letter.</li> </ul> <p><u>Noise</u></p> <p>A Noise Feasibility Study prepared by HGC Engineering dated May 20, 2020 has been received for review. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise limits on the common outdoor living areas will be achieved with the minimum parapets included part of the building design, the details of which will be confirmed through the Site Plan process.</p>

Agency / Comment Date	Comments
	<u>Engineering Plans/Drawings</u>  The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.
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:  - City Community Services – Heritage - Alectra Utilities - Economic Development Office - Greater Toronto Airport Authority - Rogers Cable
	The following City Departments and external agencies were circulated the applications but provided no comments:  - Bell Canada - Canada Post - Trillium Hospital

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

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

### Development Requirements

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades will require the

applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 9. Section 37 Community Benefits (Bonus Zoning)

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

# City of Mississauga

# Corporate Report



Date: October 26, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
CD.03-UPT

Meeting date:  
November 23, 2020

## Subject

**RECOMMENDATION REPORT (WARD 4 and WARD 5) – Mississauga Official Plan Amendment for the Uptown Major Node Character Area**

## Recommendation

1. That the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 26, 2020 from the Commissioner of Planning and Building, be received.
2. That the proposed Mississauga Official Plan amendments contained in the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 26, 2020 from the Commissioner of Planning and Building, be adopted.

## Report Highlights

- This report contains the final policy changes for the Uptown Major Node Character Area in the Mississauga Official Plan (Chapter 13, Major Nodes).
- This Official Plan Amendment (OPA) was developed with input from internal departments, agencies, stakeholders and the public. Engagement took place between September and November, 2020, with a statutory public meeting held on October 19, 2020. Staff also received some written comments on the draft OPA.
- This report summarizes and addresses comments received during this consultation period. For more detail, Appendix 2 lists all comments received and highlights key considerations and/or modifications made to the draft OPA in response to those comments.
- The updated OPA policies are included in Appendix 5. Please refer to Appendix 6 to learn more about the planning rationale for each of the proposed policies. Appendix 7 assesses the policies against the provincial policy framework and other applicable policies.

## Background

In July 2020, staff received Council support to develop an OPA to manage growth and respond to development pressure in Uptown Node. Specifically, the OPA was to address items such as: block size and road network, parkland locations, employment retention, requirement for development master plans and the need for affordable housing.

On October 19, 2020, a draft OPA for the Uptown Major Node Character Area (Uptown) was considered at a public meeting of the Planning and Development Committee. A copy of this report is included in Appendix 1 and minutes from the meeting are included in Appendix 4.

## Comments

### PUBLIC ENGAGEMENT:

The development of the OPA for Uptown has been a consultative process that has produced a framework to aid in the creation of a vibrant, mixed-use and connected community. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with landowners, members of the public and agency groups, as detailed below.

- **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020
- **Online Comment Form:** The draft OPA policies were posted on the project website on October 9, 2020, along with an online comment form. The comment form was available from October 9 to October 23, 2020.
- **Stakeholder and Land Owner Meetings:** Outreach with Uptown's stakeholders and major land owners took place between September and November, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.
- **Statutory Public Meeting:** A statutory public meeting was held on October 19, 2020 at Planning and Development Committee. No deputations were made at this meeting, however staff received two sets of written comments.

A summary of all comments received, and the response from staff has been included in Appendix 2.

**STAKEHOLDER COMMENTS:**

Below is a summary of comments and concerns received through the public engagement process and responses provided by staff:

**Creating a Complete Community**Summary:

- Staff heard about the need for Uptown to evolve as a complete and mixed-use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Staff response:

- The proposed policy amendments aim to encourage a range and mix of housing, a finer grained road network, employment uses, parkland and community infrastructure. These policies aim to contribute to the creation of a complete community in Uptown.

**Multi-Modal Movement**Summary:

- Staff heard about the need for Uptown to support multi-modal movements and improve connections, including access to the Hurontario Light Rail Transit station. Staff also heard about the need to improve the overall pedestrian experience in Uptown.

Staff response:

- The proposed policy amendments includes a 'Block and Road Concept Plan' in order to develop a finer grained road network, break up large blocks, and create a permeable system of streets to support a well-connected and walkable community. The proposed policies also require new developments consider their impact on the public realm and streetscape in order to enhance the pedestrian experience.

**Building Height & Density**Summary:

- There was a request to increase building heights at important locations / intersections in Uptown.



- There was also a request to consider including density policies in Uptown that would promote tall and slender buildings and potentially limit the number units on each site.

Staff response:

- Staff consider the existing policy framework guiding heights and densities in Uptown is sufficiently robust. The current Official Plan policy framework permits 25 storey towers, with the opportunity to exceed this limit if certain criteria can be met. Uptown's density is largely controlled through existing zoning provisions that place limits on how many units are permitted on each site. Staff consider that requests to vary height and/or density permissions in Uptown can be better addressed through a site-specific Official Plan Amendment and/or rezoning process when the proposed development can be comprehensively assessed.
- In terms of achieving more slender buildings, staff note that the physical form, relationship among buildings and the quality of the built environment are considered in *Chapter 9 Build a Desirable Urban Form, 9.2.1 Intensification Areas* of the Mississauga Official Plan. These policies also apply to the Uptown Major Node and encourage well-designed buildings, and discourage visual bulk. Further policies relating to the design of tall buildings could be developed as part of the City's Official Plan review process.

## **Community Infrastructure**

Summary:

- The Peel District School Board (PDSB) identified the immediate need for a school site to support growth in Uptown and along the Hurontario corridor.

Staff response:

- The PDSB has legislative mechanisms it can use to secure school sites. The proposed policy amendments encourage innovative partnerships in Uptown, along with opportunities to share community infrastructure and facilities, where practical. The requirement for development master plans on large sites should also assist in the identification of school sites.

## **Retain and Encourage Non-Residential Uses**

Summary:

- There was general agreement that it will be important for Uptown to protect its non-residential space and encourage employment growth. However, some landowners noted

that any requirements for new office and retail space should be economically viable and flexible enough to allow for site-specific design responses

Staff response:

- The City's Official Plan identifies Uptown as a Major Node and envisages it as a Regional Centre with a mix of residential and commercial development. However, development applications for Uptown Node often have limited, if any office or commercial space.
- The policies aim to address this imbalance by encouraging non-residential uses in Uptown. Further, the policies require that existing office space be retained or replaced as part of a redevelopment. The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function within Uptown.
- While new retail/service commercial and office uses in Uptown may be less financially viable than residential uses when assessed independently, combining non-residential and residential uses can achieve development viability. The amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components for existing and new development.
- While staff would like to see new standalone offices developed in the Node, currently the market for these uses is not strong in the area. The Node's proximity to the Gateway area - where residential uses are not permitted and land values are less - is a major factor. Staff consider mixed-use buildings provide a better opportunity to increase office space in the short-term.
- Attracting office to the Uptown Node is important for fostering a mixed use, walkable, transit supportive community. A community improvement plan (CIP), similar to the Downtown Core Office CIP, may be a tool that Council wishes for staff to explore as a means to incentivize and attract new office into the Uptown Node.

## **Density Targets and Projected Growth**

Summary:

- Staff received a question about how future growth projections align with density targets set for the Uptown Node.

Summary:

- There are currently two density targets to consider in Uptown. The Province has set a minimum density target of 160 ppj/ha; and the City has set its own higher density target for Uptown of 200-300 ppj/ha. Staff consider that the higher of these two targets prevails in planning for the area.
- Based on Uptown's current population of 12,300 people and 2,200 jobs, the area accommodates 148 ppj/ha. Therefore, Uptown is very much on track to achieving the targets set by both the Province and the City.
- In terms of projected growth, staff note that Uptown could be on track to having a population of between 25,000 and 30,000 people and support about 4,000 jobs. This population and employment range would put Uptown Node at the top end of the City's density target (200-300 ppj/ha) for the area.
- Over the much longer term, Uptown's population could reach 40,000 people and the area could employ about 4,000 people. This level of population and employment growth would result in Uptown exceeding current targets and reaching a density of over 400 ppj/ha.
- The OPA does not propose to amend density targets for Uptown, as growth is anticipated to fall within the targeted density range for many decades to come. However, staff will continue to review Uptown's density target over the longer term and determine if further upward adjustments are required.

<b>Projected Growth</b>	<b>Density Range People and Jobs Per Hectare (PPJ/ha)</b>
<b>Target</b>	200 - 300
<b>Existing</b> 12,300 people; 2,200 jobs	148
<b>Zoning allowance</b> 25,000 people; 4,000* jobs	295
<b>Growth in pipeline</b> <i>Including active and preliminary development applicatio):</i> 30,000 people; 4,000* jobs	346
<b>Long term growth trajectory</b> 40,000 people; 4,000* jobs	449

\* Based on 2041 employment forecasts for Uptown Node.

## Mapping Updates

### Summary:

- Some mapping errors and/or omissions on the proposed Block and Road Concept Plan were identified.

### Staff response:

- The pedestrian connection shown on the Block and Road Concept Plan, at Preston Meadow Ave and Hurontario Street, has been changed to reflect its correct location.
- A pedestrian connection from Hurontario Street east towards Four Springs Ave, as well as a pedestrian bridge connecting over Cooksville Creek has been added.
- Park #525, on the western boundary of the Uptown Major Node Character Area has been added in order to illustrate the network of existing and future open space in area.

## OTHER MODIFICATIONS TO THE DRAFT OFFICIAL PLAN AMENDMENT POLICIES

In addition to the proposed revisions noted in the staff responses above, other modifications made to the draft Official Plan Amendment include:

- Changing the three-storey height limit on lands designated Residential Medium Density to four storeys, in order to be more consist with permissions in similar areas across the city.
- Renaming the Guiding Principles section to Introduction to be more consistent with similar sections of the Official Plan.
- Clarifying the policy intent for the Urban Design policies relating to the street hierarchy and design requirements.

Appendix 5 contains the draft official plan amendment for Uptown with proposed changes indicated. Additional adjustments may be required prior to a finalized version being brought forward to Council for approval.

## Financial Impact

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

## Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed policies have been revised where appropriate. These policies will provide a sound planning framework for the future redevelopment of the Uptown Node into a complete, connected, mixed-use community.

## Attachments

- Appendix 1: Public Meeting Information Report (Wards 4 and 5) – Mississauga Official Plan Amendment for the Uptown Major Node Character Area, October 19, 2020
- Appendix 2: Response to Comments Summary
- Appendix 3: Written Submissions
- Appendix 4: Public Meeting Minutes
- Appendix 5: Proposed Official Plan Amendment with Revisions
- Appendix 6: Planning Rationale for Proposed Amendment
- Appendix 7: Summary of Applicable Policies



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

Prepared by: Katherine Morton, Manager, Planning Strategies and Data  
Mojan Jianfar, Planner, Planning Strategies and Data

# City of Mississauga Corporate Report



Date: October 5, 2020  To: Chair and Members of Planning and Development Committee	Originator's files: CD.03-UPT
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: October 19, 2020

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga  
Official Plan Amendment for the Uptown Major Node Character Area**

## Recommendation

1. That the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

## Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for the future development of the Uptown Major Node Character Area (Uptown Node). Please see Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes a range of policies on items such as: housing, road connections, park locations, retaining non-residential space, urban block sizes and development master plans.
- This report also provides Council with preliminary feedback from stakeholders that were engaged over September and October, 2020; along with feedback from a virtual public meeting held on October 5, 2020.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration before the end of 2020.

## Background

The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new residential units. The City has also received some large scale preliminary applications on key redevelopment sites.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this growth in the Uptown Node on the provision of infrastructure and services. As part of this assessment the following challenges were identified: parkland deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, an imbalance between population and jobs, and the need for protection of office and retail space.

In July 2020, staff received Council support to develop an OPA to address these issues and to help ensure the Uptown Node can continue to thrive as a complete, vibrant and well served community into the future.

See Appendix 2 for a copy of the July 27, 2020 report entitled *“Information Report (Ward 4 and 5) – Uptown Node Capacity Review”*.

## Comments

### OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA (Appendix 3) has been prepared to address the issues identified in the Information Report presented to Council on July 27, 2020. It incorporates comments made by staff in Planning and Building, Transportation and Works, and Community Services and feedback received during the public and stakeholder consultation period over September and October, 2020. The following summarizes key policies within the draft OPA.

### Develop Finer Grained Road Network

The draft OPA includes a *“Block and Road Concept Plan”* with future roads and pedestrian connections. The draft policy directs that these roads/connections are public, but allows for the consideration of private roads under certain circumstances.

The draft OPA also has policies intended to create a finer grid network and a permeable system of streets to support a well-connected and walkable community. The draft OPA also includes policies to enhance the public realm and ensure new development considers its impact on the streetscape.

### **Need to Retain and Encourage Non-Residential Uses**

The draft OPA reinforces the vision for the Uptown Node as a mixed use community that offers a range of employment opportunities. In order to achieve a better balance between residents and jobs, the proposed policies encourage non-residential uses.

Further, the draft OPA includes a policy that requires the replacement of any non-residential space proposed to be demolished as part of redevelopment plans. In the case of retail space, a limited loss of net floor area would be permitted if the planned function of the retail uses are maintained during and after redevelopment.

### **Identify Parkland Locations**

The draft OPA includes a “*Block and Road Concept Plan*” that proposes potential locations for future parks in order to create an interconnected open space network. The size, configurations and quality of these parks will be determined through the development application process and in line with section 42 of the *Planning Act* and any other applicable provisions. Where a public park cannot be secured, the OPA identifies that POPS (Privately Owned Publicly Accessible Spaces) could be considered.

The draft OPA also includes the requirement to provide playgrounds within a 400m unimpeded walk within the Uptown Node. This policy reflects the city-wide standards and is intended to address the playground deficit in the Node.

### **Requirement for Development Master Plans**

The draft OPA proposes that staff may require a development master plan for large scale developments within the Node, and that this will be determined through the pre-application meeting and in consultation with staff prior to development application submission. This policy is intended to bring a more comprehensive and coordinated approach to planning within the Node.

### **Housing Mix and Affordability**

The draft OPA encourages the development of a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time. The draft OPA also promotes opportunities for partnerships in order to meet this objective.



## Community Infrastructure Provisions through Partnerships

The draft OPA encourages community partnerships and the sharing of community infrastructure and facilities, where practical. This proposed policy is, in part, intended to provide support to the Peel District School Board, given the immediate need for an elementary school in the area.

## Urban Design

The draft OPA amends the existing urban design policies and introduces detailed policies to support the creation of a vibrant community with a sense of place. Draft policies include urban design considerations in relation to street hierarchy, as well as the creation of urban scale blocks and streets.

## Building Height - *Policies Not Amended*

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

## COMMUNITY ENGAGEMENT

### Engagement Process

This OPA has been underpinned by stakeholder engagement with the following groups:

- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, a virtual community meeting and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
  - **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020.
  - **Statutory Public Meeting:** Notification for the October 19, 2020, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Uptown Node project website ([www.yoursay.mississauga.ca/uptown](http://www.yoursay.mississauga.ca/uptown)), and promoted via a media release, Council's Corner newsletter and social media.

- **Posting Draft OPA:** The draft OPA policies will be posted on the project website on October 9, 2020 along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder and Land Owner Engagement:** Outreach with the Uptown Node's stakeholders and major land owners took place over September and October, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

### **Feedback Received to Date**

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated this preliminary feedback into the draft OPA and provided a summary of the key messages received below.

### **Creating a Complete Community**

- We heard about the need for Uptown Node to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.
- Feedback also included the need for school sites in the Node, playgrounds, parks and improved pedestrian connections.

### **Improving Multi-Modal Movement around the Node**

- We heard about the need for a more connected Node that supports multi-modal transit, including improved pedestrian connections, active transportation, automobiles and future connections to the Hurontario Light Rail Transit.
- Feedback was received that people often felt unsafe crossing some of the larger roads in the Node, and there was support for implementing pedestrian connections and a finer grained street network for people to move around.

### **Consideration of Local Development Aspirations and Condition**

- During our discussions with major land owners in the area, we heard support for strengthening Uptown Node into the future.

- We also heard that it will be important that the OPA incorporates their development aspirations and that it carefully considers individual site constraints to ensure the new policy framework is achievable on the ground.
- One land owner also expressed that it will be important any requirements for new office and retail are economically viable.

In response to posting the draft OPA policies, staff anticipate detailed comments from the public and stakeholders. Staff will consider all feedback received in finalizing the draft OPA and will present this feedback to Council for consideration as part of the final Recommendations Report.

## Financial Impact

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

## Conclusion

The Uptown Node Official Plan Amendment has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the October 19, 2020 Public Meeting into the final OPA that will be presented to Council for consideration by the end of the year.

## Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Information Report (Wards 4 and 5) – Uptown Node Capacity Review, July 27, 2020

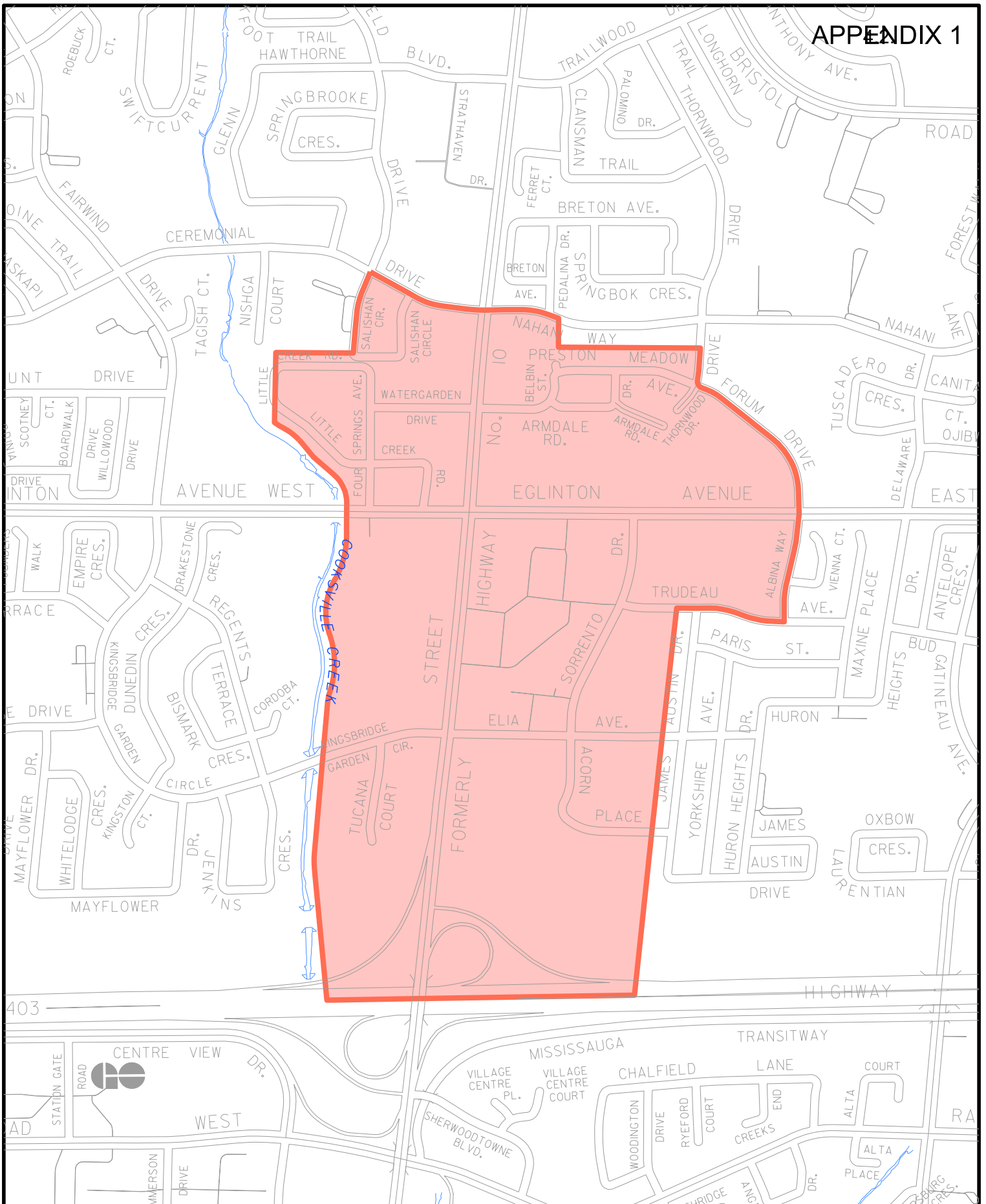
Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment



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

Prepared by: Katherine Morton, Manager, Planning Strategies and Data  
Mojan Jianfar, Planner, Planning Strategies and Data



APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

0 40 80 120 160  
metres



MISSISSAUGA

Produced by  
CPS-IT, Geospatial Solutions

# City of Mississauga

## Corporate Report



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

## Subject

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

## Recommendation

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

## Report Highlights

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

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

## Background

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

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

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

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

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

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

## Comments

### UPTOWN NODE'S POLICY FRAMEWORK

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

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

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

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

## KEY POLICY AND CAPACITY CONSIDERATIONS

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

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

### Fine Grained Road Network

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

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

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

### **Parkland Provision**

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

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

### **Retail Function and Commercial Function**

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

### **Building Height**

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

### **Housing Mix and Affordability**

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



## Master Planning Requirements

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

## Peel District School Board (PDSB) School Site

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

## OFFICIAL PLAN AMENDMENT TO GUIDE FUTURE GROWTH

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

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

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

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

## Financial Impact

Not applicable at this time.

## Conclusion

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

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

## Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Active Application Summary

Appendix 3: 3D Development – Active Applications

Appendix 4: Draft Uptown Node Block and Road Concept Plan



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

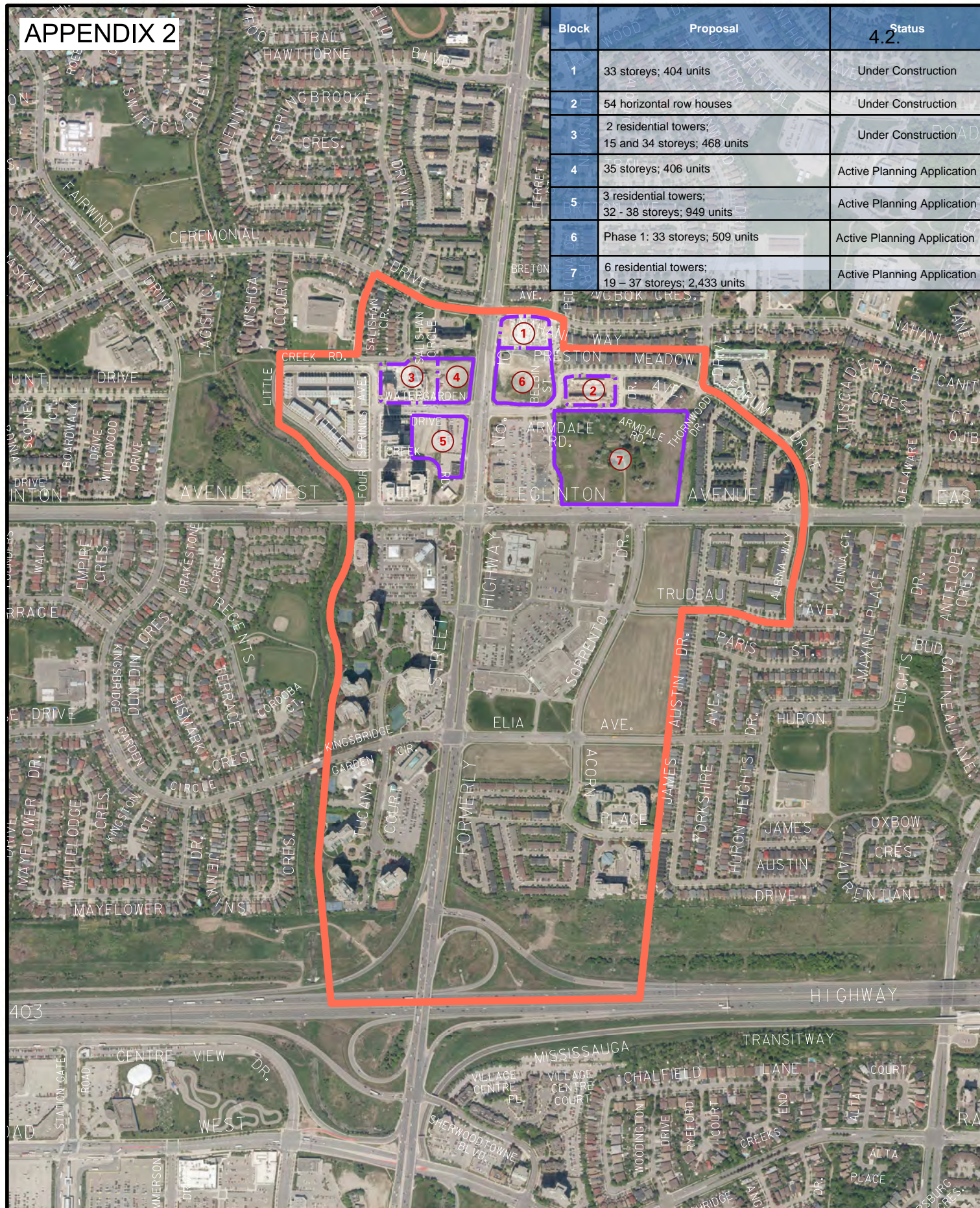
Prepared by: Katherine Morton, Manager, Planning Strategies, City Planning Strategies





## APPENDIX 2

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



## APPENDIX 2 - ACTIVE APPLICATION SUMMARY

UPTOWN NODE BOUNDARY
 ACTIVE APPLICATION SITES
 UNDER CONSTRUCTION

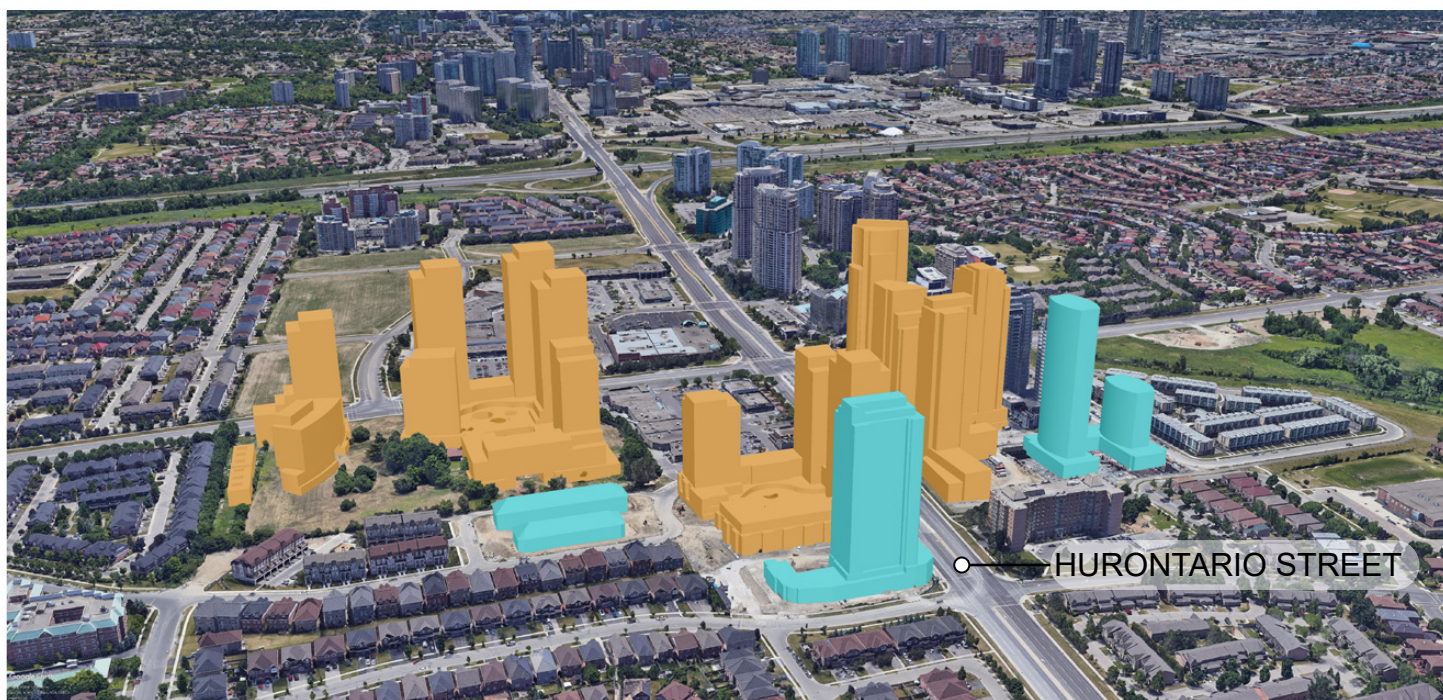
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3D PERSPECTIVE VIEW LOOKING SOUTH



3D PERSPECTIVE VIEW LOOKING NORTH

## APPENDIX 3: 3D DEVELOPMENT - ACTIVE APPLICATIONS



UNDER CONSTRUCTION



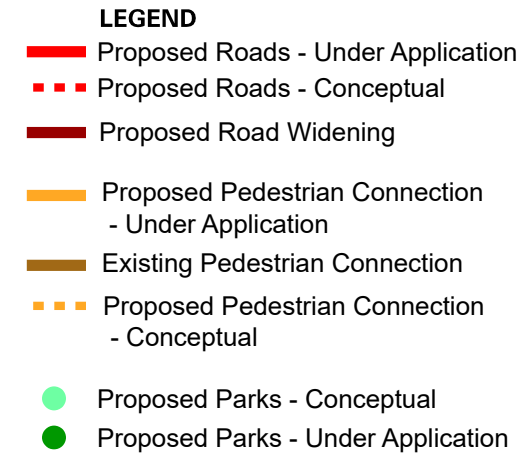
ACTIVE PLANNING APPLICATION



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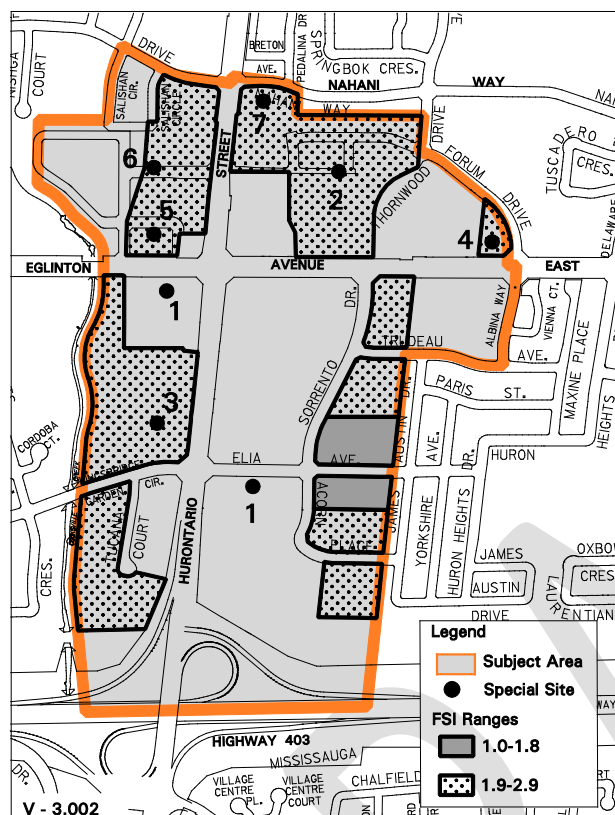




## Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment

Draft policies are shown in **red**; deleted text is shown as ~~strikeouts~~; existing policies are in black

### 13.4 Uptown



Map 13-4.1: Uptown Major Node Character Area

#### 13.4.1 Guiding Principles

Uptown will be planned as a mixed use community with a vibrant public and private realm, a high quality network of open space, housing choices and a range of employment opportunities. Uptown will be transit oriented in support of the Hurontario Light Rail Transit and provide a safe environment for walking and cycling.

Uptown will evolve based on the following Guiding Principles:

1. **Connect:** Supports walking, cycling, transit and vehicular options for all people of all ages to get around.

2. **Mix:** Supports offices, retail uses and a range of employment opportunities, along with medium to high density residential development.
3. **Green:** Incorporates a high quality and well-designed network of parkland.
4. **Partnerships:** Supports innovative partnerships, where they benefit the community.

#### 13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

#### 13.4.2 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopments that result in a loss of office floor space will not be permitted, unless it can be demonstrated that office floor space will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service 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 during and after redevelopment.

~~13.4.2.1~~ 13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed three storeys.

### ~~13.4.1~~ 13.4.4 Urban Design

~~13.4.4.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.~~

~~13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:~~

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale land blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive

pedestrian, cycling and transit-oriented experience; and

- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings shall be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: Buildings on streets that front main roads, parks or public spaces shall be developed to incorporate:
  - i. commercial use at grade, where appropriate;
  - ii. building openings that maximize connections to retail uses, parks and public spaces; and
  - iii. a high percentage of transparent vision glass along the street edge.
- b. Residential streets: Buildings on streets that are predominantly residential should be developed with residential units at grade, which provide direct access to the street.
- c. Service streets: Buildings on service streets should accommodate all service vehicles, vehicular access and utilities.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.



### 13.4.3 13.4.5 Transportation

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

#### Road Network

13.4.5.2 The road network identified in Map 13-4.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown should be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 A limited number of private roads may be considered subject to the following:

- a. public easements will be required;

- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect and align with existing roads in surrounding neighbourhoods.

#### Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking

utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.

#### *Parking*

13.4.5.15 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.16 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.4.5.17 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

### **13.4.6 Open Space Network**

13.4.6.1 The park network identified in Map 13-4.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities.

- a. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park shall protect for maximum sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of parkland and open spaces.

### 13.4.7 Community Infrastructure

13.4.7.1 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

### 13.4.8 Implementation

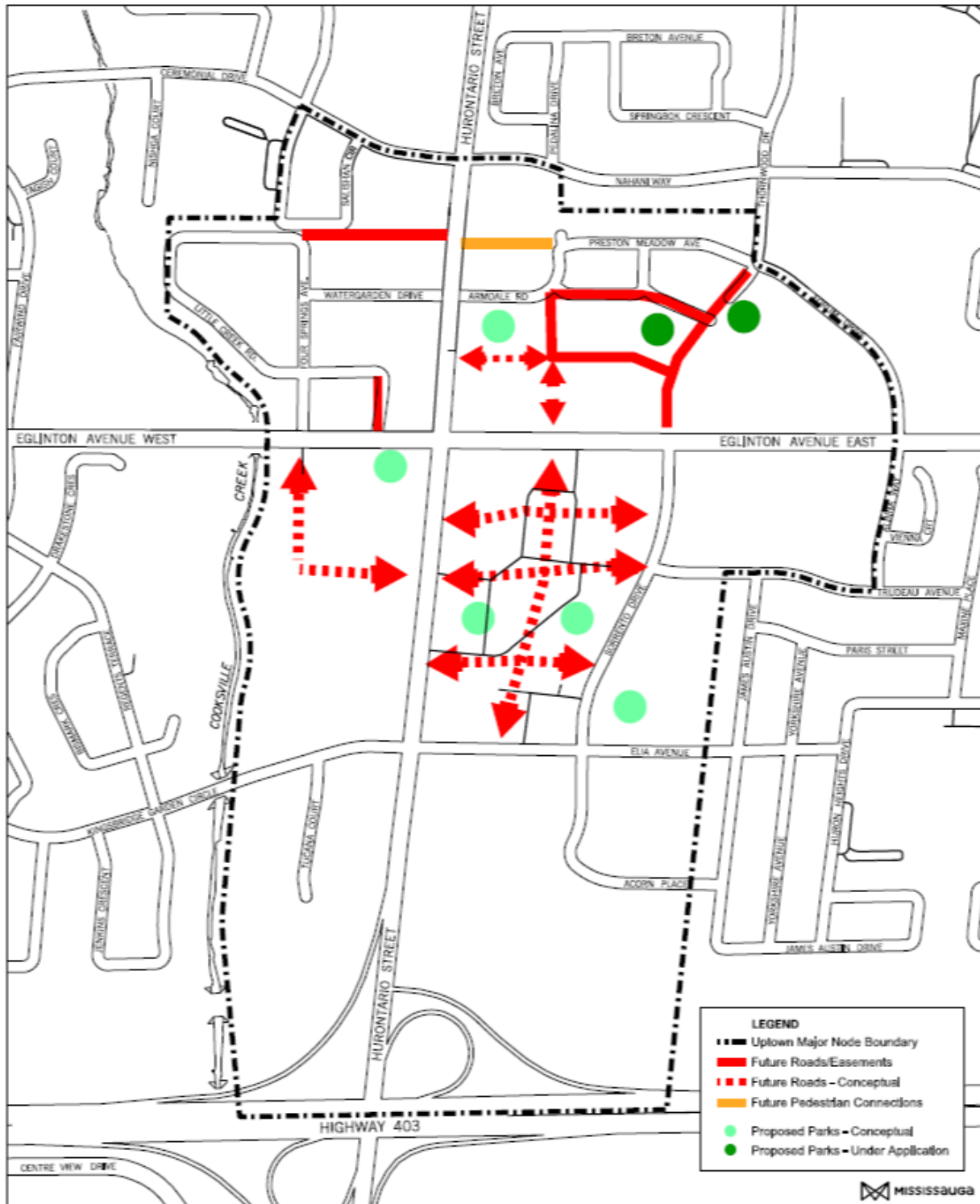
13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.2;

- creation of the park network identified in Map 13-4.2;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.



Map 13-4.2: Uptown Node Block and Road Concept Plan

## Appendix 2: Uptown Major Node – Official Plan Amendment – Response to Comments Summary

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	MHBC on behalf of 5081 Hurontario Limited Partnership (5081 HLP) dated October 15, 2020	(1) Request to correct future pedestrian connection depicted on Block and Road Concept Plan at 5081 Hurontario Street.	(1) Staff reviewed the development application and confirmed advice from MHBC.	(1) Update the Block and Road Concept Plan to reflect correct location of the future pedestrian connection at 5081 Hurontario Street.
2	<p>Hurontario Centre Limited, owner of 5027 – 5035 Hurontario Street, letters dated October 15, 2020, and October 23, 2020</p> <p><i>Met on November 2, 2020 to discuss comments / provide further clarification</i></p>	(1) Request for increased building heights at important locations / intersections (e.g. Hurontario Street and Eglington Avenue).	(1) The current policy framework permits 25 storey towers, with the opportunity to develop taller buildings if certain criteria are met. Staff consider that the existing height permissions are sufficiently robust. Requests to further increase height permissions can be made through the site-specific Official Plan Amendment process.	(1) No action required
		(2) Concern that office and retail retention policies (13.4.3.3) do not provide sufficient flexibility through the redevelopment process.	(2) The policies require that existing office space be retained or replaced as part of a redevelopment. The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function.	(2) Minor wording amendment to clarify policy intent.
		(3) Concern that draft policy wording relating to transparent glass may not be	(3) The policies seeks to contribute to a high quality public and private realm. Transparent vision glass on building frontages will provide for a more animated street edge.	(3) Minor wording amendment to clarify policy intent and only require transparent glass “where appropriate.”

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
2	Hurontario Centre Limited, owner of 5027	achievable (13.4.4.3).		
		(4) Request Policy 13.4.5.2.a be amended to permit private roads.	(4) Policy 13.4.5.2.a signals that it is the City's strong preference to secure public roads in Uptown. However, the subsequent policy (13.4.5.3) outlines the criteria for when the City will consider permitting a private road.	(4) Minor wording amendment to clarify policy intent.
		(5) Concern that draft policy wording requiring "maximum sun exposure onto parkland" may not be achievable.	(5) Buildings should be located in order to minimize shadow impacts and maximize opportunities for sunlight exposure in accordance with the <i>City of Mississauga's Standards for Shadow Studies</i> .	(5) Amend Policy 13.4.6.4 to clarify that developments should "maximize" sunlight onto parkland.
3	Peel District School Board, via email, dated October 22, 2020	(1) PDSB expressed a preference to have a school site in the community it serves. Walking to school is encouraged.	(1) The PDSB has legislative mechanisms it can use to secure school sites. The proposed policies aim to improve the pedestrian experience and comfort within the Uptown Node.	(1) No action required
		(2) Expressed that Policy 13.4.7.2 could impact school size/configuration.	(2) Policy 13.4.7.2 is a broad policy with an "encourage" standard intended to promote more compact forms of "community infrastructure," it is not limited to school sites.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
4	<i>Met with Pinnacle representative, (owner of 5044 Hurontario St, 35-65 Watergarden Dr), via virtual meeting on October 1<sup>st</sup>, 2020</i>	(1) Request to include pedestrian connection, currently under construction, north of Watergarden Drive connecting to Four Springs Ave and the pedestrian bridge connecting over Cooksville Creek, near Little Creek Road.	Staff consider the addition of these existing amenities and connections will help to illustrate Uptown Node's broader pedestrian and parkland network.	Amend the Block and Road Concept Plan to show additional future and existing pedestrian connections and parkland.
		(2) Request to show Park #525, on the Block and Road Concept Plan.		
5	General public comments  <i>Collected via Virtual Community Meeting held on October 5, 2020 and online Comment Form</i>	(1) Expressed desire for more mixed use and non-residential development in the Uptown Node.	(1) The City's Official Plan identifies Uptown as a Major Node and envisages it as a Regional Centre with a mix of residential and commercial development.  The proposed policies encourage employment and mixed use development in Uptown. The policies further require the retention of non-residential space as part of any redevelopment.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(2) Concern with pedestrian connectivity and safety crossing large roads.	<p>(2) The proposed policy amendments include a Block and Road Concept Plan, which identifies future road and pedestrian connections in order to develop a finer grained road network, break up large blocks, and create a permeable system of streets to support a well-connected and walkable community.</p> <p>The proposed policies also require new developments considers their impact on the public realm / streetscape in order to enhance the pedestrian experience.</p>	(2) No action required
		(3) Request for connection to Cooksville Creek be shown on Block and Road Concept Plan.	(3) Showing existing connections on the Block and Road Plan will help to illustrate the broader pedestrian network in the Uptown Node.	(3) Amend the Block and Road Concept Plan to show pedestrian bridge over Cooksville Creek
		(4) Request for a range of housing options including affordable and rental housing.	(4) The proposed policies encourage a range of housing choices in terms of unit type, unit size, tenure, and price. Inclusionary zoning will be considered in Uptown following the completion of the Region's Major Transit Station Area delineation process.	(4) No action required



Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
6	Staff Comments	(1) Consider revision of proposed 'Guiding Principles' section to be in line with similar sections in the Official Plan	(1) The 'Guiding Principles' section could be renamed 'Introduction' to be consistent with similar policy frameworks in the Official Plan	(1) Rename Section 13.4.1 'Introduction'
		(2) Consider revision of maximum heights for lands designated Residential Medium Density to be consistent with the Official Plan	(2) Increasing the maximum building height on lands designated Residential Medium Density from three storeys to four storeys will provide greater consistency in the Official Plan between the Uptown Node and other like areas.	(2) Amend policy 13.4.3.4 t
		(3) Consider clarification of urban design policies related to street hierarchy	(3) The street hierarchy policies intend to contribute to a more tailored and appropriate design response for new developments in the Uptown Node.	(3) Minor wording amendment to 13.4.4.3.a, 13.4.4.3.b and 13.4.4.3c to clarify policy intent.
7	Councillor Damerla (Ward 7)	(1) Questioned process to secure future parkland in the Uptown Node.	(1) Staff anticipate parkland will be secured through the development application processes by making use of parkland dedication and/or through purchase, land dedication, or agreements with land owners, where appropriate.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(2) Questioned how high rise developments can better transition to established low density residential neighbourhoods.	(2) Staff note that the existing policy and zoning provisions require lower-scale development at the edges of the Uptown Node to help with transitions to surrounding low-density neighbourhoods.	(2) No action required
8	Councillor Dasko (Ward 1)	(1) Concern that future development will not have retail or office uses.	(1) The policies aim to address this imbalance by encouraging non-residential uses in Uptown. The policies further require that non-residential space be retained / replaced as part of any redevelopment. In addition, current zoning provisions generally require retail at grade.	(1) No action required
		(2) Question about existing densities (people and jobs per hectare) in the Uptown Node and how these densities will increase based on projected growth.	<p>(2) Uptown has almost achieved the mandated minimum density target set by the Province, with an existing density of 148 ppj/ha.</p> <p>If the population of Uptown reaches 25,000 the density would be roughly 295 ppj/ha, which aligns with the top end of the aspirational target set in the City's Official Plan for Uptown to reach 200-300 ppj/ha.</p> <p>Over the longer term, the City can continue to review its density</p>	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			target for Uptown and determine if further adjustments are required.	
9	Councillor Kovac (Ward 4)	(1) Questioned how the future Hurontario LRT would impact traffic flow	<p>(1) The proposed policies seek to create a finer grained road network to provide more route options and reduce pressure on the Eglinton and Hurontario intersection.</p> <p>To reduce congestion in Uptown Node a mode shift towards transit and more active forms of transportation is required. The new LRT is expected to help foster this shift.</p>	(1) No action required
		(2) Questioned what school requirements are needed for Uptown	<p>(2) The PDSB has identified an immediate need for an elementary school to serve Uptown Node and the Hurontario corridor.</p> <p>The PDSB has legislative mechanisms it can use to secure school sites. The proposed policy amendments encourage innovative partnerships in Uptown, along with opportunities to share community infrastructure and facilities, where practical.</p> <p>The requirement for development master plans on large sites should</p>	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			also assist in the identification of school sites.	
10	Councillor Parrish (Ward 5)	(1) Consider including density policies that favour tall, slender buildings	<p>(1) The physical form, relationship among buildings and the quality of the built environment are considered in <i>Chapter 9 Build a Desirable Urban Form, 9.2.1 Intensification Areas</i> of the Mississauga Official Plan. These policies also apply to the Uptown Major Node and encourage well-designed buildings, and discourage visual bulk. Further policies relating to the design of tall buildings could be developed as part of the City's Official Plan review process.</p> <p>Staff consider that the existing height and density regime in Uptown is sufficiently robust. Requests to vary height or density can be considered through the development approvals process.</p>	(1) No action required
		(2) Comment that nearby St Gertrudes School has closed and suggestion that it	(2) The proposed policies encourage innovative partnerships in the delivery of community infrastructure.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		could help to serve Uptown.	<p>City staff will follow up with Councillor Parrish to better understand the opportunity presented by St Gertudes school.</p> <p>The City will continue to work in partnership with Peel's school boards.</p>	
		(3) Questioned the need for further offices within the Uptown Node.	<p>(3) Proposed policies apply an "encourage" standard in promoting new office space.</p> <p>While Staff would like to see new standalone offices developed in the Node, currently the market for these uses is not strong in the area. Uptown's proximately to the Gateway area - where residential uses are not permitted and land values are less - is a major factor. Mixed-use buildings provide a better opportunity to increase office space in the short-term.</p>	(3) No action required



October 15, 2020

**Mayor Crombie and Members of Mississauga City Council**

Attention: Development Assistant  
c/o Planning and Building Department – 6th Floor  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Dear Mayor Crombie and Members of Council:

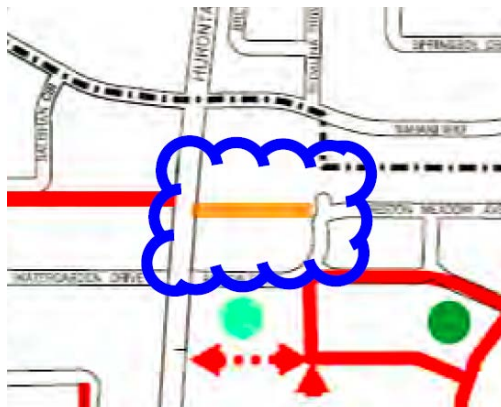
**RE: PUBLIC MEETING INFORMATION REPORT – ITEM 4.3  
MISSISSAUGA OFFICIAL PLAN AMENDMENT FOR  
UPTOWN MAJOR NODE CHARACTER AREA  
OUR FILE 1512Q**

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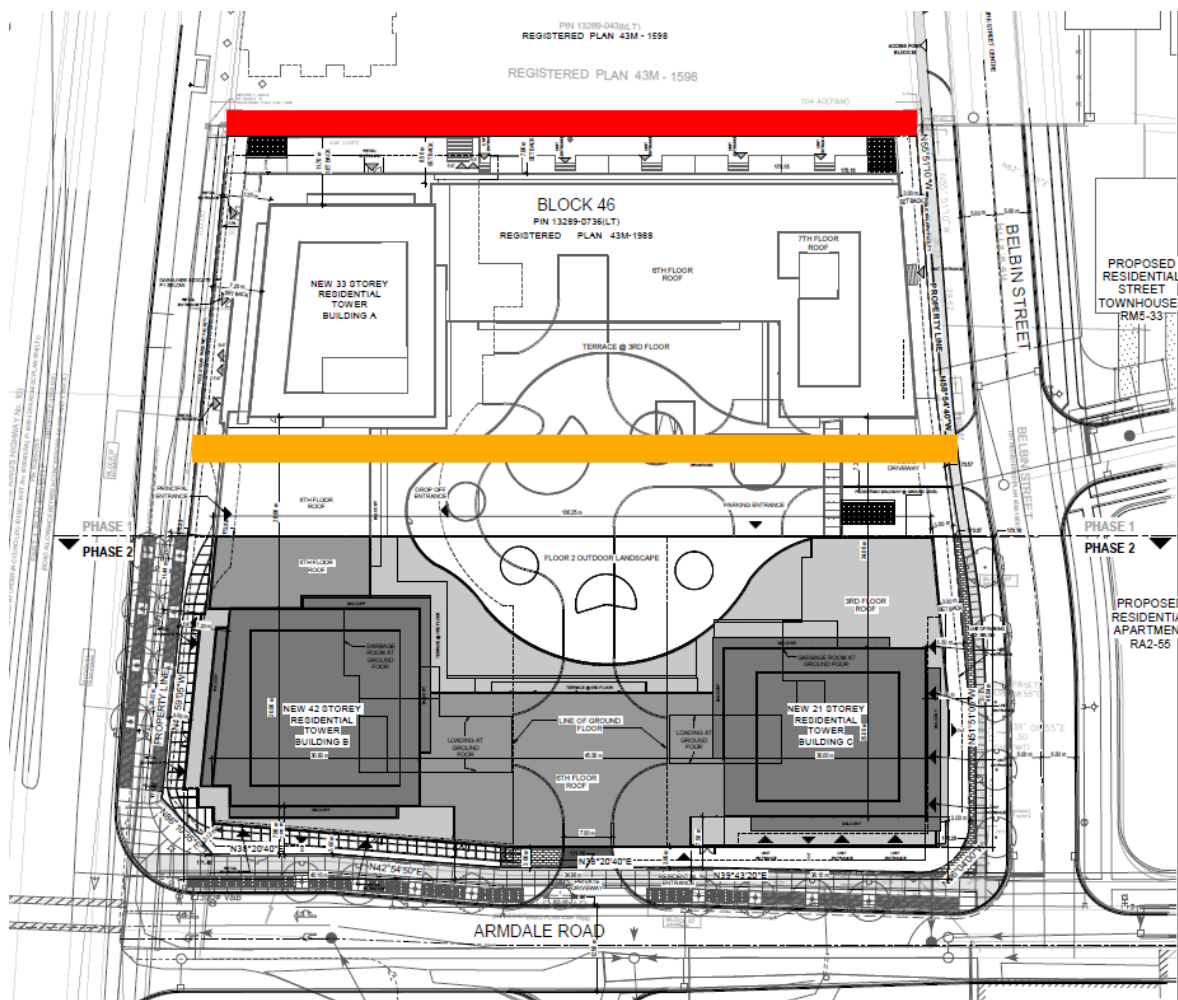
We are the planning consultants for 5081 Hurontario Limited Partnership ("5081 HLP").

5081 HLP owns the property municipally addressed as 5081 Hurontario Street (the "Property"). 5081 HLP is currently developing the Property in a phased approach for a mixed use, high density project.

The proposed Official plan Amendment includes Map 13-4.2 entitled "Uptown Node Block and Road Concept Plan" which depicts a "Future Pedestrian Connection" crossing through the middle of the Property as shown below (bubbled yellow line):



This Future Pedestrian Connection runs through the middle of the Property which area is the main vehicular entrance to the Property, leading to parking and loading areas. See yellow line below showing the proposed location of the Future Pedestrian Connection.



Instead of the location as shown on Map 13-4.2, we believe that the location should be moved further north to reflect the location of the agreed to and approved by the City in connection with the 8 Nahani development and that of the Property. See location noted in red above.

Please call if you have any questions regarding the above.

Thank you.

Yours truly,

**MHBC**

David A. McKay, MSc, MLAI, MCIP, RPP  
Partner and Vice President

cc: Clients, Barry Horosko

## HURONTARIO CENTRE LIMITED

2751 Bloor Street West, Toronto, ON, M8X 1A6

October 15, 2020

**VIA EMAIL**

***deputations.presentations@mississauga.ca***

Planning and Development Committee  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Attention: Chair and Members of the Planning and Development Committee

**Re: Uptown Major Node Character Area - Draft Official Plan Amendment  
Planning and Development Committee - Public Meeting  
City File: CD.03-UPT W4 and W5**

We are the owners of the lands known municipally as 5027-5035 Hurontario Street. The property is approximately 5.4 acres and is located at the northeast corner of Hurontario St. and Eglinton Ave. E. We acquired the lands approximately 25 years ago and built the retail centre that now exists.

As the Uptown Major Node lands mature and urbanize all around us, it is our intention to submit an application in the coming months to redevelop the property in keeping with this rapid urbanization.

Accordingly, we would like the opportunity to meet with Staff to discuss the draft Official Plan policies further, and reserve the right to make further submissions at a later date.

Yours truly,

**HURONTARIO CENTRE LIMITED**



H. Scott Rutledge, President

cc. Andrew Whittemore, Commissioner, Planning & Building, City of Mississauga  
Mojan Jianfar, Planner, City Planning Strategies, City of Mississauga  
Michael Baker, Hurontario Centre Limited



**HURONTARIO CENTRE LIMITED**

2751 Bloor Street West, Toronto, ON, M8X 1A6

October 23, 2020

**VIA EMAIL**

City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Attn: Mojan Jianfar, Planner, City Planning Strategies

Dear Ms. Jianfar:

**Re: Comments re Draft Official Plan Amendment (City File: CD.03-UPT W4 and W5) Uptown Major Node Character Area as they apply to 5027-5035 Hurontario Street**

We are the owners of the lands known municipally as 5027-5035 Hurontario Street, located at the northeast corner of Hurontario Street and Eglinton Avenue. The property is approximately 5.4 acres and is currently developed with a retail shopping centre of approximately 62,000 sq. ft.

On October 15, 2020, we provided preliminary comments in writing on the Uptown Node Character Area Draft Official Plan Amendment (OPA). At this time we are writing to provide additional comments as follows:

**General Comments**

While we understand that staff is of the view that the current height limit of 25 storeys within the node is sufficiently robust, certain parts of the node are inevitably more prominent than others and a policy that provides for increased building heights at such important locations should be included in the OPA. In this regard, the intersection of Hurontario Street and Eglinton Avenue is without question the centre point of the node: densities and building heights well in excess of the 25-storey limit should not only be provided for but should also be encouraged.

**Comments on Specific Policies**

- Policy 13.4.3.3 - As the Uptown Node intensifies over the longer term, it is likely that the marketplace for retail and commercial space will have changed and may not support the same amount of commercial floor space that exists today. Quite simply, we believe that there should be flexibility built into the policy to account for this, and request that staff amend the policy accordingly;

- Policy 13.4.4.3.a.iii - We request that this policy be amended as follows: "~~a high percentage of~~ transparent vision glass along the street edge, **where possible.**" Especially where the city is encouraging retail uses on the ground floor, the ultimate test should be the overall quality of urban design, and transparent vision glass is only one of the measures;
- Policy 13.4.5.2.a - It is not clear whether this policy refers to the existing road network or the proposed / conceptual roads shown on Map 13-4.2. If this policy is referring to the proposed / conceptual roads, we request that the policy be amended as follows: "All roads shown should be public, **unless arrangements for private roads are made that are satisfactory to the City,**"
- Policy 13.4.6.4 - We request clarification as to what is meant by "maximum sun exposure onto parkland". Our understanding is that "maximum sun exposure" literally means that no shadows should occur at any time of the day and this may well be impossible to achieve, thus unjustly neutralizing a significant part of any given property;

Should you have any questions or require any other information with respect to our comments, please let us know.

Yours truly,

**HURONTARIO CENTRE LIMITED**



Ian W.D Rutledge, M.Pl.

cc. Katherine Morton, Manager, Planning Strategies, City of Mississauga  
Michael Baker, Hurontario Centre Limited  
Scott Rutledge, Hurontario Centre Limited

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## Planning and Development Committee

**Date:** **October 19, 2020**

**Time:** **6:02 PM**

**Location:** **Council Chambers, Civic Centre, 2nd Floor**  
**300 City Centre Drive, Mississauga, Ontario, L5B 3C1**  
**And Online Video Conference**

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

### Staff Present

Mr. Andrew Whitemore, Commissioner, Planning & Building  
 Ms. Lia Magi, Legal Counsel  
 Mr. Chris Rouse, Director, Development and Design  
 Mr. Jason Bevan, Director, Planning Strategies  
 Ms. Sangita Manandhar, Team Leader, Park Assets  
 Ms. Lin Rogers, Manager, Transportation Projects  
 Ms. Emma Calvert, Manager, Engineering and Construction  
 Mr. Stephen Sterling, Manager, Special Projects,  
 Mr. Romas Jukevics, Manager, Planning Programs  
 Ms. Katherine Morton, Manager, Planning Strategies  
 Ms. Sacha Smith, Manager, Legislative Services and Deputy Clerk  
 Ms. Angie Melo, Legislative Coordinator

- 
1. CALL TO ORDER - 6:02 PM
  2. DECLARATION OF CONFLICT OF INTEREST - Nil
  3. MINUTES OF PREVIOUS MEETING
  - 3.1 Planning and Development Committee Draft Minutes - September 28, 2020  
Approved (Councillor K. Ras)
  4. MATTERS CONSIDERED
  - 4.1 PUBLIC MEETING INFORMATION REPORT (WARDS 1-11)

City Initiated Amendments for D (Development) Policies and Zone  
File: CD.02-MIS

Stephen Sterling, Manager, Special Projects, provided an overview of the City initiated Amendments for D Development Policies and Zone Regulations.

In response to Councillor Ras' inquiry regarding whether the amendments would apply to a vacant property at Clarkson Road and Balsam Avenue, to obtain a minor variance, Stephen Sterling, Manager, Special Projects, explained that proposed policy changes would not apply to the vacant property, and further, explained that there are environmental issues at that property.

In response to Councillor Damerla's inquiry regarding the placement of a sign at a property in her Ward, Chris Rouse, Director, Development and Design advised that the designation on individual properties are not being changed, just the policies within the Official Plan; therefore, an application for a sign variance would have to be made.

In response to Councillor Dasko's inquiry regarding a property in his Ward that has residents on one side and a business to the rear, Chris Rouse advised that the policy changes would allow for staff and the Committee of Adjustment to assess the proposal, and further noted that there may have been a change to ownership of this particular property, and may not be an issue; however, staff would have to review it.

#### RECOMMENDATION PDC-0037-2020

That the report dated September 25, 2020 from the Commissioner of Planning and Building regarding proposed amendments to Development Zone Provisions and Policies in Section 19.11 of Mississauga Official Plan and Section 12.3 of Zoning By-law 0225-2007, be received for information.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson, and Councillor C. Parrish

Carried (11 to 0)

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 2)  
Southdown Local Area Plan – City Initiated Official Plan Amendment

Romas Jukevnics, Manager, Planning Programs, provided an overview of the Southdown Local Area Plan, City initiated Official Plan.

In response to Councillor Ras' inquiry on ways to expedite this initiative at the Region, Romas Jukevnics, Manager, Planning Programs advised that staff have been in discussions with the Region and have a meeting scheduled at the end of the month to discuss timelines.

Andrew Whittemore, Commissioner, Planning and Development suggested Councillor Ras raise this matter at the Region.

Councillor Ras, advised that she and Councillor Fonseca would bring forward a Motion on this matter at the next Regional meeting.

RECOMMENDATION PDC-0038-2020

1. That the report titled "Southdown Local Area Plan – City Initiated Official Plan Amendment" dated October 5th, 2020 from the Commissioner of Planning and Building be received for information.
2. That submissions made at the Planning and Development Committee Public Meeting held on October 19, 2020, regarding the report titled "Southdown Local Area Plan - City Initiated Official Plan Amendment," dated October 5th, 2020 from the Commissioner of Planning and Building, be received.
3. That Staff report back to the Planning and Development Committee on the submissions

made from the public, and comments made from circulated departments and agencies, regarding the proposed changes, outlining any modifications to the original proposed amendment, as necessary.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , and Councillor C. Parrish

Carried (11 to 0)

4.3 PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga  
Official Plan Amendment for the Uptown Major Node Character Area

Katherine Morton, Manager, Planning Strategies, provided an overview of the Official Plan Amendment for the Uptown Major Node Character Area.

In response to Councillor Damerla's inquiry regarding how the numbers reflected on the proposed growth and development's existing zoning and current trajectory, were arrived at, green space and transitional plans, Katherine Morton, Manager, Planning Strategies explained that in testing levels of infrastructure, they looked at what was the upper limit and modelled various scenarios, reviewed the cumulative impact of growth in the area, received feedback from various city departments, school boards and service providers, and noted that even with the higher population, that the infrastructure constraints were not much. Ms. Morton also noted that a traffic assessment was conducted and identified some issues with the level of congestion, which is why a finer grain network is being proposed to alleviate pressure and allow local traffic to move. Further, Ms. Morton explained that parkland would be secured through the development application process, parkland dedication requirements in the *Planning Act*; and, that the existing Transitional Policies in the Uptown Node Policy Framework will remain in place.

In response to Councillor Dasko's inquiry regarding how large an area has to be before a Master Plan is deemed necessary, and the projection of job growth, Katherine Morton, Manager, Planning Strategies, explained that the policy does not specify a size and that the Planner, through meetings with the applicant during the pre-application process, determines the necessity for a Master Plan. Further, Ms. Morton explained the outcome of the range of different scenarios tested and noted that the main growth is residential and that job growth was modest, and that the focus was to retain existing space to protect existing jobs and encourage future employment.

Andrew Whittemore, Commissioner, Planning and Development noted that there is an overriding policy within the Official Plan, that any major node has a resident to jobs ratio and that this is what we are trying to achieve and we are on track; however, we will continue to negotiate office development, which is now more of a conversation given the current pandemic.

In response to Councillor Kovac's inquiry regarding traffic flow current trajectory, Lin Rogers, Manager, Transportation Projects advised that a review of the future road network and the Light Rail Transit (LRT) did establish that it requires a finer grain network and a significant increase in mode split in order to accommodate and improve capacity constraints until 2041.

In response to Councillor Kovac's inquiry regarding requirements for an additional school in the area, Katherine Morton, Manager, Planning Strategies advised that the Peel District School Board is in immediate need of a new facility to service the Hurontario corridor based on the current population.

Councillor Parrish spoke regarding the amenities at Fairwind Park, that is scheduled to open in 2021, and thanked Pinnacle for their contribution. Councillor Parrish further spoke to the importance of affordable housing especially along the LRT; expressed concern with the building height policies not amended, and asked staff to review the density of occupancy of the recently approved buildings that at approximately 32 storeys; and the repurposing of schools that have recently closed.

In response to Councillor Carlson's inquiry whether we are developing a method to consider persons working from home being counted as employment, Andrew Whittemore, Commissioner, Planning and Development, explained that the way employment is measured and scaled is based on how the growth plan and Provincial Legislation defines employment, which is a challenge as the Province does not view retail and home base businesses as employment. Mr. Whittemore noted that developers are looking at incorporating working space amenities for future developments.

Councillor McFadden commented on the development of mobile office spaces in new condominium developments and is in support of this city initiative and looks forward to developing this initiative in her Ward along Ninth Line.

In response to Councillor Parrish's inquiry regarding incentives for development of rental buildings and the consideration for fast tracking rental building applications, Chris Rouse, Director, Development and Design confirmed that they are currently fast tracking all applications and reported that there has been an increase of rental applications. Jason Bevan, Director, City Planning Strategies, advised that there has been provincial changes with respect to development charges where the interest being deferred for any non-profit rental buildings over a period of 25 years, and profit rentals over 5 years, and consideration of not requiring inclusionary zoning for rental buildings are a couple of incentives being considered to encourage affordable housing.

#### RECOMMENDATION PDC-0039-2020

1. That the report titled "Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson, and Councillor C. Parrish

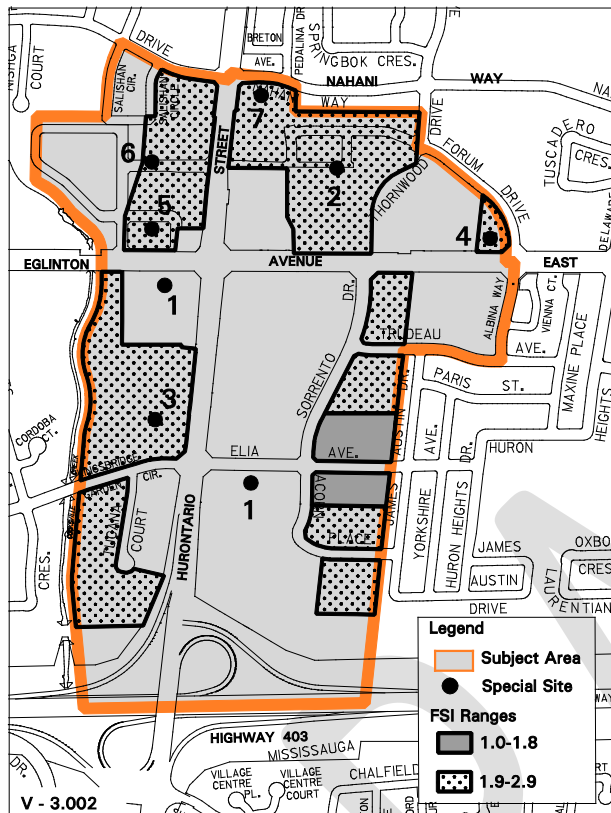
Carried (11 to 0)

5. ADJOURNMENT - 7:20 PM (Councillor M. Mahoney)

## Appendix 5: Uptown Major Node Character Area – Draft Official Plan Amendment with Revisions

Draft policies are shown in red; revised text is highlighted in grey; deleted text is shown as ~~strikeouts~~; existing policies are in black.

### 13.4 Uptown



Map 13-4-1: Uptown Major Node Character Area

#### 13.4.1 Introduction

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

#### 13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

#### 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless ~~it can~~ be demonstrated that the office floor space ~~is~~ will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service 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 or replaced as part of the redevelopment ~~during and after redevelopment~~.

~~13.4.2.1~~ 13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed ~~three~~ four storeys.



### ~~13.4.1~~ 13.4.4 Urban Design

~~13.4.1.1~~ To enhance a sense of community, it is proposed that a number of major **streetscapes** be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.

~~13.4.1.2~~ Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale ~~land~~ blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of

transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings ~~shall~~ will be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:
  - i. commercial uses at grade, where appropriate;
  - ii. connections to parks, public spaces and retail uses at grade, where appropriate; and
  - iii. a substantial amount of transparent vision glass at grade, where appropriate.
- b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.
- c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

### **13.4.3 13.4.5 Transportation**

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

#### *Road Network*

13.4.5.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown ~~should~~ will be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block

development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths for the classification of the road that is constructed will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect to ~~and align with~~ existing roads in surrounding neighbourhoods.

#### *Road Design*

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

~~13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.~~

#### *Parking*

13.4.5.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should

be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for point delivery services.

13.4.5.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

### **13.4.6 Open Space Network**

13.4.6.1 The park network identified in Map 13-4.1 will form a connected parkland system that ~~that~~ is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park ~~shall protect for maximum~~ will be built to maximize sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services parkland and open spaces.

### 13.4.7 Community Infrastructure

13.4.7.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

### 13.4.8 Implementation

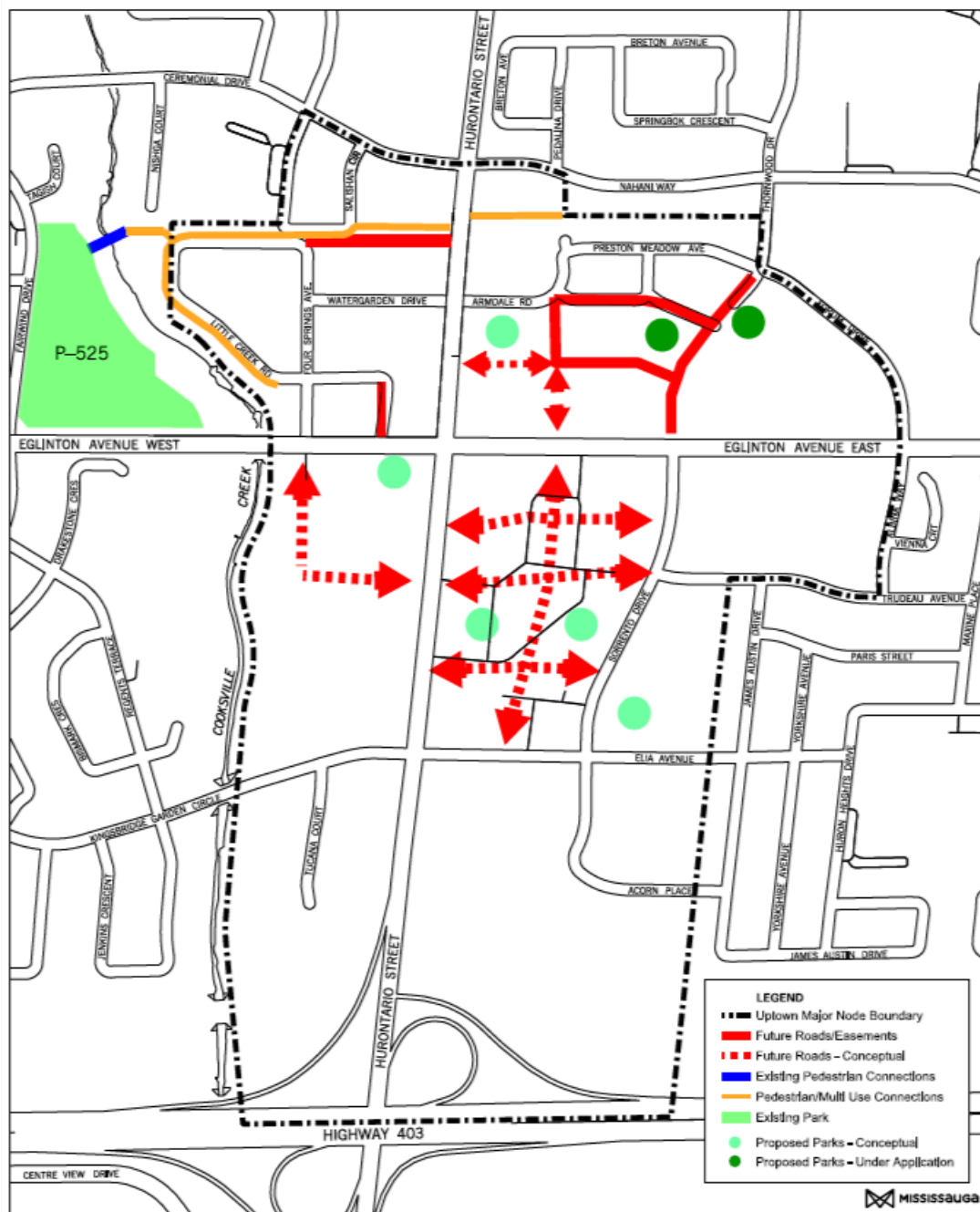
13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and

subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.1;
- creation of the park network identified in Map 13-4.1;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.



Map 13-4.1: Uptown Node Block and Road Concept Plan

**Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 13  
Major Nodes, 13.4 Uptown**

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.1 Introduction</b>	<i>Added</i>	<p>13.4.1 Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.</p> <p>Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.</p> <p>Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.</p> <p>Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.</p>	The “Introduction” reinforces the importance of the Uptown Major Node Character Area (Uptown) as a focal point for the creation of a mixed use and complete community, where people have a range of transportation and employment options and access to public spaces and parkland. The policies also support innovative partnerships, and encourage people and organizations to work together strengthen the community.
<b>13.4.2 Housing</b>	<i>Added</i>	<p>13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.</p> <p>13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.</p> <p>13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.</p>	The “Housing” policies reinforce the City’s emphasis on achieving a diversity of housing types, including affordable and rental housing to meet the needs of many different households. Partnerships are also encouraged to help meet this objective.

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Section	Change	Proposed Changes to MOP	Planning Rationale
13.4.3 Land Use	<i>Added</i>	<p>13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.</p> <p>13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.</p> <p>13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.</p>	<p>The “Land Use” policies promote mixed use development in Uptown. They are intended to reinforce existing Official Plan policies that identify Major Nodes as a focus for retail, service uses and community amenities.</p> <p>The policies require that existing office and lands designated for office space be protected in order to maintain the employment base in the Uptown Node, as well as support complementary uses and create the opportunity to reduce work trips.</p> <p>The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function within Uptown.</p> <p>While new retail/service commercial and office uses in Uptown may be less financially viable than residential uses, combining non-residential and residential uses can achieve development viability. The amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components for existing and new development.</p>
	<i>Amended</i>	13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.	This existing policy is amended to be consistent with other Residential Medium Density height limits in the Official Plan, in other parts of the city.
13.4.4 Urban Design	<i>Removed</i>	13.4.4.1 To enhance a sense of community, it is proposed that a number of major <b>streetscapes</b> be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.	New policies expand on and replace this policy.

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
	<i>Removed</i>	<p>13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:</p> <ul style="list-style-type: none"> <li>a. a graduated transition in development intensity and building scale; and</li> <li>b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.</li> </ul>	New policies expand on and replace this policy.
<b>13.4.4 Urban Design</b>	<i>Added</i>	<p>13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.</p> <p>13.4.4.2 Uptown will be developed to:</p> <ul style="list-style-type: none"> <li>a. create a fine-grain grid network of urban scale blocks and streets;</li> <li>b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;</li> <li>c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and</li> <li>d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.</li> </ul>	<p>These policies intend to create a system of streets and blocks with frequent intersections and connections for pedestrians and cyclists. While these policies do not include a minimum block size, it is the intent that these policies help support the creation of blocks sizes that reflect Uptown's highly urbanized context.</p> <p>These policies, along with the "Transportation, Road Design" policies, focus on creating attractive pedestrian environments along streets through landscaping, street furniture and animation of these spaces as well as minimizing curb cuts by consolidating vehicular access points across sidewalks.</p>



## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.4</b> <b>Urban Design</b>	<i>Added</i>	<p>13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows</p> <ul style="list-style-type: none"> <li>a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate: <ul style="list-style-type: none"> <li>i. commercial uses at grade, where appropriate;</li> <li>ii. connections to parks, public spaces and retail uses at grade, where appropriate; and</li> <li>iii. a substantial amount of transparent vision glass at grade, where appropriate.</li> </ul> </li> <li>b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be design to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.</li> <li>c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development</li> </ul>	<p>These policies intend to contribute to a more tailored and appropriate design response for new developments in Uptown. Further they aim to strengthen the quality of the streetscape and public realm in order to provide a more comfortable, enjoyable and safe pedestrian environment, while establishing a sense of place and civic identify within Uptown.</p> <p>An applicant can gain advice on how to apply this street hierarchy to their individual sites through the development application process.</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.	
<b>13.4.4 Urban Design</b>	<i>Added</i>	13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.	This policy aims to achieve environmentally sustainable design to help address climate change by reducing greenhouse gas emissions and improving stormwater management, energy efficiency and water conservation.
<b>13.4.6 Transportation</b>	<i>Existing / Removed</i>	13.4.6.1 South of the Character Area between the utility corridor and Highway 403, a new east west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off ramp, and Mavis Road. <del>In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.</del>	The last sentence of this existing policy to be removed as it relates to the Downtown Core road network and is addressed through the Downtown Local Area Plan.
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Road Network</i></p> <p>13.4.6.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.</p> <ul style="list-style-type: none"> <li>a. All roads shown will be public.</li> <li>b. The design, access requirements and public/private responsibilities for roads and pedestrian</li> </ul>	A fine-grain road network is proposed to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for all modes of transportation. The City's priority is for roads to be public, however private roads may permitted in some instances. Where a public road is not achievable, private streets must seamlessly integrate into the public street network.

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>connections will be determined through the development application process.</p> <p>c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.</p> <p>13.4.6.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:</p> <p>a. public easements will be required;</p> <p>b. required right-of-way widths for the classification of the road that is constructed will be provided; and</p> <p>c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.</p> <p>13.4.6.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.</p> <p>13.4.6.5 New roads will connect to existing roads in surrounding neighbourhoods.</p>	
<b>13.4.6</b>  <b>Transportation</b>	Added	<p><i>Road Design</i></p> <p>13.4.6.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be</p>	<p>The policies focus on designing roads that are safe, more convenient for all users, and support all modes of travel, including pedestrians, cyclists, motorists and transit users. These policies ensure road design requirements through landscaping, street furniture and animation of these spaces. They also ensure that roads are designed as</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>redesigned to incorporate active transportation and transit infrastructure, as appropriate.</p> <p>13.4.6.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.</p> <p>13.4.6.8 Pedestrian and cycling connections to transit facilities will be prioritized.</p> <p>13.4.6.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.</p> <p>13.4.6.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.</p> <p>13.4.6.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.</p> <p>13.4.6.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:</p> <ul style="list-style-type: none"> <li>a. transportation demand management;</li> <li>b. transit oriented development and design;</li> <li>c. pedestrian/cycling connections; and</li> <li>d. access management plan.</li> </ul>	<p>complete streets.</p> <p>The policies also ensure that pedestrian and cycling infrastructure and connections are prioritized; curb cuts are minimized by consolidating vehicular access points across sidewalks; and traffic impact / parking utilization studies will be needed to ensure that Uptown is developed in a manner that will support current and future users.</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		13.4.6.13 The City may consider alternative road design standards to achieve community design objectives.	
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Parking</i></p> <p>13.4.6.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.</p> <p>13.4.6.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.</p> <p>13.4.6.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.</p>	These policies are intended to mitigate the negative impact of large surface parking areas on quality of life and the environment by encouraging parking to be provided underground or in structures. Where surface parking is permitted, it is to be directed to the side or rear of buildings. Related policies under the “Transportation” section also address the importance of providing bicycle parking.
<b>13.4.7 Open Space Network</b>	<i>Added</i>	<p>13.4.7.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.</p> <p>13.4.7.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide</p>	<p>The intent of these policies is to achieve attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system through on-site parkland dedication, enhanced connections to existing parks, and the provision of a system of new linear open spaces and public squares.</p> <p>For practical purposes, the functionality of privately owned public spaces are generally the same as public spaces. Where</p>

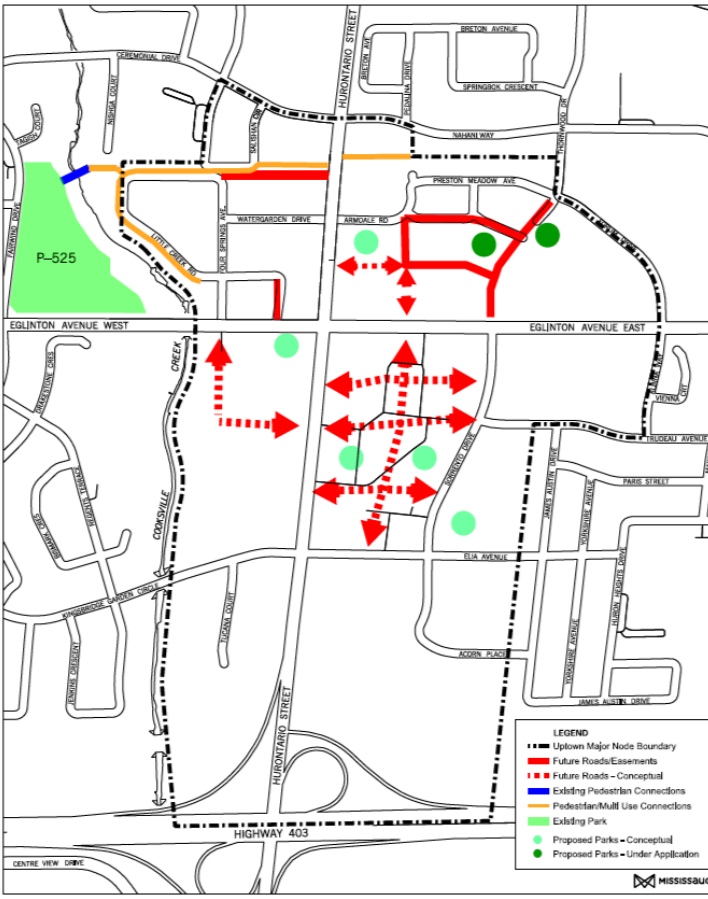
## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.</p> <p>13.4.7.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.</p> <p>13.4.7.4 Development that has frontage to a park shall be built to maximize sun exposure onto parkland.</p> <p>13.4.7.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:</p> <ul style="list-style-type: none"> <li>a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;</li> <li>b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and</li> <li>c. the private open space is maintained as universally accessible and open to the public.</li> </ul> <p>13.4.7.6 Notwithstanding 13.4.7.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.</p>	<p>privately owned streets are provided within redevelopments, the City may secure public access to these spaces with the legal conveniences or easements at their disposal.</p> <p>These policies are intended to ensure that private redevelopment results in a high quality public realm through maximizing sunlight on the public realm, including parks, open spaces and sidewalks</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.8</b>  <b>Community Infrastructure</b>	<i>Added</i>	<p>13.4.8.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure.</p> <p>13.4.8.2 Community infrastructure is encouraged to adopt a compact form.</p>	<p>These policies are intended to encourage innovative partnerships among infrastructure providers and greater support for a more urbanized development response in the Uptown Node.</p> <p>The PDSB has identified an immediate need for an elementary school to serve Uptown Node and the Hurontario corridor. Further development of the area will increase the demand for educational facilities in Uptown.</p>
<b>13.4.9</b> <b>Implementation</b>	<i>Added</i>	<p>13.4.9.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.</p> <p>13.4.9.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.</p> <p>13.4.9.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:</p> <ul style="list-style-type: none"> <li>• small block sizes and a fine grained road pattern;</li> <li>• creation of the road network depicted in Map 13-4.1;</li> <li>• creation of the park network identified in Map 13-4.1:</li> </ul>	<p>The Official Plan has policies that enable the City to require a development master plan as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application.</p> <p>These policies will support the development of Uptown into a vibrant and complete community, ensuring that large scale developments consider the broader context and community in which they will be situated, taking into consideration the road and park network, housing, community infrastructure and urban design requirements.</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
		<ul style="list-style-type: none"><li>• provision of affordable housing;</li><li>• future provision of community infrastructure, where applicable; and</li><li>• high quality design outcomes for the public realm.</li></ul>	



Section	Change	Proposed Changes to MOP	Planning Rationale
<p><b>Map 13-4.1</b> <b>Uptown Node</b> <b>Block and</b> <b>Road Concept</b> <b>Plan</b></p>	<p><i>Added</i></p>		<p>The “Block and Road Concept Plan” identifies future roads and easements, as well as future and existing multi-use connections. It also identifies proposed locations for future parks, as well Park-525 on the western fringe of the Node.</p> <p>The “Block and Road Concept Plan” illustrates the various policies within Uptown, specifically the need for a fine grained road network to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within Uptown. It also identifies general locations for parkland in order to achieve parkland requirements in Uptown, form a connected system of parkland and enhance connections to existing parkland within and surrounding the area.</p> <p>The “Block and Road Concept Plan” was developed with consideration for existing / active development applications and ongoing conversations between the City and stakeholders. The exact location, design, and specifics of the future roads, pedestrian/multi-use connections and parks will be determined through the development application process.</p>

## Appendix 7 - Summary of Applicable Policies

The proposed Official Plan Amendment (OPA) for Uptown Major Node Character Area aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as summarized below. The following assessment provides a general summary of the intent of the policies and is not considered exhaustive.

### Provincial Policy Statement (2020):

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of providing a mix of housing, a range of employment opportunities and access to recreation, parks and open spaces. The PPS also promotes economic development and long-term economic prosperity. The proposed OPA for the Uptown Node are consistent with the PPS.

Please see more details below:

- **Development and Land Use Patterns:** Policy 1.1.3 promotes efficient development patterns for settlement areas and a compact urban form. The proposed policies support the development of a dense and compact community in Uptown, proximate to the Hurontario Light Rail Transit line.
- **Housing:** Policy 1.1.1 and section 1.4 direct that healthy communities accommodate a range and mix of housing, including affordable housing. The proposed OPA encourages development in Uptown to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.
- **Employment:** Policy 1.3.1 promotes economic development by encouraging a range of employment uses, mixed-use developments and maintaining a wide range of sites to support a diverse economic base. The proposed policy amendments encourage a range of employment opportunities and mixed use development in Uptown. Further policies seek to retain existing non-residential space to protect Uptown's employment base and support a diversity in economic activity.
- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space, specifically policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parkland, public spaces, open spaces, trails and linkages that promote recreation. The proposed OPA identifies the location of future parks to provide a comprehensive open space network for Uptown.
- **Multi-Modal Transportation:** Policy 1.5.1.a speaks to promoting active communities, with safe public streets that support pedestrian experiences and facilitate active transportation. Policy 1.6.7.3 provides direction for multimodal and interconnected transportation systems. The proposed policies for Uptown introduce a Block and Road Concept Plan to identify future roads and pedestrian connections and support multi-modal connections throughout Uptown and to the future Hurontario LRT. The policies

also support an enhanced public realm, pedestrian experience and safer movement throughout the area.

- **Long Term Prosperity:** Section 1.7 provides direction to support long-term economic prosperity through integrated approaches to planning, including considerations for economic development, housing, built form, transportation, built form and climate change. The proposed policies seeks to provide a comprehensive planning framework for the Uptown to prosper and thrive into the future.
- **Climate Change:** Section 1.8 provides direction on climate change, specifically reducing greenhouse gas emissions and planning for the impacts of a changing climate. Proposed policies for Uptown encourage new developments to reduce greenhouse gas emissions, manage storm water, and incorporate sustainable measure in their designs.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019; Amendment 1 2020)**

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed policy amendments for the Uptown Node conform to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. The proposed policies embrace the Growth Plan's direction to create a complete community in Uptown and encourage a range and mix of housing, a finer grained road network, employment uses, parks and community infrastructure.
- **Housing:** Policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. Policy 2.2.6.1.b identifies that mechanisms such as land use planning and financial tools may be needed to support housing options. This proposed OPA for Uptown encourages the development of a range of housing choices, and promotes partnerships or collaborations that will support the creation of affordable housing options.
- **Major Transit Station Areas:** The Growth Plan identifies Uptown as a Major Transit Station Area (MTSA) and sets a minimum density target of 160 residents and jobs per hectare. Policy 2.2.4.8 and 2.2.4.9 requires that MTSA's are designed to be transit-supportive with multi-modal connections to stations and that development support a mix of uses, including affordable housing. The proposed policy amendments in Uptown support and conform to all of these policy directions.

- **Employment:** Policy 2.2.5.14 identifies that the redevelopment of any employment land should “retain space for a similar number of jobs to remain accommodated on site.” Policy 2.2.5.2 directs major office development to MTSAs and policy 2.2.5.15 supports compact development that integrates retail uses. The proposed policy amendments for Uptown support the creation of a mixed use and complete community, where existing non-residential floor space is retained or replaced as part of a redevelopment.
- **Transportation Network:** Policy 3.2.2.2 directs transportation systems be planned to provide connectivity between transportation modes, promote the use of transit and active transportation, and offer multimodal transportation options. The proposed OPA will ensure that Uptown is developed with a multi-modal transportation network that provides greater connectivity throughout the area and to the Hurontario LRT transit station.
- **Public Service Facilities:** Policy 3.2.8.1 provides direction for public service facilities and services to be “co-located in community hubs and integrate to promote cost-effectiveness”. The proposed policy amendments seek to promote collaboration and innovative partnerships in the delivery of public infrastructure.
- **Public Open Space:** Policy 4.2.5.1 encourages municipalities to develop “a system of publicly-accessible parkland, open space, and trails”. The proposed policy amendments for Uptown ensure a network of public parks and open spaces are developed and distributed throughout the area, and providing connectivity to existing and future roads, pedestrian and multi-use connections.

### Parkway Belt West Plan

The Parkway Belt West Plan (PBWP) designates and protects infrastructure corridor lands needed for transit, hydro and electric power facilities. The proposed policy amendments for Uptown will not be affecting lands protected under the PBWP.

### Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates the conditions for thriving communities. The proposed policy amendments for the Uptown Node conform to the ROP.

Please see more details below:

- **Complete Communities:** Policy 5.3.1.3 provides direction to “establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing

communities.” The proposed policy amendments for Uptown conform to the Regional Official Plan, and will ensure that Uptown is developed into a complete community.

- **Compact Urban Form:** Policies 5.3.2.3 and 5.3.2.6 provide direction on compact form and pedestrian-friendly, transit-supportive urban structure and form. Section 5.3.3 provides direction for urban growth centres and the regional intensification corridor, to ensure that these areas “include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the Greater Toronto Area and Hamilton (GTHA).” The Uptown Major Node is situated within the Regional Intensification Corridor. The proposed policy amendments for Uptown conform to the Region of Peel Official Plan.
- **Employment:** Policy 5.6.2.10 encourages high density employment uses in proximity to major transit station areas and areas planned for higher order transit service. The proposed OPA encourages economic development and employment growth in a Major Transit Station Area.
- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed policies reinforce these housing policy directions.
- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages to between areas, to adjacent neighbourhoods and transit stations. Additionally, policy 5.9.10.2.7 encourages school boards to select school sites in locations to maximize walking/cycling as a primary means of travel to school. The proposed OPA for Uptown ensures the creation of a fine-grained multi-modal transportation network and, encourage collaboration and partnerships in order to develop needed community infrastructure within Uptown.

## Mississauga Official Plan

The proposed policy amendments for Uptown reinforces the current policies and objectives of the Mississauga Official Plan (MOP).

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy and recognizes the different functions of various areas of the city. The Downtown is planned to be the densest part of the city, followed by Major Nodes, which are envisioned to accommodate growth and provide a mix of population and employment uses. The proposed policy amendments reflect Uptown Node’s position as a Major Node within the City’s urban hierarchy.

- **Employment:** Policy 5.5.10, 10.2.1 and 10.41 encourage major office and retail development to be located within the Major Nodes and in Major Transit Station Areas. The proposed policy amendments for Uptown encourage economic development and protect against the loss of existing office and retail uses.
- **Parks and Open Spaces:** Chapter 6 provides city-wide direction for parks and open spaces. The proposed policy amendments provide further direction for parkland within Uptown and identify conceptual locations for future parks to ensure a distribution of open space throughout the Node.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. The Chapter identifies Major Nodes as areas that are to be planned to be complete communities and offer a range of services, employment and residential opportunities. Specifically policy 7.1.3 encourages compact built environments that integrate a mix of uses, support multiple modes of transportation, and encourage recreational activities. Section 7.3 identifies the need for community infrastructure as a vital part of complete communities and quality of life. Policy 7.3.2 identifies Major Nodes as one of the preferred locations for community infrastructure. The proposed OPA will ensure that Uptown develops as a complete community with access to multiple modes of transportation and community infrastructure.
- **Housing:** Section 7.2 provides city-wide direction to ensure the provision of suitable housing for people of all stages of life. The MOP encourages the creation of new housing in Major Nodes to meet the needs of diverse populations, younger and older adults and families. The proposed policy amendments for Uptown encourage the development of a range of housing choices, including affordable housing.
- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, encourages a shift towards more sustainable modes of transportation and prioritizes the creation of a fine-grained road pattern in Intensification Areas. The proposed policy amendments will ensure that Uptown develops with a fine-grained multi-modal transportation network that will provide connections throughout the Node and to the Hurontario LRT.
- **Compact Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 and 9.1.9 directs urban form within Intensification Areas to promote a diverse mix of uses and support the creation of efficient multi-modal transportation system. Section 9.3 and policy 9.3.1.5 provides direction to ensure that the public realm enhances connectivity and a sense of place. The proposed OPA seeks for Uptown to be compact and enjoy high quality design in its public realm.

# City of Mississauga

# Corporate Report



Date: November 11, 2020  To: Chair and Members of Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: November 23, 2020

## Subject

**A By-law to amend the City's Building By-law 203-2019, to waive building permit application fees associated with temporary outdoor patios for restaurants, convenience restaurants or take-out restaurants from November 11, 2020 until December 31, 2021.**

## Recommendation

That the City's Building By-law 203-2019 be amended respecting construction, demolition and change of use permit, inspections and related matters (The Building By-law) to waive building permit application fees associated with tents over temporary outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant as defined in Zoning By-law 0225-2007, as amended, commencing retroactively on November 11, 2020 until December 31, 2021.

## Report Highlights

- The Building Code Act authorizes Council to administer the Act and determine an appropriate fee structure to maximize cost recovery in providing building permit and inspection services.
- Waive building permit fees associated with temporary tents as identified within Temporary Use By-law 0163-2020

## Background

The construction, renovation, demolition and change of use of buildings are regulated through the Building Code Act, 1992 (BCA) and the Building Code. The BCA and the Code are enforced locally, through municipalities. Municipal building divisions review building permit applications, issue permits, inspect buildings under construction, and take enforcement action where contraventions are found.

Ontario's Building Code Act, 1992 sets the regulatory framework for the construction, renovation

and change of use of buildings. It sets out or authorizes technical standards; administrative procedures; enforcement powers; and mechanisms for dispute of appeals and new product and system approvals.

Clause 7. (1) of the Building Code Act, the council of a municipality may pass a by-law (The Building By-law) applicable to the matters for which, and in the area in which, the municipality has jurisdiction for the enforcement of the Act.

Clause 7. (1)(c) of the Building Code Act authorizes Council to levy permit fees. The responsibility rests with Council to determine an appropriate fee structure for all classes of building permits.

Prior to passing of a By-law to introduce or change a fee imposed for permits or for the issuance of permits, the municipality must hold at least one public meeting at which any person who attends has an opportunity to make representations with respect to the matter.

In accordance with Part IX of the Building By-law, a 21-day notice must be provided prior to the public meeting to any persons and organizations that requested notice in the last five years. Upon discussions with the Office of the City Clerk, no persons or organizations has requested notice and Legal Services has confirmed that no additional notice is required other than this item being listed on the Committee's agenda.

## Present Status

Building permit fees for temporary tents are collected in accordance with the rates identified in Building By-law 0203-2019. These fees are in addition to the administrative charges required to process an electronic building permit application.

## Comments

Building permits are needed for tents attached to or located within 3 m (9.5 ft) of a building and/or if they are greater than 60 m<sup>2</sup> (645 ft<sup>2</sup>) in size. Permit fees can be waived at Council's direction, through an amendment to the Building By-law. Additional considerations include Patio Heater Safety Guidelines as outlined within the Technical Standards & Safety Authority (TSSA) as well as the tent design specifications provided within the Ontario Fire Code.

## Financial Impact

As outlined within the current Building By-law, a charge of \$207 is required for building permit applications associated with temporary tents as identified in the Ontario Building Code Ontario Regulation 332/12, as amended. This fee includes the services associated with application review and all associated inspections in accordance with the Ontario Building Code and Building Code Act, but does not include the administrative charges required in order to process an electronic application. The proposed fee waiver will result in the inability to recover full costs associated with the services prescribed by the *Building Code Act*.



## Conclusion

The proposed amending Building By-law is in compliance with the Building Code Act, 1992, as amended, and in compliance with the Ontario Building Code, Ontario Regulation 332/12, as amended.

## Attachments

Appendix 1: The Building By-law 0203-2019, as amended


Schedule A – Permit Fees and Refunds

Schedule B – Building Classifications and Permit Fees

Schedule C – Forms

Schedule D – Plans and Specifications

Schedule E – Prescribed Inspections



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

Prepared by: Ezio Savini, Director Building Division



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0208-2019

A by-law to enact a new Building By-law  
and to repeal the Building By-law 0251-2013;

**WHEREAS** Section 7 of the *Building Code Act*, 1992, S.O. 1992, Chapter 23, as amended authorizes Council to pass by-laws with respect to (but not limited to) prescribing classes of permits under the Act, providing for applications for permits, requiring applications to be accompanied by such plans, specifications, documents and other information as is prescribed and requiring the payment of fees on applications (the "Building By-law"),

**AND WHEREAS** the Council of the City of Mississauga desires to repeal By-law 251-13, as amended and enact a new Building By-law;

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

#### **PART I - DEFINITIONS**

1. For the purposes of this By-law, the following definitions and interpretations shall govern:
  - (1) "**Act**" means the *Building Code Act*, 1992, S.O. 1992, c. 23 as amended (or its successor);
  - (2) "**applicant**" means the owner of a building or property who applies for a permit or the person authorized by the owner to apply for a permit on the owner's behalf;
  - (3) "**architect**" means a holder of a licence, a certificate of practice, or a temporary licence under the *Architects Act*;
  - (4) "**as constructed plans**" means as constructed plans as defined in the *Building Code*;
  - (5) "**building**" means a building as defined in subsection 1(1) of the Act;
  - (6) "**Building Code**" means O. Reg. 332/12 (or its successor);
  - (7) "**change of use permit**" means a permit issued under subsection 10 of the Act;
  - (8) "**Chief Building Official**" means the Chief Building Official appointed by Council under subsection 3(2) of the Act for purposes of enforcement of the Act;
  - (9) "**City**" means The Corporation of the City of Mississauga;
  - (10) "**conditional permit**" means a permit issued under subsection 8(3) of the Act;
  - (11) "**construct**" means to construct a building as defined in Section 1(1) of the Act;
  - (12) "**demolish**" means to do anything in the removal of a building or any material part thereof as defined in Section 1(1) of the Act;
  - (13) "**ePlans**" means the electronic application and plans submission made to the City to obtain a permit using the forms and/or format as determined by the Chief Building Official;

- (14) “**forms**” means the applicable Provincial or municipal prescribed forms as set out in Schedule “C” to this By-law;
- (15) “**inspector**” means an inspector appointed under subsection 3(2) of the Act;
- (16) “**owner**” includes, in respect of the property on which the construction or demolition will take place, the registered owner, a lessee and a mortgagee in possession;
- (17) “**partial permit**” means a permit issued by the Chief Building Official to construct part of a building;
- (18) “**permit**” means permission or authorization from the Chief Building Official in either written or electronic form, to perform work regulated by this By-law and the Act, or to change the use of a building or part of a building or parts thereof, or to occupy a building or part thereof, as regulated by the Act and Building Code;
- (19) “**plans and specifications**” means documentation in support of a permit application in either physical paper or other durable material or electronically generated as further described in this By-law including Schedule “D” and any other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the Building Code;
- (20) “**plumbing**” means plumbing as defined in subsection 1(1) of the Act;
- (21) “**pre-screening**” means the review which precedes the acceptance of an ePlan to determine if it meets the requirements of this By-law for acceptance of an ePlan by the City;
- (22) “**professional engineer**” means a person who holds a licence or a temporary licence under the *Professional Engineers Act*;
- (23) “**registered code agency**” means a person or entity that has the qualifications and meets the requirements described in subsection 15.11(4) of the Act;
- (24) “**regulations**” means regulations made under the Act;
- (25) “**sewage system**” means a sewage system as defined in subsection 1(1) of the Act; and
- (26) “**work**” means construction or demolition of a building or part thereof, as the case may be.

2. Terms not defined in this By-law shall have the meaning ascribed to them in the **Act** or the **Building Code**.

## **PART II - CLASSES OF PERMIT**

3. Classes of permits with respect to the construction, demolition, change of use and occupancy of buildings and **permit** fees shall be as set out in Schedules A-1, A-2 and A-3, and Schedules B-1, B-2 and B-3 to this By-law.

## **PART III - PERMIT APPLICATION**

### **General**

- 4. (1) To obtain a **permit**, the **owner** or an agent authorized by the **owner** shall file with the **Chief Building Official** an application in the prescribed form as set out in Schedule “C” to this By-law.
- (2) An application shall, unless otherwise determined by the **Chief Building Official**, be submitted using **ePlans**. All applications for a **permit** to be submitted using **ePlans** shall not constitute an acceptance of the application by the **Chief Building Official** until a **pre-screening** has been completed as determined by the **Chief Building Official**.
- (3) An **owner** may cancel an application at any time by providing written notice to the **Chief Building Official**. An authorized agent may cancel an application with the written authorization from the **owner**.

- (4) The **Chief Building Official** may refuse to accept an application for a **permit** if any of the requirements for the application set out in this By-law, **Act** or **Building Code** are deemed to be incomplete or insufficient at the time of application request.

#### **Permit to Construct**

5. All applications for a **permit to construct a building** shall be made using the provincial application form, "Application for a Permit to Construct or Demolish" and in addition to meeting all other application requirements set out in this By-law shall:
- (1) identify and describe in detail the **work**, use and occupancy to be covered by the permit for which the application is made;
  - (2) identify and describe in detail the existing uses and the proposed use(s) for which the premises are intended;
  - (3) include the legal description, the municipal address and where appropriate the unit number of the land on which the **work** is to be done;
  - (4) be accompanied by **plans and specifications** as described in Schedule "D" to this By-law and as required by the **Act**;
  - (5) be accompanied by the required fees as calculated in accordance with Schedule A-1, A-2 or A-3, and Schedule B-1, B-2 or B-3 to this By-law;
  - (6) state the name, address and telephone number of the **owner**, and where the **owner** is not the **applicant**, the authorized agent, and where applicable, the qualified **architect**, engineer or other designer and the constructor or person hired to carry out the construction or demolition, as the case may be;
  - (7) for residential buildings regulated by Division B, Part 9, be accompanied by a completed form prescribed by the **Chief Building Official** in Schedule "C" to this By-law;
  - (8) include, where applicable, the applicant's registration number where an **applicant** is a builder or vendor as defined in the Ontario New Home Warranties Plan Act;
  - (9) be signed by the **owner** or authorized agent who shall certify as to the truth of the contents of the application; and
  - (10) be deemed to be an incomplete application where a **partial permit** is requested.

#### **Permit to Construct – Review by Architect or Professional Engineer**

6. In addition to the requirements of Sections 4 and 5 of this By-law, where Division C, Part 1, Subsection 1.2.2 of the **Building Code** applies, an application for a **permit to construct a building** shall.
- (1) be accompanied by a signed acknowledgement of the **owner** on the prescribed form that an **architect** or **professional engineer**, or both, have been retained to carry out the general review of the construction or demolition of the **building**; and
  - (2) be accompanied by a signed statement of the **architect** or **professional engineer**, or both, on the form prescribed, undertaking to provide general review of the construction or demolition of the **building**.
7. In addition to the general requirements set out above, an application for a **permit to construct** part of a **building** shall: include **plans and specifications** covering the **work** for which more expeditious approval is desired, together with such information pertaining to the remainder of the **work** as may be required by the **Chief Building Official**.

#### **Permit to Demolish**

8. In addition to the requirements of Sections 4, 5 and 6 of this By-law, an application to **demolish a building** or any material part thereof shall:
- (1) when Division C, Part 1, Subsection 1.2.2. of the **Building Code** applies in

relation to a review by an **architect** or **professional engineer**, be accompanied by a completed "General Review Demolition Commitment Certificate" form prescribed by the **Chief Building Official** in Schedule "C" to this By-law:

- (2) include complete **plans and specifications**, documents and other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**; and
- (3) indicate the method of demolition.

#### **Conditional Permit**

- 9. Even though all requirements have not been met to obtain a **permit** under this By-law and section 8(2) of the **Act**, the **Chief Building Official** may issue a **conditional permit** in accordance with section 8 of the **Act**.
- 10. In addition to the general requirements set out above, an application for a **conditional permit** pursuant to subsection 8(3) of the **Act**, shall:
  - (1) use the provincial application form, "Application for a Permit to Construct or Demolish";
  - (2) include complete **plans and specifications**, documents and other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**;
  - (3) state the reasons why the **applicant** believes that unreasonable delays in construction would occur if a **conditional permit** is not granted;
  - (4) state the necessary approval which must be obtained in respect of the proposed **building** and the time in which such approvals will be obtained;
  - (5) state the time in which **plans and specifications** of the complete **building** will be filed with the **Chief Building Official**; and
  - (6) require the **owner** and such other persons as the **Chief Building Official** determines to enter into an agreement with the **City**.
- 11. The **Chief Building Official** is authorized to enter into agreements with respect to **conditional permits**.

#### **Change of Use Permit**

- 12. In addition to the general requirements as set out in this By-law, an application for a **change of use permit** shall:
  - (1) describe the **building** in which the use is to be changed, by a description that will readily identify and locate the **building**;
  - (2) identify and describe in detail the current and proposed uses of the **building** or part of a **building** for which the application is made; and
  - (3) include **plans and specifications** showing the current and proposed use of all parts of the **building**, and which contain sufficient information to establish compliance with the requirements of the **Building Code**.

#### **Occupancy Permit - General**

- 13. An application for a **permit** to occupy a **building** pursuant to Division C, Part 1, Subsection 1.3.3.1 of the **Building Code** shall.
  - (1) use the application form in Schedule "C" to this By-law, "Application for Permit to Occupy a Building Prior to Completion";
  - (2) indicate the total floor area proposed for occupancy;
  - (3) indicate the total number and location of units proposed for occupancy; and
  - (4) be signed by the **owner** or authorized agent who shall certify to the truth of the contents of the application.

### **Occupancy Permit – Certain Buildings of Residential Occupancy**

14. An application for a **permit** to occupy a **building** of residential occupancy pursuant to Division C, Part 1, Article 1.3.3 of the **Building Code** shall use the application form as required by the **Chief Building Official**.

### **Permits – Sewage Systems**

15. In addition to the general requirements set out in this By-law, an application for a **sewage system permit** shall:
- (1) use the provincial application form "Application for a Permit to Construct or Demolish";
  - (2) include complete **plans and specifications**, documents and other information as required under Division C, Part 1, Sentence 1.3.1 3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**;
  - (3) include a site evaluation which shall include all of the following items, unless otherwise specified by the **Chief Building Official**:
    - (a) include the date the evaluation was done;
    - (b) include name, address, telephone number and signature of the person who prepared the evaluation, and
    - (c) a scaled map of the site showing:
      - (i) the legal description, lot size, property dimensions, existing right-of-ways, easements or municipal/utility corridors;
      - (ii) the location of items listed in Division B, Part 8, Column 1 of Tables 8.2.1.6.A: 8.2.1.6.B, and 8.2.1.6.C. of the **Building Code**;
      - (iii) the location of the proposed **sewage system**;
      - (iv) the location of any unsuitable disturbed or compacted areas;
      - (v) proposed access routes for system maintenance;
      - (vi) depth to bedrock;
      - (vii) depth to zones of soil saturation;
      - (viii) soil properties, including soil permeability; and
      - (ix) soil conditions, including potential for flooding.

### **PART IV: ISSUING PERMITS**

16. The **Chief Building Official** shall issue a **permit** (including a **partial permit**) in accordance with this By-law subject to compliance with the **Act** and **Building Code**.
17. After the issuance of a **permit** under the **Act** notice of any material change to a plan, specification, document or other information on the basis of which the **permit** was issued, shall be given in writing, to the **Chief Building Official** together with the details of such change, which is not to be made without the prior written authorization of the **Chief Building Official**.
18. Where a material change set out in Section 17 of this By-law is substantial, then the **Chief Building Official** may require the **applicant** to submit an application for a revision to the **permit** in which case a revision **permit** must be issued by the **Chief Building Official** before any **work** described in the material change can be commenced.
19. The **Chief Building Official** may, where the relevant provisions of this By-law and subsections 8(3) to 8(5) of the **Act** are met, issue a **conditional permit** for a **building** subject to compliance with the **Act**, the **Building Code** and any other applicable law.

20. The issuance of a **permit** for a part of a **building** or a **conditional permit** shall not be construed to authorize construction beyond that for which approval was given nor obligate the **Chief Building Official** to grant any further **permit** or permits for the **building**.
21. A **permit to demolish** shall not be issued until a demolition control permit is issued pursuant to By-law 45-2019 (or its successor), where applicable.

#### **PART V: REVOCATION OF PERMITS**

22. Subject to section 25 of the Act, the **Chief Building Official** may revoke a **permit** issued under the **Act**:
- (1) if it was issued on mistaken, false or incorrect information;
  - (2) if, after six months after its issuance, the construction or demolition in respect of which it was issued has not, in the opinion of the **Chief Building Official**, been seriously commenced;
  - (3) if the construction or demolition of the **building** is, in the opinion of the **Chief Building Official**, substantially suspended or discontinued for a period of more than one year;
  - (4) if it was issued in error,
  - (5) if the holder requests in writing that it be revoked; or
  - (6) if a term of the **conditional permit** agreement has not been complied with.
23. For the purposes of subsection 22(2) of this By-law, "not seriously commenced" shall include (but not be limited to) correspondence that has not been received from the **applicant** for a consecutive period of at least six months.

#### **PART VI - PLANS AND SPECIFICATIONS**

24. Every **applicant** shall submit sufficient information, including plans, specifications, documents and other information, with each application for a **permit** to enable the **Chief Building Official** to determine whether or not the proposed construction, demolition or change of use will conform with the **Act**, the **Building Code** and any other applicable law.
25. Each application shall, unless otherwise determined by the **Chief Building Official**, be accompanied by electronic copy of **plans and specifications** required under this By-law.
26. Plans shall be drawn to scale, shall be legible and, without limiting the generality of the foregoing, shall include such working drawings as set out in Schedule "D" to this By-law.
27. Site Plans submitted shall be referenced to a current plan of survey certified by a registered Ontario Land Surveyor and a copy of such survey shall be filed with the **City** unless this requirement is waived by the **Chief Building Official** because he or she is able, without having a current plan of survey, to determine whether the proposed **work** is in compliance with the **Act**, the **Building Code**, and any other applicable law. The site plan shall show:
- (1) lot size and the dimensions of property lines and setbacks to any existing or proposed **buildings**;
  - (2) existing and finished ground levels or grades; and
  - (3) existing right-of-way, easements and municipal services.
28. On completion of the construction, the **Chief Building Official** may require that a set of plans of the **building** or any class of **buildings** as constructed including a plan of survey showing the location be filed with the **Chief Building Official**.

## **PART VII - ALTERNATIVE SOLUTIONS**

29. Where an application for a **permit** or for authorization to make a material change to the plan, specification, document or other information on the basis of which a **permit** was issued, contains an alternative solution for which approval in accordance with Division C, Part 2, Section 2.1. is required, the application shall include documentation in accordance with Division C, Part 2, Article 2.1.1.1.
30. Such information shall be accompanied with the prescribed **forms** "Alternative Solution Authorization Form" and "Alternative Solution Application" as prescribed by the **Chief Building Official** in Schedule "C" to this By-law.

## **PART VIII - PRESCRIBED NOTICES AND INSPECTIONS**

31. The person to whom a **permit** has been issued under subsection 8 of the **Act** shall give to the **Chief Building Official** notice of the readiness for inspection in accordance with prescribed notices described in Division C, Part 1, Article 1.3.5.1., and Division C, Part 1, Article 1.3.5.3. of the **Building Code**. These mandatory notification stages and inspections are listed in Schedule "E" to this By-law.

## **PART IX - REGISTERED CODE AGENCIES**

32. Where the **City** has entered into agreements with registered code agencies the **Chief Building Official** is authorized to enter into services agreements with registered code agencies and appoint them to perform specified functions from time to time pursuant to Section. 4.1 of the **Act**.

## **PART X - FEES**

33. The **Chief Building Official** shall determine the required fees for the **work** proposed and the **applicant** shall pay the fees calculated in accordance with Schedule A-1, A-2 or A-3 and Schedule B-1, B-2 or B-3 to this By-law. No **permit** shall be issued until the fees therefore have been paid in full.
34. Any person who commences construction, demolition or changes the use of a **building** before a **permit** has been issued, shall in addition to any other penalty under the **Act**, **Building Code** or this By-law pay an additional fee in accordance with Schedule A-1, A-2 or A-3 to this By-law, in order to compensate the **City** for the additional **work** incurred as a result of the commencement of the construction.
35. Where fees payable in respect of an application for a construction or demolition **permit** issued under section 8 of the **Act** or a **conditional permit** issued under subsection 8(3) of the **Act** are based on a floor area, the floor area shall mean the total floor space of all stories above and below grade, measured as the horizontal area between the outer face of exterior walls and to the centre of party walls or demising walls.
36. Fees payable in respect of a **conditional permit** issued under subsection 8(3) of the **Act** shall be paid for the complete project plus the applicable additional fee in accordance with Schedule A-1, A-2 or A-3 to this By-law.
37. Where fees payable in respect of an application for a **change of use permit** issued under subsection 10 of the **Act** are based on a floor area, the floor area shall mean the total floor space of all stories subject to the change of use.

## **PART XI - CHANGING PERMIT FEES**

38. Prior to passing a By-law to change the fees, the **City** shall:
  - (1) give notice of the proposed changes in fees to such persons as may be prescribed in the **Building Code**;
  - (2) hold a public meeting concerning the proposed changes in accordance with the **Act** and Division C, Part 1, Section 1.9.1.2 of the **Building Code**; and
  - (3) otherwise comply with the **Act** and **Building Code**.
- 38.1 Any person or organization wishing to receive notice as set out above should make such request in writing to the Clerk's office.



**PART XII - REFUNDS**

39. In the case of withdrawal of an application or, abandonment of all or a portion of the **work** or, the non-commencement of the **work** or, the refusal or revocation of a **permit**, upon written request by the **applicant**, the **Chief Building Official** shall determine the amount of paid **permit** fees that may be refunded to the **applicant**, if any, in accordance with Schedule A-1, A-2 or A-3, to this By-law.

**PART XIII - FENCING**

40. Where, in the opinion of the **Chief Building Official**, a construction or demolition site presents a particular hazard to the public, the **Chief Building Official** may, under clauses 7(1)(i) and 7(1)(j) of the **Act**, require the erection of such fencing as the **Chief Building Official** deems necessary to abate that hazard.
41. The height of every fence shall be a minimum of 4 feet (1.2 meters) and a maximum of 6 feet (1.8 meters), to be measured from the highest adjacent grade and, shall be of a description as determined by the **Chief Building Official**.

**PART XIV - TRANSFER OF PERMITS**

42. Every person who acquires land on which construction or demolition is occurring in respect of which a **permit** has been issued, shall apply to transfer the **permit**.
43. Every application for a transfer of **permit** shall be submitted to the **Chief Building Official** and shall:
- (1) use the provincial application form, "Application for a Permit to Construct or Demolish";
  - (2) include such information as may be determined by the **Chief Building Official**; and
  - (3) be accompanied by the required fee as required in Schedule A-1, A-2 or A-3 to this By-law.

**PART XV - PENALTY**

44. Any person who contravenes any provision of this By-law is guilty of an offence and liable;
- (1) on a first conviction to a fine of not more than \$50,000.00 and
  - (2) on any subsequent conviction, to a fine of not more than \$100,000.00.
45. When the person convicted is a corporation, the maximum fine is \$100,000.00 on a first offence and \$200,000.00 for any subsequent offence.

**PART XVI – MISCELLANEOUS**

46. All Schedules to this By-law form part of this By-law.
47. A reference to the singular or the masculine shall be deemed to refer to the plural or feminine as the context may require.
48. Should any section, subsection, clause or provision in this By-law be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of this By-law as a whole or any part thereof, other than the part so declared to be invalid.

**PART XVII – SCHEDULES**

49. The following Schedules are attached to and form part of this By-law:
- |                |  |
|----------------|--|
| Schedule "A-1" | Permit Fees and Refunds (January 1, 2020 to December 31, 2020) |
| Schedule "A-2" | Permit Fees and Refunds (January 1, 2021 to December 31, 2021) |
| Schedule "A-3" | Permit Fees and Refunds (January 1, 2022 to December 31, 2022) |

- Schedule "B-1" Building Classification and Permit Fees (January 1, 2020 to December 31, 2020)
- Schedule "B-2" Building Classification and Permit Fees (January 1, 2021 to December 31, 2021)
- Schedule "B-3" Building Classification and Permit Fees (January 1, 2022 to December 31, 2022)
- Schedule "C" Forms
- Schedule "D" Plans and Specifications
- Schedule "E" Prescribed Notices/Inspections

**PART XVIII - REPEAL**

50 The Building By-law 251-13, as amended, is hereby repealed effective at the end of the day on which this By-law is enacted and passed.

**PART XIX - SHORT TITLE**

51. This By-law shall be known and may be cited as the "Building By-law".

**PART XX - EFFECTIVE DATE**

52. This By-law comes into force at the beginning of the day after the day this By-law is enacted and passed

ENACTED and PASSED this 11 day of DECEMBER, 2019.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
<i>R. Genoway</i>			
Date	2019	Dec	4

*Karen Rae*

ACTING

MAYOR

*[Signature]*

CLERK

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-1"

Effective January 1, 2020 to December 31, 2020

Permit Fees and Refunds

1. FEES

The minimum fee for a permit shall be \$164.00 for residential and \$275.00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000\* prior to the commencement of the application review by the **Chief Building Official**. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non-refundable.

\*Subject to any change to the City's Processes for Receipt, Deposit and Refund of Payments Policy (04-11-13), or its successor.

1.1 CLASS OF PERMIT

PERMIT FEE

1.1.1 Construct a building as defined Building by Section 1 of the Building Code Act, fees, including a building intended for farming purposes, may be divided into the following classes of permits:

See Schedule "B-1" for classifications and permit

- 1.1.1.1. Complete Building  
For new building construction including additions and alterations to existing buildings (this permit includes associated drains, **plumbing** and mechanical works, but does not include mechanical site services that serve more than one building.)
- 1.1.1.2 Foundation Component
- 1.1.1.3 Foundation to Roof Component (Superstructure)
- 1.1.1.4 Plumbing Component
- 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.)
- 1.1.1.6 Mechanical Component  
For heating, ventilation, air conditioning and air contaminant extraction systems
- 1.1.1.7 Designated Structures  
Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the **Building Code**

1.1.2 For permits required in Article 1.1.1.1 when divided into partial permits

\$415.00 additional fee for each **partial permit**, unless stated otherwise

1.1.3 Site services (for mechanical site services building or that serve more than one building serviced

\$415.00 for each blocks of units

1.1.4 Sewage System

\$673.00 for a new or replacement **sewage system**  
\$337.00 for repairs to an existing **sewage system**

### Permit Fees and Refunds

- |  |  |
|--|--|
| 1.1.5 Demolish a building or metres or interior demolition floor   | \$21.00 per 100 square portion thereof of gross area demolished, minimum \$275.00  |
|  | Accessory residential structure \$164.00 each  |
| 1.1.6 Authorize occupancy of a building prior to its completion  | \$213.00 per dwelling unit or \$21.00 per 100 square metres or part thereof of a Commercial or Industrial Building   |
| 1.1.7 Authorize occupancy of a Building of residential occupancy   | \$129.00 per dwelling unit payable at time of building permit application or permit issuance as applicable   |
| 1.1.8 Material change (revision) to a plan portion specification, or other information application accompanying a permit application, or inspection on the basis of which a permit was thereto, if issued by the <b>Chief Building Official</b> on regular | \$146.00 per hour or thereof of permit review and site required in relation the hours are worked<br><br>time or \$196.00 per hour if worked overtime.  |
| 1.1.9 <b>Change of use permit</b>  | \$147.00 per hour or portion thereof of permit application review and inspection time, minimum \$325.00.   |
| 1.1.10 Conditional permit  | Regular fee for complete building plus an additional 20% of the fee, minimum \$952.00 to a maximum of \$8,408.00.<br><br>Where a conditional permit is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$952.00   |
| 1.1.11 Transfer permit (to new owner)  | \$190.00   |
| 1.1.12 Duplicate copy of permit  | \$129.00   |
| 1.1.13 Alternative Solution Review   | \$1,120.00   |
| 1.2  | In order to compensate the City of Mississauga for additional <b>work</b> and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the permit which has already been reviewed, the greater of \$165.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$146.00, if the hours are worked on regular time or \$213.00 per hour if worked on overtime  |
| 1.3  | With respect to <b>work</b> commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the permit fee prescribed shall be increased by the greater of \$150.00 or 25% of the required permit fee based on the entire <b>work</b> to be performed and exclusive of any part into which the application for permit may be sub-divided, to a maximum of \$10,000.00. |

**Permit Fees and Refunds**

**2. REFUNDS OF PERMIT FEES**

- 2.1** Pursuant to Part 10 of this By-law, the portion of the total calculated permit fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
- 2.1.1** 85% if administrative functions only have been performed;
  - 2.1.2** 75% if administrative and zoning or **Building Code** permit application review functions only have been performed;
  - 2.1.3** 55% if administrative, zoning and **Building Code** permit application review functions have been performed;
  - 2.1.4** 45% if the permit has been issued and no field inspections have been performed subsequent to permit issuance,
  - 2.1.5** 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
  - 2.1.6** 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the permit has not been issued, or an issued permit has not been acted upon.
- 2.2** If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3** The refund shall be returned to the **owner** named on the application for a building permit or person named on the fee receipt, unless such person advises the **Chief Building Official**, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4** The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5** If an overpayment of a permit fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.
- 2.6** A refund is not available where:
- (a) a permit has been revoked in accordance with subsection 8(10)(a) and 8(10)(f) of the **Act**; or
  - (b) any stage of construction or demolition has commenced.

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-2"

Effective January 1, 2021 to December 31,  
2021

Permit Fees and  
Refunds

1. FEES

The minimum fee for a permit shall be \$169.00 for residential and \$283 00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000\* prior to the commencement of the application review by the **Chief Building Official**. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non- refundable.

\*Subject to any change to the City's Processes for Receipt, Deposit and Refund of Payments Policy (04-11-13), or its successor.

1.1 CLASS OF PERMIT

PERMIT FEE

1.1.1 Construct a building as defined Building by Section 1 of the Building Code Act, fees. including a building intended for farming purposes, may be divided into the following classes of permits:

See Schedule "B-2" for classifications and permit

- 1.1.1.1. Complete Building  
For new building construction including additions and alterations to existing buildings (this permit includes associated drains, **plumbing** and mechanical works, but does not include mechanical site services that serve more than one building.)
- 1.1.1.2 Foundation Component
- 1.1.1.3 Foundation to Roof Component (Superstructure)
- 1.1.1.4 Plumbing Component
- 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.)
- 1.1.1.6 Mechanical Component  
For heating, ventilation, air conditioning and air contaminant extraction systems
- 1.1.1.7 Designated Structures  
Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the **Building Code**

1.1.2 For permits required in Article 1.1.1.1 when divided into partial permits

\$427.00 additional fee for each **partial permit**, unless stated otherwise

1.1.3 Site services (for mechanical site services building or that serve more than one building serviced

\$427.00 for each blocks of units

1.1.4 Sewage System

\$693 00 for a new or replacement **sewage system**  
\$347.00 for repairs to an existing **sewage system**

**Permit Fees and  
Refunds**

- |  |   |
|--|---|
| <p><b>1.1.5</b> Demolish a building or metres or interior demolition floor</p>   | <p>\$21 per 100 square portion thereof of gross area demolished, minimum \$283.00</p> <p>Accessory residential structure \$169.00 each</p>  |
| <p><b>1.1.6</b> Authorize occupancy of a building prior to its completion</p>  | <p>\$220.00 per dwelling unit or \$21 per 100 square metres or part thereof of a Commercial or Industrial Building</p>  |
| <p><b>1.1.7</b> Authorize occupancy of a Building of residential occupancy</p>   | <p>\$133.00 per dwelling unit payable at time of building permit application or permit issuance as applicable</p>   |
| <p><b>1.1.8</b> Material change (revision) to a plan portion specification, or other information application accompanying a permit application, or inspection on the basis of which a permit was thereto, if issued by the <b>Chief Building Official</b> regular</p>  | <p>\$150.00 per hour or thereof of permit review and site required in relation the hours are worked on time or \$202.00 per hour if worked overtime.</p>  |
| <p><b>1.1.9</b> Change of use permit</p>   | <p>\$220.00 per hour or portion thereof of permit application review and inspection time, minimum \$335.00.</p>   |
| <p><b>1.1.10</b> Conditional permit</p>  | <p>Regular fee for complete building plus an additional 20% of the fee, minimum \$981.00 to a maximum of \$8,660.00.</p> <p>Where a conditional permit is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$981.00</p> |
| <p><b>1.1.11</b> Transfer permit (to new owner)</p>  | <p>\$196 00</p>   |
| <p><b>1.1.12</b> Duplicate copy of permit</p>  | <p>\$133.00</p>   |
| <p><b>1.1.13</b> Alternative Solution Review</p>   | <p>\$1,154.00</p>   |
| <p><b>1.2</b> In order to compensate the City of Mississauga for additional <b>work</b> and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the permit which has already been reviewed, the greater of \$174.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$150.00, if the hours are worked on regular time or \$220.00 per hour if worked on overtime.</p>   |   |
| <p><b>1.3</b> With respect to <b>work</b> commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the permit fee prescribed shall be increased by the greater of \$150.00 or 25% of the required permit fee based on the entire <b>work</b> to be performed and exclusive of any part into which the application for permit may be sub-divided, to a maximum of \$10,000.00.</p> |   |

## Permit Fees and Refunds

### 2. REFUNDS OF PERMIT FEES

- 2.1 Pursuant to Part 10 of this By-law, the portion of the total calculated permit fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
- 2.1.1 85% if administrative functions only have been performed;
  - 2.1.2 75% if administrative and zoning or **Building Code** permit application review functions only have been performed;
  - 2.1.3 55% if administrative, zoning and **Building Code** permit application review functions have been performed,
  - 2.1.4 45% if the permit has been issued and no field inspections have been performed subsequent to permit issuance;
  - 2.1.5 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
  - 2.1.6 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the permit has not been issued, or an issued permit has not been acted upon.
- 2.2 If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3 The refund shall be returned to the **owner** named on the application for a building permit or person named on the fee receipt, unless such person advises the **Chief Building Official**, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4 The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5 If an overpayment of a permit fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.
- 2.6 A refund is not available where:
- (a) a permit has been revoked in accordance with subsection 8(10)(a) and 8(10)(f) of the **Act**; or
  - (b) any stage of construction or demolition has commenced.



THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-3"

Effective January 1, 2022 to December 31,  
2022

Permit Fees and  
Refunds

1. FEES

The minimum fee for a permit shall be \$174.00 for residential and \$292.00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000\* prior to the commencement of the application review by the **Chief Building Official**. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non-refundable.

\*Subject to any change to the City's Processes for Receipt, Deposit and Refund of Payments Policy (04-11-13), or its successor.

1.1 CLASS OF PERMIT

PERMIT FEE

1.1.1 Construct a building as defined Building by Section 1 of the Building Code Act, fees. including a building intended for farming purposes may be divided into the following classes of permits:

See Schedule "B-3" for classifications and permit

- 1.1.1.1. Complete Building  
For new building construction including additions and alterations to existing buildings (this permit includes associated drains, **plumbing** and mechanical works, but does not include mechanical site services that serve more than one building.)
- 1.1.1.2 Foundation Component
- 1.1.1.3 Foundation to Roof Component (Superstructure)
- 1.1.1.4 Plumbing Component
- 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.)
- 1.1.1.6 Mechanical Component  
For heating, ventilation, air conditioning and air contaminant extraction systems
- 1.1.1.7 Designated Structures  
Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the **Building Code**

1.1.2 For permits required in Article 1 1.1 1 when divided into partial permits

\$440.00 additional fee for each **partial permit**, unless stated otherwise

1.1.3 Site services (for mechanical site services building or that serve more than one building serviced

\$440.00 for each blocks of units

1.1.4 Sewage System

\$714.00 for a new or replacement **sewage system**  
\$357.00 for repairs to an existing **sewage system**

**Permit Fees and Refunds**

1.1.5	Demolish a building or metres or interior demolition floor	\$22.00 per 100 square portion thereof of gross area demolished, minimum \$292 00  Accessory residential structure \$174.00 each
1.1.6	Authorize occupancy of a building prior to its completion	\$226.00 per dwelling unit or \$22.00 per 100 square metres or part thereof of a Commercial or Industrial Building
1.1.7	Authorize occupancy of a Building of residential occupancy	\$137.00 per dwelling unit payable at time of building permit application or permit issuance as applicable
1.1.8	Material change (revision) to a plan portion specification, or other information application accompanying a permit application, or inspection on the basis of which a <b>permit</b> was thereto, if issued by the <b>Chief Building Official</b> regular	\$155.00 per hour or thereof of <b>permit</b> review and site required in relation the hours are worked on time or \$226.00 per hour if worked overtime.
1.1.9	Change of use permit	\$156.00 per hour or portion thereof of permit application review and inspection time, minimum \$345.00.
1.1.10	Conditional permit	Regular fee for complete building plus an additional 20% of the fee, minimum \$1,010.00 to a maximum of \$8,920.00.  Where a conditional <b>permit</b> is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$1,010.00
1.1.11	Transfer permit (to new owner)	\$201.00
1.1.12	Duplicate copy of permit	\$137 00
1.1.13	Alternative Solution Review	\$1,189.00
1.2	In order to compensate the City of Mississauga for additional <b>work</b> and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the <b>permit</b> which has already been reviewed, the greater of \$180.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$155.00, if the hours are worked on regular time or \$226.00 per hour if worked on overtime.	
1.3	With respect to <b>work</b> commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the <b>permit</b> fee prescribed shall be increased by the greater of \$150.00 or 25% of the required <b>permit</b> fee based on the entire <b>work</b> to be performed and exclusive of any part into which the application for <b>permit</b> may be sub-divided, to a maximum of \$10,000.00.	

### Permit Fees and Refunds

## 2. REFUNDS OF PERMIT FEES

- 2.1 Pursuant to Part 10 of this By-law, the portion of the total calculated **permit** fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
- 2.1.1 85% if administrative functions only have been performed;
  - 2.1.2 75% if administrative and zoning or **Building Code** permit application review functions only have been performed;
  - 2.1.3 55% if administrative, zoning and **Building Code** permit application review functions have been performed;
  - 2.1.4 45% if the **permit** has been issued and no field inspections have been performed subsequent to permit issuance;
  - 2.1.5 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
  - 2.1.6 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the **permit** has not been issued, or an issued **permit** has not been acted upon.
- 2.2 If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3 The refund shall be returned to the **owner** named on the application for a building **permit** or person named on the fee receipt, unless such person advises the **Chief Building Official**, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4 The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5 If an overpayment of a **permit** fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.
- 2.6 A refund is not available where:
- (a) a permit has been revoked in accordance with subsection 8(10)(a) and 8(10)(f) of the **Act**, or
  - (b) any stage of construction or demolition has commenced.

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

**Permit Fee** = Minimum Fee (Alterations permits only) + (Service Index **(SI)** X Total floor area (A)), where floor area (A) is measured to the outer face of exterior walls and to the centre of party walls or demising walls, except when calculating partition **work**.

(2) PERMIT FEES

(A) Building Classification

Service Index  
(SI)  
\$/m<sup>2</sup>

**New Buildings and Additions**

Group A	Assembly Occupancies:	
	Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc.	\$24.49
	Restaurant (shell)	\$21.77
Group B	Institutional Occupancies. Hospital, nursing homes, care homes, etc.	\$27.21
Group C	Residential Occupancies:	
	Detached, semis, townhouses, duplexes	\$17.38
	All other multiple unit residential buildings (apts. etc)	\$18.79
	Hotels, motels	\$19.60
	Residential addition	\$12.77
	Unheated addition	\$11.20
	Detached garage/shed building to single dwelling	\$5.88
	Issued Repeats to detached, semis, townhouses, duplexes	\$16.11
	Basement apartment (plus min. Residential Fee)	\$10.37
Group D	Business and Personal Services Occupancies	
	Office buildings (shell)	\$17.97
	Office buildings (finished)	\$21.82
	Funeral homes, banks, medical clinic, fire halls, etc.	\$21.82
Group E	Mercantile Occupancies	
	Retail stores (shell/ strip plazas)	\$13.68
	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$18.21

Group F	Industrial Occupancies	
	Warehouses, factories (shell)( $<10,000\text{m}^2$ )	\$11.70
	(Single tenancy) (finished) ( $<10,000\text{m}^2$ )	\$13.62
	Warehouses, factories (shell)( $>10,000\text{m}^2$ )	\$9.24
	(Single tenancy) (finished) ( $>10,000\text{m}^2$ )	\$13.06
	Gas stations, car washes	\$12.33
	Canopies (over gas pumps, storage, etc.)	\$5.16
	Parking garages	\$6.49
	Mezzanines and racking systems	\$6.49
	Offices in warehouses or factories	\$3.93
Miscellaneous	Permanent tents, air supported structures	\$5.16
	Pedestrian bridges, crane runways, etc	\$0.85
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.15
	Unfinished basement (non-residential)	\$5.89
	Repair or reclad wall (per surface area)	\$0.44
	Parking garage repairs (minor concrete repairs)	\$2.58
	Sprinkler	\$0.60
	Max.	\$3,918
	Trailers or buildings on construction sites for office or sales purpose	\$11.77
	New roof or replacement	\$5.16
	Roof membrane replacement	\$4.60

**(B) ALTERATIONS:**

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification	Service Index (SI) \$/m <sup>2</sup>
Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.26
Group B: Institutional occupancies	\$6.26
Group C: Residential occupancies	\$6.26
Group D: Business and personal services occupancies	\$6.26
Group E: Mercantile occupancies	\$6.26
Group F: Industrial occupancies ( $<10,000\text{m}^2$ )	\$6.26
Group F: Industrial occupancies ( $>10,000\text{m}^2$ )	\$6.26
	\$3.25

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc.	\$560.00 each
Moving or relocating a building (portable classrooms, etc.)	\$286.00 each
Temporary tents	\$207.00 each
City temporary tents (see note #7)	\$207.00
Communication and transmission towers	\$392.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$291.00
(industrial, commercial, institutional, and multi-residential)	\$644.00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$392.00 each
Demising walls only	\$325.00 each
Fire alarm system	\$729.00
Fire suppression system	\$392.00
Electromagnetic locks	\$291.00 each
	Max. \$1,681.00
Decks, porches, basement walkout, etc. to single dwelling	\$162.00 each
Fireplaces, wood stoves, etc.	\$162.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$8 each Underground
and above ground storage tank	\$392 00 per tank
Balcony guard replacements (per m.)	\$16.00/
	Max. \$1,682.00
Balcony repair (concrete)	\$162/5 balconies
	Max. \$1,682.00
Retaining walls (per m.)	\$10/m
Shoring	\$13/linear metre
Public pools	\$392.00
New loading dock door	\$291/docr
	Max. \$1,682 00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m <sup>2</sup>
Heating ventilation, air conditioning etc. work	
independent of building permit).	
Group A: Assembly occupancies	\$1.29
Group B: Institutional occupancies	\$1.29
Group C: Residential occupancies	\$1.29
Group D: Business and personal service occupancies	\$1.29
Group E: Mercantile occupancies	\$1.29
Group F: Industrial occupancies	\$1.29
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
(industrial, commercial, institutional, and multi-residential)	\$392.00
Commercial kitchen exhaust (including related make-up air)	\$392.00
Spray booth, dust collector etc.	\$392.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
(industrial, commercial, institutional, and multi-residential)	\$392.00

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$224.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$392.00/unit \$224.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$224.00 \$392.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures: (Plumbing review only)	Fee per Fixture
Group A: Assembly occupancies	\$ 39.00
Group B: Institutional occupancies	\$ 39.00
Group C: Residential occupancies	\$ 39.00
Group D: Business and personal services occupancies	\$ 39.00
Group E: Mercantile occupancies	\$ 39.00
Group F: Industrial occupancies	\$ 39.00
	\$/lin.m
Miscellaneous Work: Inside sanitary and storm piping	\$1.56
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.33
Replacement of Domestic Water Risers:  floor \$254)	\$8.40 per riser per (minimum
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 39.00 each
Backwater valve	\$235.00
Backwater preventer	\$392.00

(F) Signs

FEES
\$/m <sup>2</sup> *
\$34.00 (minimum \$275.00)

All Signs

\* Fee is per m<sup>2</sup> or part thereof, of the sign area of each sign face.

**SCHEDULE "B-1"****Effective January 1, 2020 to December 31, 2020****Building Classifications and Permit Fees****NOTES:**

1. Fees for classes of **permit** not described or included in this schedule shall be determined by the **Chief Building Official**.
2. The occupancy classification shall be established in accordance with the occupancy definitions of the **Building Code**
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building **permit** has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization



THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

Permit Fee = Minimum Fee (Alterations permits only) + (Service Index (SI) X Total floor area (A)), where floor area (A) is measured to the outer face of exterior walls and to the centre of party walls or demising walls, except when calculating partition work.

(2) PERMIT FEES

(A). Building Classification		Service Index (SI) \$/m <sup>2</sup>
New Buildings and Additions		
Group A	Assembly Occupancies:	
	Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc.	\$25.23
	Restaurant (shell)	\$22.42
Group B	Institutional Occupancies: Hospital, nursing homes, care homes, etc.	\$28.03
Group C	Residential Occupancies:	
	Detached, semis, townhouses, duplexes	\$17.90
	All other multiple unit residential buildings (apts. etc)	\$19.35
	Hotels, motels	\$20.18
	Residential addition	\$13.16
	Unheated addition	\$11.54
	Detached garage/shed building to single dwelling	\$6.06
	Issued Repeats to detached, semis, townhouses, duplexes	\$16.59
	Basement apartment (plus min. Residential Fee)	\$10.68
Group D	Business and Personal Services Occupancies	
	Office buildings (shell)	\$18.50
	Office buildings (finished)	\$22.48
	Funeral homes, banks, medical clinic, fire halls, etc.	\$22 48
Group E	Mercantile Occupancies	
	Retail stores (shell/ strip plazas)	\$14.09
	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$18.76
Group F	Industrial Occupancies	

	Warehouses, factories (shell)( $<10,000\text{m}^2$ )	\$12.05
	(Single tenancy) (finished) ( $<10,000\text{m}^2$ )	\$14.02
	Warehouses, factories (shell)( $>10,000\text{m}^2$ )	\$9.52
	(Single tenancy) (finished) ( $>10,000\text{m}^2$ )	\$13.45
	Gas stations, car washes	\$12.70
	Canopies (over gas pumps, storage, etc.)	\$5.32
	Parking garages	\$6.69
	Mezzanines and racking systems	\$6.69
	Offices in warehouses or factories	\$4.05
Miscellaneous		
	Permanent tents, air supported structures	\$5.32
	Pedestrian bridges, crane runways, etc	\$0.88
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.32
	Unfinished basement (non-residential)	\$6.07
	Repair or reclad wall (per surface area)	\$0.45
	Parking garage repairs (minor concrete repairs)	\$2.65
	Sprinkler	\$0.61
	Max.	\$4,036
	Trailers or buildings on construction sites for office or sales purpose	\$12.12
	New roof or replacement	\$5.32
	Roof membrane replacement	\$4.73

**(B) ALTERATIONS:**

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification	Service Index (SI) \$/m <sup>2</sup>
Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.45
Group B: Institutional occupancies	\$6.45
Group C: Residential occupancies	\$6.45
Group D: Business and personal services occupancies	\$6.45
Group E: Mercantile occupancies	\$6.45
Group F: Industrial occupancies ( $<10,000\text{m}^2$ )	\$6.45
Group F: Industrial occupancies ( $>10,000\text{m}^2$ )	\$6.45
	\$3.35

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc	\$577.00 each
Moving or relocating a building (portable classrooms, etc.)	\$295.00 each
Temporary tents	\$213.00 each
City temporary tents (see note #7)	\$207.00
Communication and transmission towers	\$404.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$300.00
(industrial, commercial, institutional, and multi-residential)	\$664.00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$404.00 each
Demising walls only	\$335.00 each
Fire alarm system	\$751.00
Fire suppression system	\$404.00
Electromagnetic locks	\$300.00 each
	Max. \$1,731.00
Decks, porches, basement walkout, etc. to single dwelling	\$167.00 each
Fireplaces, wood stoves, etc.	\$167.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$8 each Underground
and above ground storage tank	\$404.00 per tank
Balcony guard replacements (per m.)	\$17.00/
	Max. \$1,732.00
Balcony repair (concrete)	\$167/5 balconies
	Max. \$1,732.00
Retaining walls (per m.)	\$11/m
Shoring	\$13/linear metre
Public pools	\$404.00
New loading dock door	\$300/door
	Max \$1,732.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m <sup>2</sup>
Heating, ventilation, air conditioning etc. work	
independent of building permit):	
Group A: Assembly occupancies	\$1.33
Group B: Institutional occupancies	\$1.33
Group C: Residential occupancies	\$1.33
Group D: Business and personal service occupancies	\$1.33
Group E: Mercantile occupancies	\$1.33
Group F: Industrial occupancies	\$1.33
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
(industrial, commercial, institutional, and multi-residential)	\$404.00
Commercial kitchen exhaust (including related make-up air)	\$404.00
Spray booth, dust collector etc.	\$404.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
(industrial, commercial, institutional, and multi-residential)	\$404.00

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$230.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$404.00/unit \$230.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$230.00 \$404.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures. (Plumbing review only)	Fee per Fixture
Group A: Assembly occupancies	\$ 40.00
Group B: Institutional occupancies	\$ 40.00
Group C: Residential occupancies	\$ 40.00
Group D: Business and personal services occupancies	\$ 40.00
Group E: Mercantile occupancies	\$ 40.00
Group F: Industrial occupancies	\$ 40.00
	<b>\$/lin.m</b>
Miscellaneous Work: Inside sanitary and storm piping	\$1.61
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.46
Replacement of Domestic Water Risers:  floor \$262)	\$8.66 per riser per (minimum
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 40.00 each
Backwater valve	\$242.00
Backwater preventer	\$404.00

(F) Signs

FEES

**\$/m<sup>2</sup> \***

All Signs

\$35.00  
(minimum \$283.00)

\* Fee is per m<sup>2</sup> or part thereof, of the sign area of each sign face.

**SCHEDULE "B-2"****Effective January 1, 2021 to December 31, 2021****Building Classifications and Permit Fees****NOTES:**

1. Fees for classes of **permit** not described or included in this schedule shall be determined by the **Chief Building Official**.
2. The occupancy classification shall be established in accordance with the occupancy definitions of the **Building Code**.
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building **permit** has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization.

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

**Permit Fee** = Minimum Fee (Alterations permits only) + (Service Index (SI) X Total floor area (A)), where floor area (A) is measured to the outer face of exterior walls and to the centre of party walls or demising walls, except when calculating partition **work**.

(2) PERMIT FEES

(A). Building Classification		Service Index (SI) \$/m <sup>2</sup>
<b>New Buildings and Additions</b>		
Group A	Assembly Occupancies:	
	Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc	\$25.98
	Restaurant (shell)	\$23.10
Group B	Institutional Occupancies: Hospital, nursing homes, care homes, etc.	\$28.87
Group C	Residential Occupancies:	
	Detached, semis, townhouses, duplexes	\$18.44
	All other multiple unit residential buildings (apts. etc)	\$19.93
	Hotels, motels	\$20.79
	Residential addition	\$13.55
	Unheated addition	\$11.89
	Detached garage/shed building to single dwelling	\$6.24
	Issued Repeats to detached, semis, townhouses, duplexes	\$17.09
	Basement apartment (plus min. Residential Fee)	\$11.00
Group D	Business and Personal Services Occupancies	
	Office buildings (shell)	\$19.06
	Office buildings (finished)	\$23.15
	Funeral homes, banks, medical clinic, fire halls, etc	\$23.15
Group E	Mercantile Occupancies	
	Retail stores (shell/ strip plazas)	\$14.51
	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$19.32
Group F	Industrial Occupancies	
	Warehouses, factories (shell)( $<10,000\text{m}^2$ )	\$12.41

	(Single tenancy) (finished) (<10,000m <sup>2</sup> )	\$14.44
	Warehouses, factories (shell)(>10,000m <sup>2</sup> )	\$9.81
	(Single tenancy) (finished) (>10,000m <sup>2</sup> )	\$13.86
	Gas stations, car washes	\$13.08
	Canopies (over gas pumps, storage, etc.)	\$5.48
	Parking garages	\$6.89
	Mezzanines and racking systems	\$6.89
	Offices in warehouses or factories	\$4.17
Miscellaneous		
	Permanent tents, air supported structures	\$5.48
	Pedestrian bridges, crane runways, etc	\$0.90
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.48
	Unfinished basement (non-residential)	\$6.25
	Repair or reclad wall (per surface area)	\$0.47
	Parking garage repairs (minor concrete repairs)	\$2.73
	Sprinkler	\$0.63
	Max.	\$4,157
	Trailers or buildings on construction sites for office or sales purpose	\$12.48
	New roof or replacement	\$5.48
	Roof membrane replacement	\$4.88

**(B) ALTERATIONS:**

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification	Service Index (SI) \$/m <sup>2</sup>
Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.64
Group B: Institutional occupancies	\$6.64
Group C: Residential occupancies	\$6.64
Group D: Business and personal services occupancies	\$6.64
Group E: Mercantile occupancies	\$6.64
Group F: Industrial occupancies (<10,000m <sup>2</sup> )	\$6.64
Group F: Industrial occupancies (>10,000m <sup>2</sup> )	\$6.64
	\$3.45

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc	\$594.00 each
Moving or relocating a building (portable classrooms, etc.)	\$304.00 each
Temporary tents	\$220.00 each
City temporary tents (see note #7)	\$220.00
Communication and transmission towers	\$416.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$309.00
(industrial, commercial, institutional, and multi-residential)	\$684 00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$416.00 each
Demising walls only	\$345.00 each
Fire alarm system	\$774.00
Fire suppression system	\$416.00
Electromagnetic locks	\$309.00 each
	Max. \$1,783 00
Decks, porches, basement walkout, etc. to single dwelling	\$172.00 each
Fireplaces, wood stoves, etc.	\$172.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$9 each Underground
and above ground storage tank	\$416 00 per tank
Balcony guard replacements (per m.)	\$17.00/
	Max. \$1,784.00
Balcony repair (concrete)	\$172/5 balconies
	Max. \$1,784.00
Retaining walls (per m.)	\$11/m
Shoring	\$13/linear metre
Public pools	\$416.00
New loading dock door	\$309/door
	Max. \$1,784.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m <sup>2</sup>
Heating, ventilation, air conditioning etc. work	
independent of building permit):	
Group A: Assembly occupancies	\$1.37
Group B: Institutional occupancies	\$1.37
Group C: Residential occupancies	\$1.37
Group D: Business and personal service occupancies	\$1.37
Group E: Mercantile occupancies	\$1 37
Group F: Industrial occupancies	\$1.37
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
(industrial, commercial, institutional, and multi-residential)	\$416.00
Commercial kitchen exhaust (including related make-up air)	\$416.00
Spray booth, dust collector etc.	\$416.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
(industrial, commercial, institutional, and multi-residential)	\$416.00



SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$237.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$416.00/unit \$237.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$237.00 \$416.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures: (Plumbing review only)	Fee per Fixture
Group A: Assembly occupancies	\$ 41.00
Group B: Institutional occupancies	\$ 41.00
Group C: Residential occupancies	\$ 41.00
Group D: Business and personal services occupancies	\$ 41.00
Group E: Mercantile occupancies	\$ 41.00
Group F: Industrial occupancies	\$ 41.00
	<b>\$/lin.m</b>
Miscellaneous Work: Inside sanitary and storm piping	\$1.65
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.59
Replacement of Domestic Water Risers:  floor \$270)	\$8.91 per riser per (minimum
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 41.00 each
Backwater valve	\$249.00
Backwater preventer	\$416.00

(F) Signs

<b><u>FEES</u></b>
<b>\$/m<sup>2</sup> *</b>
\$36.00 (minimum \$292.00)

All Signs

\* Fee is per m<sup>2</sup> or part thereof, of the sign area of each sign face.

**SCHEDULE  
"B-3"**

**Effective January 1, 2022 to December 31, 2022**

**Building Classifications and Permit Fees**

**NOTES:**

1. Fees for classes of **permit** not described or included in this schedule shall be determined by the **Chief Building Official**
2. The occupancy classification shall be established in accordance with the occupancy definitions of the **Building Code**.
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations.
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building **permit** has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization.

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "C"

FORMS

Applicable provincially mandated **forms** and municipal **forms** authorized under clause 7(1)(f) of the *Building Code Act*.

Form 1	Application for a Permit to Construct or Demolish
Form 2	Supplementary Information to Application for a Permit to Construct or Demolish
Form 3	COMMITMENT TO GENERAL REVIEWS BY ARCHITECT AND ENGINEERS
Form 4	APPLICATION FOR PERMIT TO OCCUPY A BUILDING PRIOR TO COMPLETION
Form 5	Alternative Solution Authorization Form & Alternative Solution Application
Form 6	GENERAL REVIEW DEMOLITION COMMITMENT CERTIFICATE

**NOTE:** *Forms are prescribed by the **Chief Building Official**, but not attached. As such, they may be amended to reflect changes to Provincial legislation, municipal by-laws, etc. Forms are available at the Building Division, 3<sup>rd</sup> floor, City Hall or on the website at [www.mississauga.ca](http://www.mississauga.ca).*

**THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW**

**SCHEDULE "D"**

**PLANS AND SPECIFICATIONS**

**General**

Every application shall, unless otherwise determined by the **Chief Building Official**, be accompanied by two complete sets of working drawings, for applications not requiring Fire Prevention review, else three complete sets of **plans and specifications** are required under this By-law

Where application and plans, and specifications are received in a digital format through an electronic application channel, additional requirements may apply in addition to those listed below.

All working drawings shall be prepared in accordance with generally accepted architectural and engineering practices, for the construction of the proposed building.

Submitted working drawings shall:

1. Be of sufficient details and contain all information to enable the **Chief Building Official** to determine whether the proposed construction, demolition or change of use conforms to the Act, the **Building Code**, and any other law,
2. Be dated and marked as "issued for construction";
3. Be of sufficient detail to construct in accordance with submitted **plans and specifications**; and
4. Shall contain the necessary designer information as required by the **Act**.

**Guidelines for Electronic Plans and Specifications**

The **Chief Building Official** shall determine any additional submission standards for digitally submitted **plans and specifications**. This information can be found in the Applicant Submission Guide at [www.mississauga.ca](http://www.mississauga.ca)

5. An Applicant shall include the following information as part of any drawing submitted:
  - (a) property address
  - (b) project name
  - (c) drawing name and number
  - (d) date of drawing and date of any revisions made to drawings

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "E"

PERSCRIBED NOTICES / INSPECTIONS

PRESCRIBED NOTICES / INSPECTIONS*		
Notice / Inspection	Reference OBC Division C	Description
Footing	1.3.5.1.(2)(a)	Readiness to construct footings.
Backfill	1.3.5.1.(2)(b)	Substantial completion of footings and foundations prior to commencement of backfilling.
Framing	1.3.5.1 (2)(c)	Substantial completion of structural framing, if the building is within the scope of Division B Part 9.
	1.3.5.1 (2)(d)	Substantial completion of structural framing, if the building is not within the scope of Division B Part 9.
HVAC Rough-In	1.3.5 1.(2)(c)	Substantial completion of ductwork and piping for heating and air conditioning systems, if the building is within the scope of Division B Part 9.
	1.3.5.1.(2)(d)	Substantial completion of rough-in of heating, ventilation, air-conditioning and air-contaminant extraction equipment, if the building is not within the scope of Division B Part 9.
Insulation	1.3 5.1.(2)(e)	Substantial completion of insulation and vapour barriers.
	1.3.5.1.(2)(f)	Substantial completion of air barrier systems.
Fire Separations	1.3.5 1.(2)(g)	Substantial completion of all required fire separations and closures.
Fire Protection Systems	1.3.5.1.(2)(g)	Substantial completion of all fire protection systems including standpipe, sprinkler, fire alarm, and emergency lighting systems.
Fire Access Routes	1.3.5 1.(2)(h)	Substantial completion of fire access routes
Building Sewers	1.3.5.1.(2)(i)(i)	Readiness for inspection and testing of building sewers.
Building Drains	1.3 5.1.(2)(i)(i)	Readiness for inspection and testing of building drains.
Water Service Pipe	1.3.5.1.(2)(i)(ii)	Readiness for inspection and testing of water service pipes.
Fire Service Main	1.3.5.1.(2)(i)(iii)	Readiness for inspection and testing of fire service mains
Plumbing Rough-in (DWV)	1.3 5.1.(2)(i)(iv)	Readiness for inspection and testing of drainage systems and venting systems.
Plumbing Rough-in (Water Distribution)	1.3 5.1.(2)(i)(v)	Readiness for inspection and testing of the water distribution system.
Pool/Spa Suction and Gravity Outlet System	1.3 5.1 (2)(j)	Readiness for inspection of suction and gravity outlets, covers and suction piping outlets of an outdoor pool described in Clause 1.3.1.1.(1)(j) of Division A, a public pool or spa

SCHEDULE “E” (continued)

PRESCRIBED NOTICES / INSPECTIONS		
Notice / Inspection	Reference OBC Division C	Description
Pool/Spa Circulation/ Recirculation System	1.3.5.1 (2)(k)	Substantial completion of the circulation/recirculation system of an outdoor pool as described in Clause 1.3.1.1.(1)(j) of Division A, a public pool or spa and substantial completion of the pool before it is filled with water.
Sewage System Excavation	1.3.5.1.(2)(l)	Readiness to construct the <b>sewage system</b>
Completion	1.3.5.1.(2)(m)	Substantial completion of the installation of the <b>sewage system</b> before the commencement of backfilling.
Site Services	1.3.5.1.(2)(n)	Substantial completion of installation of <b>plumbing</b> not located in a structure before the commencement of backfilling.
Occupancy (Unfinished Building)	1.3.5.1.(2)(o)	Completion of construction and installation of components required to permit the issue of an occupancy <b>permit</b> under Sentence 1.3.3.1.(3) of Division C or to permit occupancy under Sentence 1.3.3.2.(1) of Division C, if the building or part of the building to be occupied is not fully completed.
Occupancy (Residential)	1.3.5.1.(2)(p)	Completion of construction and installation of components required to permit the issue of an occupancy <b>permit</b> under Article 1.3.3.4 of Division C.
Final (Plumbing)	1.3.5.1.(2)(i)(vi)	Readiness for inspection and testing of <b>plumbing</b> fixtures and <b>plumbing</b> appliances.
Final (HVAC)	1.3.5.2.(e)	Substantial completion of heating, ventilation, air-conditioning and air-contaminant extraction equipment.
Final (Completion of Unfinished Building)	1.3.3.3 (1)	Completion of a building where a person has occupied or permitted the occupancy under Article 1.3.3.1 or 1.3.3.2. of Division C.
Final (Residential)	1.3.5.2.(j)	Completion of a building for which an occupancy <b>permit</b> is required under Article 1.3.3.4. of Division C.
Final (General)	Building Code Act, 11.(1)	Occupancy or use after completion of building*.

- \* As defined in the Building Code Act, “**building**” means,
- (a) a structure occupying an area greater than ten square metres, consisting of a wall, roof and floor or any of them or a structural system serving the function thereof including all **plumbing**, works, fixtures and service systems appurtenant thereto;
  - (b) a structure occupying an area of ten square metres or less that contains **plumbing**, including the **plumbing** appurtenant thereto;
  - (c) **plumbing** not located in a structure;
  - (c.1) a **sewage system**; or
  - (d) structures designated in the **building code**.

# City of Mississauga

# Corporate Report



Date: November 6, 2020  To: Chair and Members of Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: November 23, 2020

## Subject

**BILD and Altus Group Municipal Benchmarking Study**

## Recommendation

That the report dated November 6, 2020, from the Commissioner of Planning and Building regarding the BILD and Altus Group Municipal Benchmarking Study be received for information.

## Report Highlights

- Published September 22, 2020, Mississauga, was among the cities, municipalities, and regions evaluated by Altus Group Economic Consulting who was retained by BILD to undertake a study of several factors that may be contributing to housing affordability issues in major housing markets across the Greater Toronto Area.
- Council directed staff to review the Study and to report back to Planning Development Committee
- Planning & Building staff liaised with BILD representatives and the authoring lead to gain a better understanding of the analysis and the data used to support the research.
- It was agreed that there was merit in revising the Study analysis for Mississauga. A memo outlining the changes was provided (See Appendix 1).
- Staff suggested that any future studies include outreach to the various cities to support research constraints, data, assumptions and accuracy.

## Background

During the September 23, 2020 General Committee meeting, Councillor Parrish inquired about the release of a report entitled "BILD and Altus Group Municipal Benchmarking Study".

Councillor Parrish indicated the Study rated Mississauga's development services at a level that seemed inconsistent with the feedback provided by the industry. The Councillor asked staff to review the Study and to report back to Planning Development Committee.

### The Study:

The Study, which was commissioned by BILD, assesses the impacts of "municipal processes and approval times on housing supply and affordability in the GTA, and beyond". Among the cities, municipalities, and regions evaluated were:

- Peel Region (Mississauga, Brampton, and Caledon)
- City of Toronto
- York Region (Vaughan, Markham, Richmond Hill, and Aurora)
- Halton Region (Oakville, Burlington, and Milton)
- Durham Region (Pickering, Whitby, Oshawa, and Clarington)
- Simcoe County (Barrie, Innisfil, and Bradford West Gillingham)

The Study focuses on assessing each of the subject municipalities based on the following 5 themes and provides a ranking for each:

1. **Municipal Utilization of Tools and Processes:** Reviews the features and tools utilized by municipalities to facilitate more efficient and transparent development processes.
2. **Municipal Approval Estimates and Permit Timelines** Estimates the amount of time that typical development applications spend in the municipal approvals process.
3. **Municipal Charges on New Housing** Uses two hypothetical development scenarios, to estimate the direct costs municipalities levy on new housing developments.
4. **Potential Costs Savings to Improve Municipal Processes:** Estimates the indirect costs associated with every month a development application is in the approvals process.
5. **Best Practices for Improving Municipal Processes Reviews** recent and ongoing initiatives that Municipalities or Provincial governments are taking to streamline approvals processes.

## **Comments**

Planning & Building staff contacted BILD to request a meeting with the author of the Study to gain a better understanding of the analysis and the data used to support the research. A meeting was held on October 6, 2020.

Overall, the meeting was very productive. Altus concurred that the data and assumptions used may not have been complete, and may have resulted in skewed results. As such, BILD and Altus graciously agreed to revise the analysis, and to submit the City a memo outlining the revised results. The memo is attached. (Appendix 1).

For the Committee's reference, some of the key issues and revisions of particular relevance are noted below:



## 1. Planning Tools & Features

The Study ranked each city on the number of planning features offered by each municipality that supports the development approval process. Features reviewed included on-line development application submission and/or building permit application portal; a “development guide” identifying required studies; a terms of reference for required studies; online tracking system for active development applications; online zoning, including a GIS file and/or a GIS portal.

Altus originally ranked the City at 4.5 out of 8.0 (56.5%). However, once staff directed Altus to the correct tools and data on the City’s web-page, the score was revised to a total of **6.5 out of 8.0 or 81.3%**. This places the City in the top-third of the municipalities studied in the Benchmarking Study.

This said, in staff’s assessment, the City meets all 8 features and should be rated higher. As example, respecting the availability of TOR, the author of the Study could not justify full points in part due to a missing information. It was noted that the benchmarking exercise may have been impacted by the City’s web modernization rollout, however it is a practice to provide this content during the pre-application and DARC meetings, and publicize it on the web-page, which has since been finalized.

Also, unlike most municipalities, the City of Mississauga has considerably invested in operational efficiencies and industry leading tools, most notable ePlans which was first in Canada and launched January 1<sup>st</sup> 2016. Unfortunately, the Study does not adequately recognize the value of such an online application system and its significance towards modernizing the application approval process. While other cities have rudimentary online application systems, staff feel such systems do not measure equally to ePlans, and the Study should have accounted for this in the scoring.

## 2. Application Processing Times

Among all of the municipalities included in the Study, Mississauga development application time was reported at 18 months, on average. The city’s ranking is close to that of both Pickering and Richmond Hill, and is less than cities like Toronto (36 mos.), Brampton (20 mos.), and Caledon (24 mos.).

From staff’s assessment, the time is reasonable. Specifically, the Study does not address the degree to which each city is committed towards community engagement as an element of adding time to the process. The City of Mississauga has a long standing practice of engaging the community at several steps during the application approval process – far exceeding the legislative requirements. Obviously, this adds time to the process but staff believes it is critical for good planning.

Interestingly, the Study found processing time for low density development to be faster in the more urban centres, while high rise development was found to be faster in more suburban areas. This resonates given the complexity of approving a high rise infill project in existing built-

up areas, versus a high rise in suburban greenfield development which would simply be part of a larger subdivision plan.

Finally, the Study did not examine the success rate at the LPAT for developers, but it did conclude that gaining a development approval through an LPAT appeal can take, on average, roughly twice as long as an approval from a municipality. Moreover, the Study states the LPAT route can be incredibly costly and time consuming. One might suggest that most developers are likely motivated to work with the municipality, and the timelines and process, versus the LPAT option.

### **3. Municipal Planning / Building Employees per 1,000 Housing Starts**

The Study also cites “Municipal Planning Employees per 1,000 Housing Starts” as an effective measure of the service level. The Study found, on average, 75 staff were available to process applications among the cities benchmarked. In the case of Mississauga, it found 97 staff per 1000 housing starts. This number is arrived at by dividing the total number of housing starts by the number of staff allocated to processing development and planning approvals.

However, Altus analysis is flawed. The study wrongly assumes the entire P&B staff compliment is involved in processing development applications; it also underestimates the annual housing starts by approximately 25%; and it does not acknowledge that a significant component of development staff’s work focuses on non-housing related applications.

Consequently, with all things considered, the Study has drastically overstated the true staff to housing starts ratio. Unfortunately, Altus was not able to account for the non-housing related work in its revised analysis, but staff approximate that this is close to 50% of staff’s time to ensure a healthy economy through job growth and ultimately the healthy turnover of commercial real estate assets.

The Study was also critical of the number of studies required in support of a development application. At the City of Mississauga, Site Plan approval processes have been designed into two categories – thus eliminating extra work and cost to the applicant. Unfortunately, this was not captured through the Study analysis. Staff recognizes that the Study requirements can be costly, as such, staff are undertaking a review to lean this process, where appropriate.

## **Financial Impact**

There are no financial impacts.

## **Conclusion**

In conclusion, staff is satisfied with both BILD and Altus responses to our feedback, and their offer to revise the data.

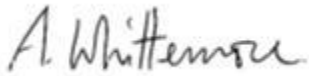
In fact, BILD representatives kindly acknowledged that Mississauga is leading in many ways when it comes to our land development services. BILD representatives indicated that they look

to the City as a model of “**best management practices**”. They also cite the City’s investment in “**ePlans**” as a perfect example of being service-ready”.

Moving forward, staff suggested to Altus that any future studies should include outreach to the various cities so as to the most accurate data is provided. Additionally, staff suggested Altus my wish to reconsider using “housing starts” as the best measure for assessing service levels and performance. Staff suggested construction value may be a more accurate measure and better alternative when benchmarking Ontario municipalities.

## Attachments

Appendix 1: October 14 Memo – Municipal Benchmarking Study – City of Mississauga



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

October 14, 2020

Mr. Andrew Whittemore  
Commissioner of Planning and Building  
The City of Mississauga  
Civic Centre, 300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Dear Mr. Andrew Whittemore,

RE: Further Discussion on the BILD & Altus Group Municipal Benchmarking Study

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We would like to thank you and your staff for meeting with us on Tuesday October 6<sup>th</sup> to discuss the findings of our recently released BILD and Altus Group Municipal Benchmarking Study. The study was prepared by Altus Group and was designed to answer the fundamental question “What are the impacts of municipal processes and approval times on housing supply and affordability in the GTA.”

Through this discussion, we were advised of missing data underpinning the Mississauga findings of this study, and discuss some specific areas where corrections were needed. To address this concern, we directed Altus Group to complete an addendum letter to this study which is included herein. We trust this letter alleviates the concerns raised in the meeting.

We thank the City of Mississauga for bringing this matter to our attention and we also want to take the opportunity to thank the City for often being a municipality that we look to for best management practices. The City’s initiative prior to the emergence of COVID-19 in introducing ePlans for all building permits and online site plan application tasks is a perfect example of being service-ready.

We greatly appreciate how swiftly the City was able to adapt its development services throughout this pandemic. We look forward to our continued, open dialogue with the City. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Jennifer Jaruczek  
Planner, Policy & Advocacy, BILD

October 9, 2020

Memorandum to: Andrew Whittemore  
City of Mississauga

From: Daryl Keleher, Senior Director  
Altus Group Economic Consulting

**Subject: BILD Municipal Benchmarking Study – Explanatory Note Regarding City of Mississauga Results and Accounting for New City Initiatives**

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Altus Group Economic Consulting was retained by BILD to prepare a Municipal Benchmarking Study (the “Benchmarking Study”), which seeks to review how municipal processes, fees and charges are contributing to housing affordability issues in the Greater Toronto Area (the “GTA”). The Benchmarking Study includes a review of 18 different municipalities across the GTA, including the City of Mississauga.

The Benchmarking study includes numerous analyses which are ultimately combined into an overall ranking that allows for municipal performance in the studied areas to be compared.

Further to our discussions with City staff, we have a few comments to help contextualize and explain some of the results in the Benchmarking Study and a few instances of things that may have emerged since our research was undertaken, or may have been missed in our research process that are worth noting.

### **Municipal Planning / Building Employees per 1,000 Housing Starts**

The Benchmarking Study included an analysis of municipal planning and building department employees to understand the capacity that municipalities may have to review development applications.

To standardize the findings, the number of employees was compared to the number of housing starts in the municipality, with the result being a planning/building employees per 1,000 housing starts. It was found that the City of Mississauga has 97 planning/building employees per 1,000 housing starts. The average in the GTA municipalities studied was 75 planning/building employees per 1,000 housing starts. This analysis is based on data from the City’s annual budget and CMHC data on housing starts from the past five years (2015-2019).

### ***The Ratio Presented in the Report for the City of Mississauga may be Overstated Due to Housing Start Data***

In the last two years, the City has averaged approximately 3,000 housing starts, however our methodology utilized the 5-year average number of housing starts, which due to a 2016 that had housing starts in the City totalling only 929 dwelling units means the 5-year average in Mississauga was only 2,276 dwelling units. The impact of this outlier year means that the ‘denominator’ in our analysis may be lower than a typical year, which would increase the number of employees per 1,000 housing starts.

***The Ratio Presented in the Report Doesn't Acknowledge Significant Amounts of Staffing Required for Non-Residential Development Application Review***

The count of planning/building employees included in the calculation of the ratio includes a significant number of staff required for review of non-residential development applications. The ratio presented in the report does not attempt to estimate what proportion of employees would be required for reviewing these types of development applications.

This means that municipalities with large proportions of non-residential development applications, such as Mississauga, may have a ratio reported in the Benchmarking Study that is somewhat overstated.

While we were unable to control for the degree to which staff are required for non-residential development application review, it is a real factor that should be considered when reviewing and interpreting the data presented in the Benchmarking Study.

***Inclusion of Planning Policy Staff***

Further to the discussion with City staff, we were made aware of inclusion of some staffing (35 staff) in the Planning Strategies division that may not meet our criteria for staff primarily oriented towards development and building application review. These FTE should have been excluded from our analysis and will be excluded in subsequent versions of the study.

If we were to remove the FTE from the Planning Strategies division, the City's staffing ratio to housing starts falls 97 per 1,000 housing starts to 81 per 1,000 housing starts, which is just above GTA-wide averages.

**Planning Tools & Features**

The analysis presented on the number of planning features present in each municipality was based on a desktop survey and subjective ranking of how close each feature was to being fulfilled. In our research, which was conducted in November and December 2019, we scored the City at 4.5 out of 8.0 (56.5%), with the City being deducted full or partial points in the following areas:

- Terms of reference for studies supporting development applications,
- Inclusion of historic applications in the development application status tracker presence of downloadable GIS files,
- Presence of a dedicated GIS portal and downloadable GIS files with City zoning information, and
- Availability of studies or files supporting historic and active development applications on the municipal website.

Based on discussions with City staff and a review of materials and information, some of which has been released since the time of our research, we are now aware of tools and features the City now makes available that we may have missed in our research or have been made available since our research was undertaken. Based on further review:

- The terms of reference for studies provided on the City's website is improved, and as one example, the studies required for site plan are clearly set out, with terms of reference provided for each individual study. However, there is still some information lacking regarding the study requirements

and terms of reference for those studies required for OPAs, Zoning by-law amendments, plans of subdivision and plans of condominium. However, it is understood that some of the information requirements not found on the website may be made clear during the pre-application meeting process.

- The City's new GIS portal shows development applications approved in the past 18 months. While this standard is much shorter than other municipalities who provide a fuller range of historic approvals and applications, we feel that the data now provided by the City is sufficient to merit a full point in this area, particularly if the historic data will be retained going forward (rather than just including a rolling 18-months of historic data).
- The City has since greatly improved its GIS portal with zoning information available, which was launched in September 2020. In our opinion, the City's GIS portal is now one of the better examples of a GIS/mapping portal among the municipalities studied. Therefore, our assessment is that the City would now be assigned a full point for this feature if the study were done again today.
- The City does make available studies and files supporting development applications but appear to only make this available to the applicants themselves for their specific applications with a not fully available to all interested parties as other municipalities do. Therefore, our original score of a half-point is deemed to stand.

Therefore, in our assessment, had the research been completed today, the City would score higher, with a score of 6.5 out of 8.0 (81.3%) instead of the 4.5 out of 8.0 (56.5%) based on our research done in late-2019. This would place the City in the top-third of the municipalities studied in the Benchmarking Study for this element of the overall ranking.

## Approval Timelines

The Benchmarking Study includes an analysis of municipal approvals timelines based on data extracted from City staff reports and other available sources. The average timelines for approvals in the City was estimated to be 18 months, which is roughly similar to the GTA-wide average.

However, it is noted that in the case of Mississauga, with most of the development in the City being infill in nature and generating potential impacts on the surrounding community, or located on brownfields with potential environmental issues to consider, or on extraordinarily large development sites (Port Credit West Village, Ninth Line, Lakeview<sup>1</sup>), the complexity of applications being dealt with by City staff is very high. Therefore, the comparison of average approvals timelines should be viewed through this lens, which cannot be controlled for, but is worth acknowledging.

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<sup>1</sup> These three development areas were not included in our database as the individual development applications for new housing units are/were still active, however the likely eventual approval of development on these sites may mean that the approval timelines for these sites will affect the findings in subsequent versions of the study.