

REVISED

Planning and Development Committee

Date: December 7, 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 no later than Friday, December 4, 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, December 4, 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

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Planning and Development Committee Meeting Draft Minutes - November 23, 2020

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 22 storey apartment building with 258 units and six levels of underground parking.

42-46 Park Street East and 23 Elizabeth Street North, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ 20/006 W1

4.2. PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 31 storey apartment building with commercial uses permitted on the ground floor

2444 Hurontario Street, southwest corner of Hurontario Street and Floradale Drive

Owner: P&S Ramlochan Property Inc.

Files: OZ 20/010 W7

4.3. SECTION 37 COMMUNITY BENEFITS REPORT (WARD 7)

Community Benefits contribution under Section 37 to permit an apartment building with a height of 28 storeys with ground floor non-residential uses

45 Agnes Street, Northeast corner of Agnes Street and Cook Street

Owner: 45 Agnes GP Corp.

File: OZ 13/017 W7

*4.4. REVISED RECOMMENDATION REPORT (WARD 2)

Southdown Local Area Plan – City Initiated Official Plan Amendment

4.5. December 10, 2020 Regional Council Agenda Comments on Growth Management

4.6. RECOMMENDATION REPORT (CITY WIDE) - Proposed Updates to Site Plan Control By-law 0293-2006

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: November 13, 2020 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 20/006 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: December 7, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 22 storey apartment building with 258 units and six levels of underground parking.

42-46 Park Street East and 23 Elizabeth Street North, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ 20/006 W1

Recommendation

That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Elizabeth Developments Limited to permit a 22 storey apartment building with 258 units and six levels of underground parking, under File OZ 20/006 W1, at 42-46 Park Street East and 23 Elizabeth Street North, 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 22 storey apartment building with 258 units and six levels of underground parking. The applicant is proposing to amend the Port Credit Local Area Plan height schedule to permit an apartment building that is 7 storeys over the permitted height of 15 storeys, for a total height of 22 storeys. The zoning by-law will also need to be amended from **RA2-48** (Apartment) to **RA5 - Exception** (Apartment) to implement this development proposal.

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

Comments

The property is located at 42-46 Park Street East and 23 Elizabeth Street North within the Port Credit Community Node and Central Residential Precinct of the Port Credit Local Area Plan. The site is an assembly of four properties; three of the properties contain a detached dwelling and one of the properties contains a detached dwelling and duplex.



Aerial image of 42-46 Park Street East and 23 Elizabeth Street North



Applicant's rendering of the proposed 22 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.

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

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, the appropriateness of the proposed building height and proposed setbacks, review of reduced parking standards, addressing City affordable housing objectives and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Ferro, MCIP RPP, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Elizabeth Developments Limited

42-46 Park Street East and 23 Elizabeth Street North

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1. Site History

- September 24, 1981 - A Committee of Adjustment application, under file A 561/81, was approved for 42 Park Street East that legalized the detached and duplex dwelling uses on the one property.
- February 12, 2014 – the City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the height schedule.

2. Site and Neighbourhood Context

Site Information

The property is located at the north-west corner of Park Street East and Elizabeth Street North in the Port Credit Community Node. The subject site represents an assembly of 4 properties. The property at 42 Park Street East contains a detached dwelling and a duplex dwelling (addressed 45 Park Street East). The properties at 44 and 46 Park Street East and 23 Elizabeth Street East each contain a detached dwelling. Park and Elizabeth Streets are both local roads that service the Community Node.

The site is located about 100 m (328.1 ft.) from the Port Credit GO Station platform entrance and about 250 m (820.2 ft.) from the future Hurontario LRT. The property is located within a *Major Transit Station Area* as identified in the Provincial Growth Plan.

The northern portion of the property is at a higher grade than the southern portion and the terrain generally slopes down toward Park Street East.

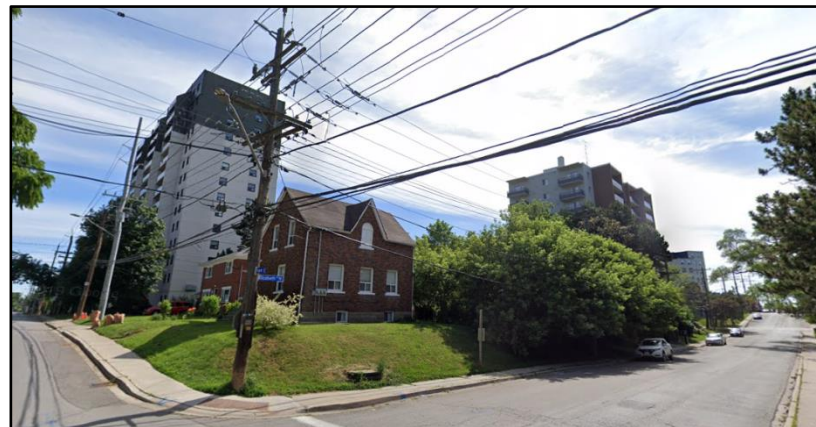


Image of existing condition facing north-west
(Source: Google Maps)

Property Size and Use	
Combined Frontages:	
Park Street	34 m (112 ft.)
Elizabeth Street	53 m (174 ft.)
Depth:	53 m (174 ft.)
Gross Lot Area:	0.17 ha (0.44 ac.)
Existing Uses:	detached dwellings and a duplex dwelling

Surrounding Land Uses

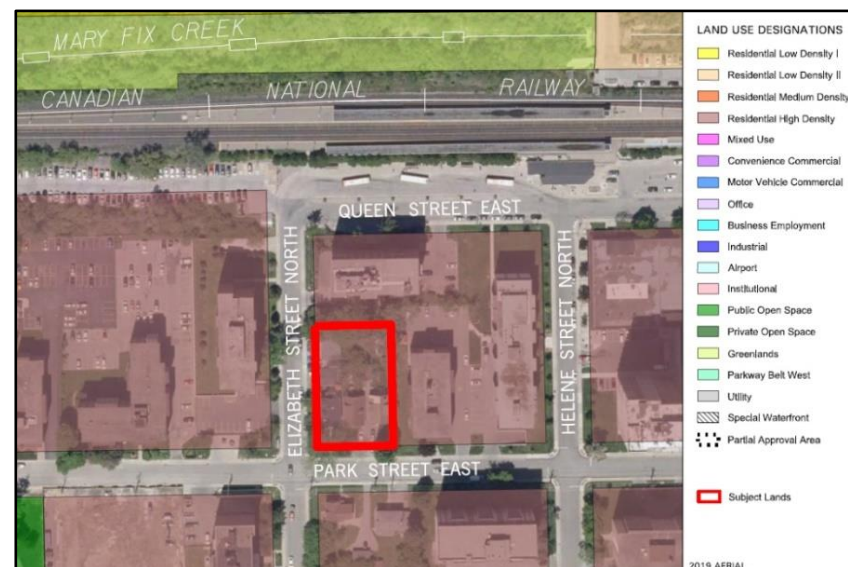
The property is located within the Central Residential Precinct of the Port Credit Local Area Plan. The surrounding area is characterized by a mix of apartment buildings ranging from 5 to 27 storeys, with some smaller buildings found throughout the precinct. There is a six storey apartment building to the immediate east of the site.

To the north of the subject property is an 11 storey apartment building. Further north is the railway and the Port Credit GO Station - MiWay bus drop off area. To the south of the property is a detached dwelling. Immediately to the east of the subject property is a 6 storey apartment building and to the west is a 13 storey apartment building with a surface parking lot.

Elizabeth Street runs north-south and connects the property to the Lakeshore Road corridor, which contains retail and commercial uses including stores and restaurants. Park Street runs east-west and connects to Hurontario Street.

The surrounding land uses are:

North: 11 storey apartment building
East: 6 storey apartment building
South: detached dwelling
West: 13 storey apartment building



The Neighbourhood Context

Historically, the property was part of the Port Credit Township, but is now considered part of the Port Credit Community Node. The surrounding neighbourhood contains a mix of residential and commercial uses with retail stores and restaurants located on Lakeshore Road East. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.

In particular, the Central Residential Precinct contains a significant concentration of apartment buildings. Lots within the

precinct can be characterized as well maintained with mature trees and landscaped front yards.

South west of the site is the recently approved 15 storey apartment building (Tanu) project by Edenshaw Park Developments Limited at 21-29 Park Street which is under construction. This project, in addition to the 15 storey apartment building recently constructed at 6, 8 and 10 Ann Street by FRAM Building Group characterizes recent developments that have been occurring within the Central Residential Precinct.

Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node Character Area is 5,420 people, with a median age of 50 (compared to the median age of 40 city wide). Of the total population, 8% are children (0-14) and 26% are senior (65 and over). The population forecast for 2031 is 7,700 people and for 2041 it is 9,600 people. The average household size is 2 person with 83% of people living in apartments that are 5 or more storeys. The mix of housing tenure for the Community Node is 755 units (26%) owned and 2,155 units (74%) rented, with a vacancy rate of approximately 0.8*.

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

Other Development Applications

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

- OZ 17/013 – 21-29 Park Street East – approval was obtained for a 15 storey apartment building (204 units) in June 2018.
- OZ 14/007 – 8 Ann Street, 77-81 High Street – approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015.
- OZ 19/008 – 22- 28 Ann Street – approval was obtained for a 22 storey apartment building (313 units) in February 2020.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the Local Planning Appeals Tribunal (LPAT) has approved an application on the former Imperial Oil lands (Brightwater) that will accommodate approximately 7000 people.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

As mentioned, the site is within 100 m (328.1 ft.) of the Port Credit GO station, which provides two-way, all day service,

every 30 minutes. The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 19 – Hurontario Street

3. Project Details

The applications are to permit a 22 storey apartment building.

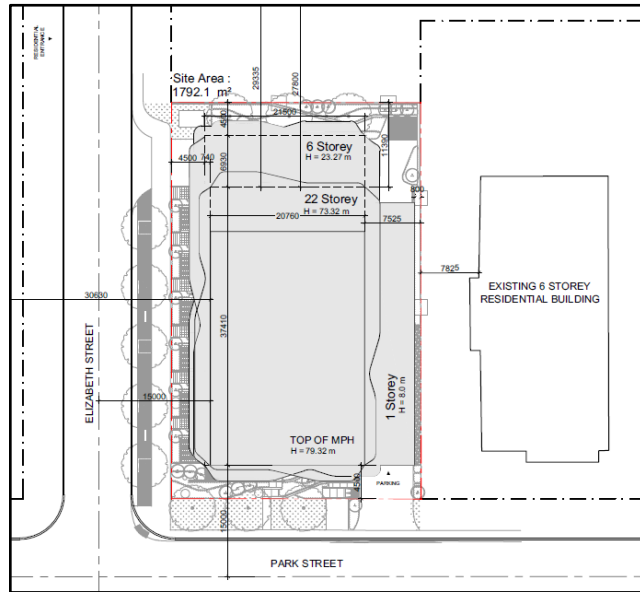
Development Proposal		
Applications submitted:	Received: June 3, 2020 Deemed complete: June 25, 2020	
Developer/ Owner:	Edenshaw Elizabeth Developments Ltd	
Applicant:	Sajecki Planning	
Number of units:	258 units	
Proposed Gross Floor Area:	16 062 m ² (172, 890 ft ²)	
Height:	22 storeys	
Floor Space Index:	8.96	
Landscaped Area:	305.8 m ² (3 291.6 ft ²)	
Anticipated Population:	565* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	336	173
visitor spaces	52	27
Total	388	200

Supporting Studies and Plans

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

- Planning Justification Report
- Concept Plan and Elevations
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Wind Study
- Grading and Servicing Plans

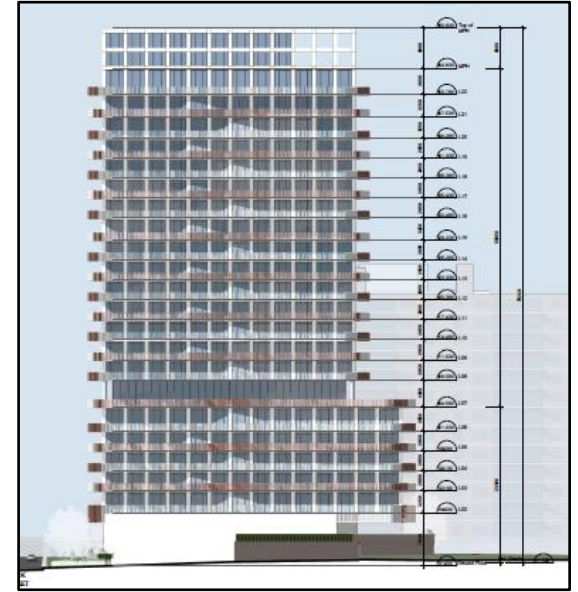
Concept Plan and Elevations



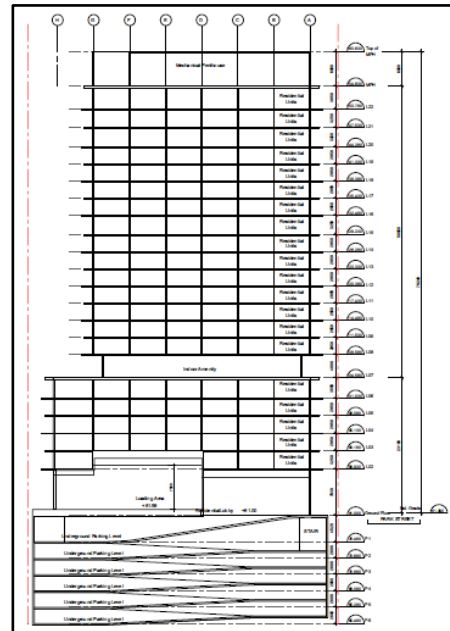
Concept Plan



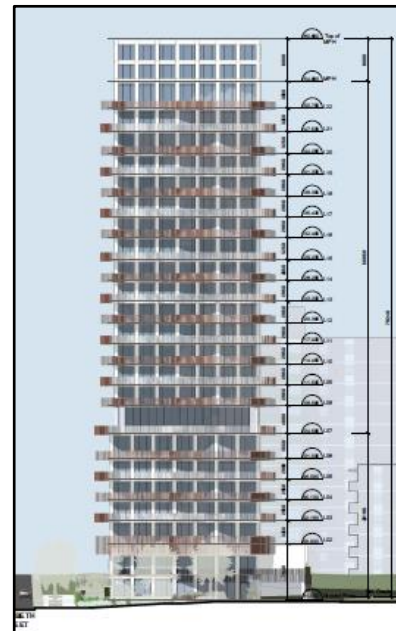
North Elevation



East Elevation



Section Elevation



South Elevation



North Elevation

Applicant's Rendering



Rendering of south facade



Rendering of western façade podium



Rendering of western façade

4. Land Use Policies, Regulations & Amendments

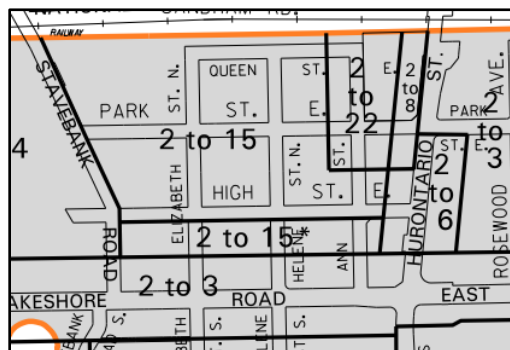
Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density** within the Port Credit Community Node. The Site is also subject to the Port Credit Local Area Plan Height Schedule which prescribes a maximum height of 15 storeys.

Proposed Amendment

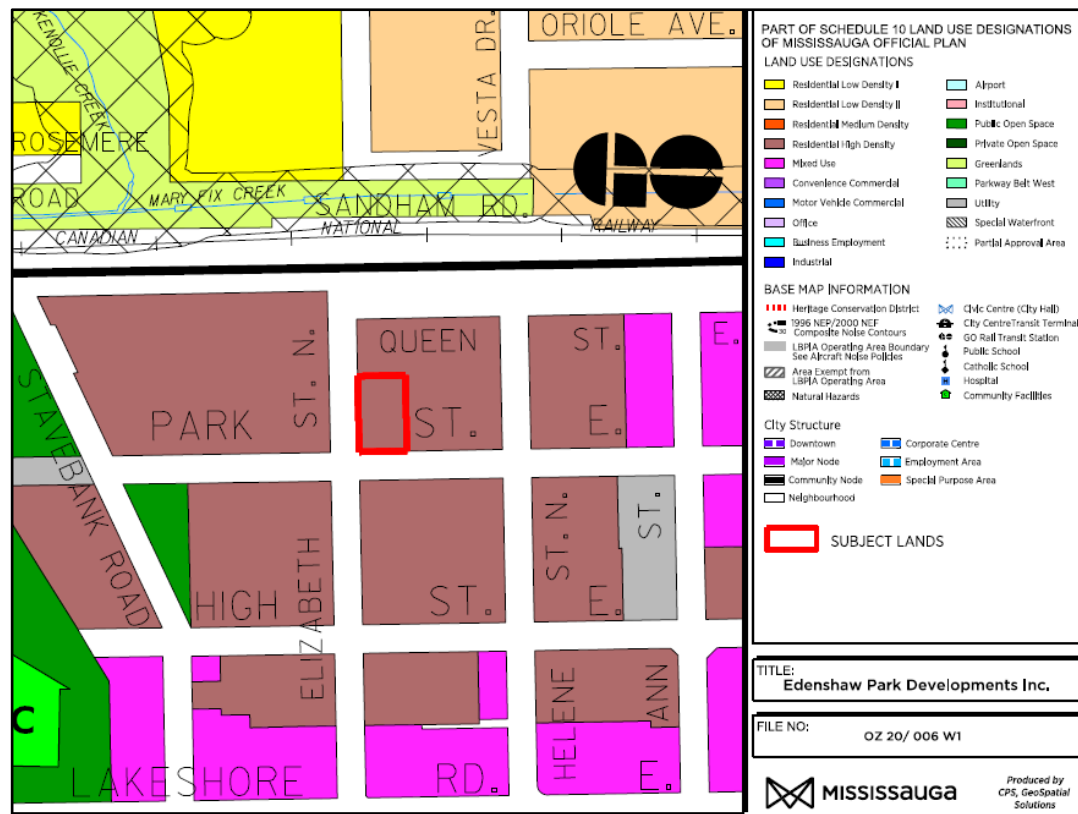
The proposal does not require a change to the land use designation. However, the Port Credit Local Area Plan Height Schedule is proposed to be amended to allow for a maximum height permission of 22 storeys.



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 Port Credit Local Area Plan



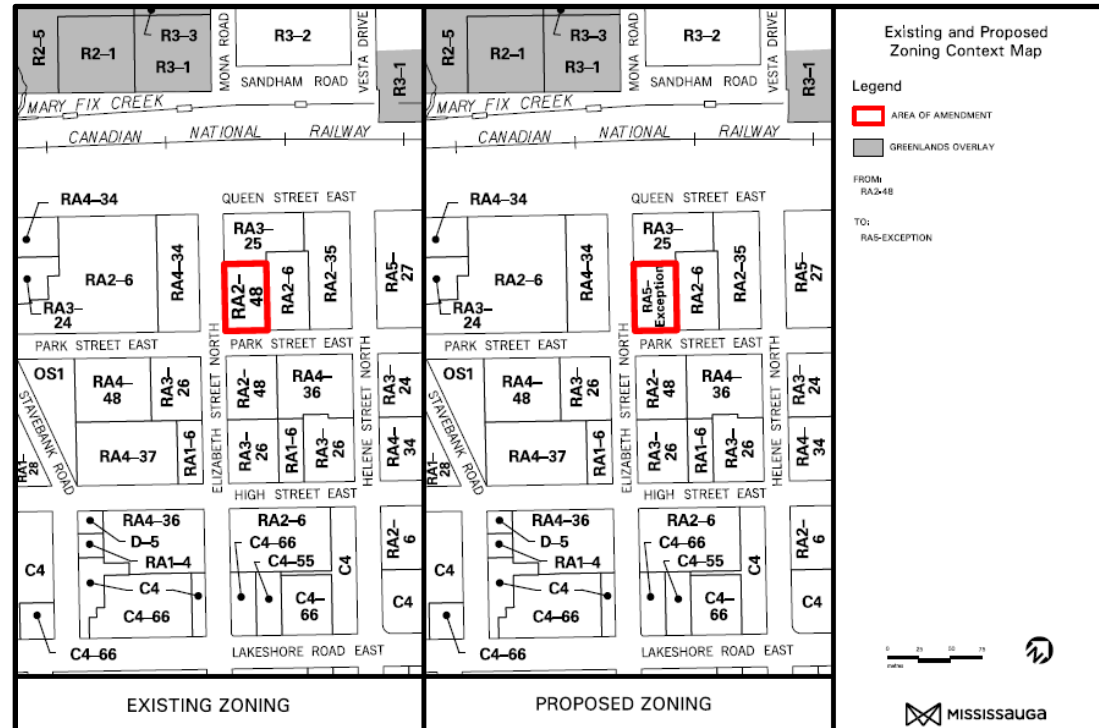
Mississauga Zoning By-law

Existing Zoning

The property is zoned **RA2-48** (Apartments) which permits the existing detached and duplex dwellings and accessory structures, in addition to the base zone permissions for an apartment building up to 8 storeys and an FSI range of 0.5 to 1.0.

Proposed Zoning

The applicant is proposing to rezone the lands to **RA5 - Exception** (Apartments) zone, in order to permit a 22 storey apartment building containing 258 units with an FSI of 8.96.



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum Floor Space Index (FSI)	1.9 – 2.9	8.96
Maximum Gross Floor Area – Apartment Zone for each storey above 12 storeys	1 000 m ² (10,763.9 ft ²)	1 000 m ² (10,763.9 ft ²)
Maximum Height	77 m (252.6 ft.) and 25 storeys	75 m (246.0 ft.) and 22 storeys
Minimum Exterior Side Yard	For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 10.5 m (34.4 ft.)	4.5 m (14.8 ft.)
Minimum Interior Side Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 7.5 m (24.6 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 9.0 m (29.5 ft.)	0.8 m (2.6 ft.) 7.5 m (24.6 ft.)
Minimum Interior Side Yard setback adjacent to any Apartment Zone	4.5 m (14.7 ft.)	0.8 m (2.6 ft.)
Minimum Rear Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 12.5 m (41.0 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 15.0 m (49.2 ft.)	4.5 m (14.8 ft.) 11.39 m (37.4 ft.)

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum encroachment of a balcony located above the first storey into a required yard	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Maximum encroachment of a balcony , porch, awning or landing located on the first storey into a required yard	1.8 m (5.9 ft.)	2.2 m (7.2 ft.)
Maximum projection of a balcony from the outermost façade of the building	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Minimum Parking Spaces	1 resident space per studio unit 1.25 resident spaces per one bedroom unit 1.40 resident spaces per two bedroom unit 1.75 resident spaces per three bedroom unit 0.20 visitor spaces per unit 5.4 spaces per 100 m ² GFA – non residential	0.67 resident spaces per unit (174 in total) 0.1 visitor spaces and non-residential spaces per unit (26 in total)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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

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

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

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

Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Port Credit Community Node and are designated **Residential High Density**. The **Residential High Density** designation permits apartments. The property is subject to the policies of the **Port Credit Local**

Area Plan, which contains a Height Schedule. The Local Area Plan permits a maximum height of 15 storeys on the subject property.

The applicant is proposing to amend the Height Schedule of the **Port Credit Local Area Plan** to permit a maximum height of 22 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.9 Section 5.3.3.4. Section 5.3.3.7 Section 5.4.5 Section 5.5.4. Section 5.5.13.	<p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare (2.47 ac).</p> <p>Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p>

	Specific Policies	General Intent
		Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.
Chapter 9 Build A Desirable Urban Form	Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.31 Section 9.2.1.32	<p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>Buildings 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.</p> <p>Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p>
Chapter 11 General Land Use Designations		<p>In addition to the Uses Permitted in all Designations, lands designated Residential High Density will also permit the following uses:</p> <ul style="list-style-type: none"> • Apartment Building
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.2	It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.</p> <p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront.
Chapter 10 Desirable Urban Form	Section 10.2.1.1 Section 10.2.1.2 Section 10.2.1.3 Section 10.2.2.1 Section 10.2.2.2 Section 10.2.2.3	<p>To ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> a. overall massing (reduce “wall effect”); b. visual impact of buildings; c. protect skyviews; and d. limit shadow impact. <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> a. existing distance separations between buildings;

	Specific Policies	General Intent
		<p>b. overcrowding of skyviews and skyline; c. protection of view corridors; and d. privacy and overlook of occupants.</p> <p>Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p> <p>The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.</p>

Affordable Housing

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

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

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

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

The current application does not include an affordable housing proposal at this time.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Riverside Public School</p> <p>Enrolment: 328 Capacity: 438 Portables: 0</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,253 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>5 Junior Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Catholic Elementary</p> <p>Enrolment: 435 Capacity: 602 Portables: 0</p> <p>Iona Catholic School</p> <p>Enrolment: 672 Capacity: 723 Portables: 12</p>

7. Community Comments

At the time of this report being written, a community meeting had not been held. A meeting is scheduled for November 30, 2020. Since the application was deemed complete and notice was sent out to the surrounding community, staff have received some written comments from residents. The following points summarize the comments received to date:

- The proposed development is too high and does not integrate well with the surrounding properties
- The Official Plan permission of 15 storeys should be maintained
- The additional density will create traffic impacts
- The approval of a 22 storey building will destabilize the surrounding community and create a precedent

The comments included above and any additional comments received from the scheduled community meeting will be included and addressed in the subsequent recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 23, 2020)	<p>An existing 300 mm (11.8 in.) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Park Street. An existing 300 mm (11.8 in) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Elizabeth Street.</p> <p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials.</p>
Dufferin-Peel Catholic District School Board (July 8, 2020)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located.
Peel District School Board (July 22, 2020)	The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement: Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
City Community Services Department – Park Planning Section (June 29, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated June 29, 2020, Community Services indicated that the proposed development is located 392 m (1,286.1 ft.) from Harold E Kennedy park (P-110) which contains an outdoor pool, shelter, two unlit public tennis courts, a parking lot and an accessible community play site and is zoned OS1. The subject property is also located 123 m (403.5 ft.) from Vimy Park (P-111) which contains a cenotaph and is zoned OS1.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 3, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing Report (FSR), prepared by WSP and dated April 29, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated</p>

Agency / Comment Date	Comments
	<p>from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to connect to the storm sewer pipe on Elizabeth Street to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and • demonstrate the feasibility of the proposed storm sewer and its capacity. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. and dated May 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study at this time and requesting further revisions to the report. Based on the Traffic Impact Study, the proposed service area access that fronts on Elizabeth Street does not meet the required sightline distance further revisions are required so that propose access can operate safely for both pedestrians and motor vehicles.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Additional Turning Templates required for both access points and underground parking; • Address any traffic concerns from the Community related to the proposed development <p>Environmental Compliance</p> <p>Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received.</p> <p>The applicant is required to provide the following documents prior to a Recommendation Meeting:</p> <ul style="list-style-type: none"> • A signed and dated ESSQD form; • A reliance letter for the Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received; • An update to the Phase One ESA or a certification letter to identify and discuss lands to be dedicated to the City • A Discharge Dewatering Commitment Letter <p>Noise</p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to</p>

Agency / Comment Date	Comments
	<p>update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MOECC Standards.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans), which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' application and related Development Agreement will be required to capture any municipal infrastructure works.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post - Enbridge - Fire Prevention - Rogers - GTAA - Hydro One - Alectra
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development Office - Realty Services - Bell Canada - Trillium Health Partners

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area

given the project's height, massing, density, setbacks and building configuration?

- Are the applicable built form guidelines in the Port Credit Built Form Guidelines addressed?
- Are the proposed zoning by-law exception standards appropriate?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

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

City of Mississauga

Corporate Report



<p>Date: November 13, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 20/010 W7</p> <hr/> <p>Meeting date: December 7, 2020</p>
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Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 31 storey apartment building with commercial uses permitted on the ground floor

2444 Hurontario Street, southwest corner of Hurontario Street and Floradale Drive

Owner: P&S Ramlochan Property Inc.

Files: OZ 20/010 W7

Recommendation

That the report dated November 13, 2020, from the Commissioner of Planning and Building regarding the applications by P&S Ramlochan Property Inc. to permit a 31 storey apartment building with commercial uses permitted along the ground floor, under File OZ 20/010 W7, 2444 Hurontario Street, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 31 storey apartment building consisting of 215 dwelling units with commercial uses permitted along the ground floor. As part of the apartment building, the applicant is proposing three 2 storey dwelling units with individual entrances along the Hurontario frontage that would also allow commercial uses on the ground floor. The applicant is proposing to amend the official plan from **Office** to **Residential High Density - Special Site** and the zoning by-law from **O (Office)** to **RA5-Exception (Apartments)** to implement this development proposal.

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

Comments

The property is located on the southwest corner of Hurontario Street and Floradale Drive within the Downtown Hospital Character Area. The site is currently occupied by a 4 storey office building which contains medical and office uses with surface parking at the rear and 1 level of underground parking. It is the intent of the applicant to demolish the existing building to accommodate the proposed development.



Aerial image of 2444 Hurontario Street



Applicant's rendering of the 31 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 with the surrounding context, community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: P&S Ramlochan Property Inc.

2444 Hurontario Street

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O** (Office). **O** permits office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office in the Downtown Hospital Character Area.
- May 27, 2020 – City initiated Zoning By-law 0121-2020 rezoned the subject lands to **O1** (Minor Office), which permits the same uses as the previous **O** (Office) zone. The maximum building height in the **O1** zone remains unchanged. Zoning By-law 0121-2020 has been appealed by other landowners to the Local Planning Appeal Tribunal (LPAT).

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Hospital Character Area and within the Urban Growth Centre of the City, on the southwest corner of Hurontario Street and Floradale Drive. The area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by a 4 storey office building, which contains

medical and office uses with surface parking at the rear and 1 level of underground parking.

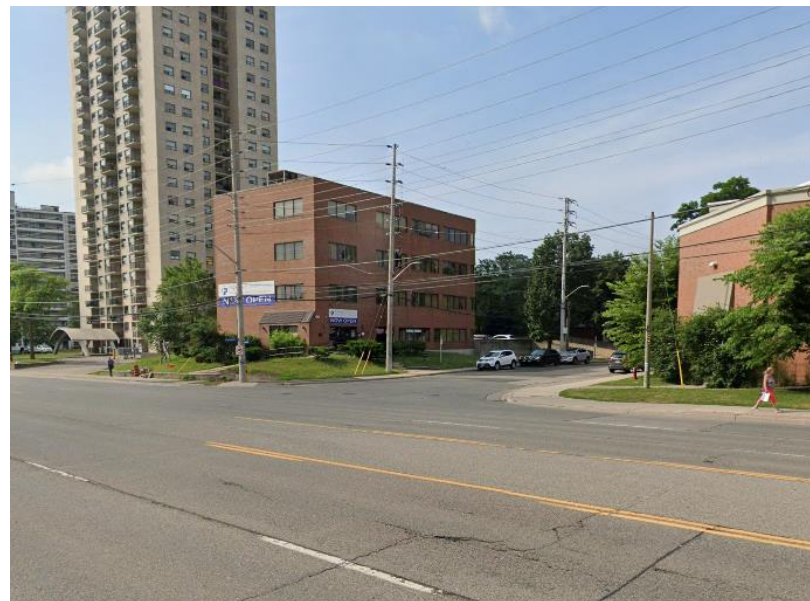


Image of existing conditions facing south

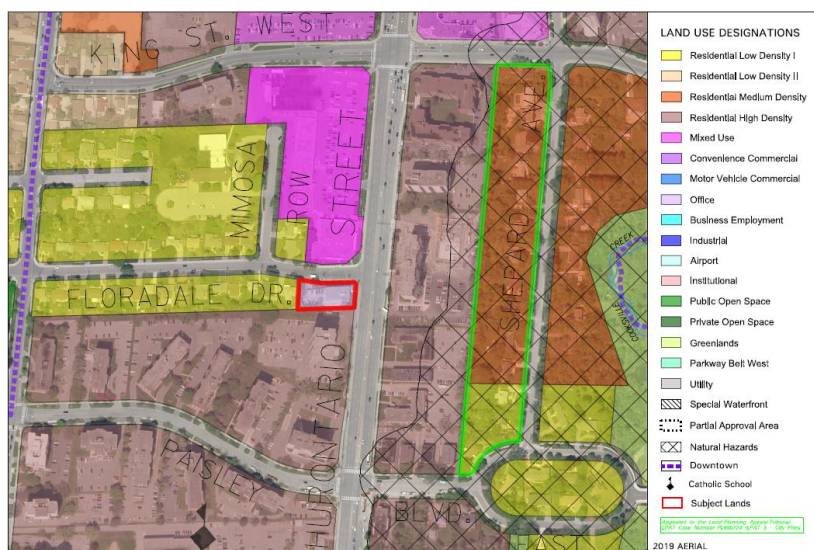
Property Size and Use	
Frontages:	
Hurontario Street	25.1 m (82.3 ft.)
Floradale Drive	59.0 m (193.4 ft.)
Depth:	59.0 m (193.4 ft.)
Gross Lot Area:	0.17 ha (0.42 ac)
Existing Uses:	4 storey office building with medical and office uses

Surrounding Land Uses

North of the subject land is a neighbourhood plaza containing a number of commercial uses. To the east is a 13 storey apartment building. To the south is a 22 storey apartment building. There are one and two storey detached dwellings to the west.

The surrounding land uses are:

North: Commercial Plaza
East: Apartment Buildings
South: Apartment Buildings
West: Detached dwellings



Aerial Photo of 2444 Hurontario Street

The Neighbourhood Context

The subject property is located in the Downtown Hospital Character Area. The surrounding area contains commercial uses along Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1960s and 1970s.

Demographics

Based on the 2016 census, the existing population of the Downtown Hospital Character area is 12,880 with a median age of this area being 37 (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 20% children (0-14 years) and 13% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 15,500 and 15,700 respectively. The average household size is 2 persons with 91% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 460 units (9%) owned and 4,645 units (91%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 7,667. Total employment combined with the population results in a PPJ for Downtown Hospital of 182 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 submitted on lands municipally known as 2476 and 2482 Confederation Parkway to permit 4 semi-detached dwellings. This application is currently being processed by the City and a decision has not been made.

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 Floradale Park and Cooksville Park, both of which are within a 0.8 km (0.5 mi.) distance of the subject land. The Trillium Hospital Partners – Mississauga Hospital is located within a 1 km (0.6 mi.) distance of the subject land.

The site is approximately 1.5 km (0.9 mi.) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 mi.) from the subject land. The following major Miway bus routes currently service the site running along Hurontario Street:

- Route 2 – Hurontario
- Route 4 – Sherway Gardens
- Route 103 – Hurontario Express

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

3. Project Details

The applications are to permit a 31 storey apartment building consisting of 215 dwelling units, with commercial uses permitted along the ground floor. The applicant is proposing 3 two storey dwelling units with individual entrances along the Hurontario frontage that would also allow commercial uses along the ground floor. The required parking will be accommodated underground. Vehicular access to the site will be from Floradale Drive.

Development Proposal		
Applications submitted:	Received: July 15, 2020 Deemed complete: August 12, 2020	
Developer/ Owner:	P & S Ramlochan Property Inc.	
Applicant:	IBI Group (c/o Amy Emm)	
Number of units:	215 Units	
Proposed Gross Floor Area:	17,520.01 m ² (188,583.81 ft ²)	
Height:	31 storeys / 93.5 m (306.8 ft)	
Floor Space Index:	10.25	
Amenity Area:	3.7 m ² (39.8 ft ²) / dwelling unit	
Anticipated Population:	538 *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	283	148
visitor spaces	43	32
Total	326	180

Development Proposal	
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater Retention • Green roof • Bicycle Storage

Supporting Studies and Plans

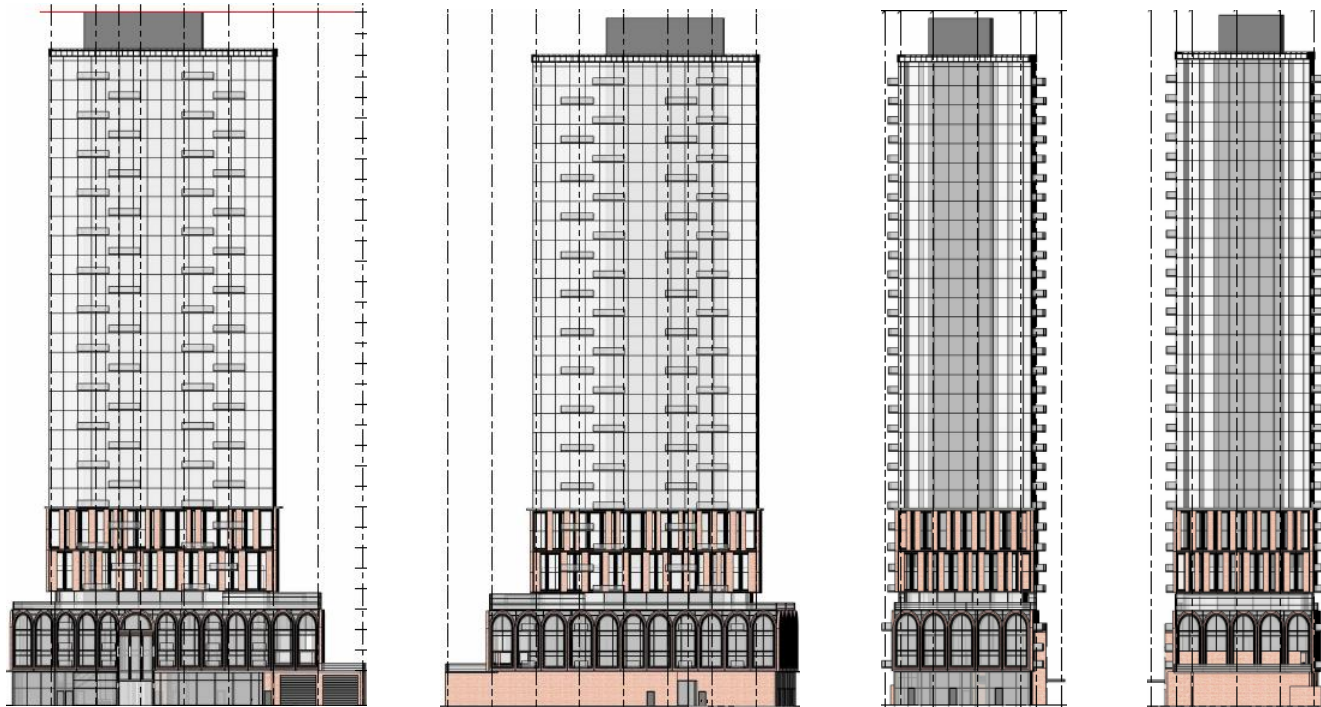
The applicant has submitted the following information in support of the applications, which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Architectural Drawings
- Civil Engineering Drawings
- Environmental Noise Report
- Functional Servicing and Stormwater Management Report
- Landscape Plans
- Low Impact Design Features
- Phase 1 and 2 Environmental Site Assessment
- Planning Justification Report
- Pedestrian Level Wind Study
- Shadow Impact Study
- Stage 1 Archaeological Assessment
- Streetscape Feasibility Study
- Transportation Impact Study
- Urban Design Study

The application will be reviewed by the Urban Design Advisory Panel (UDAP). The Panel is an advisory body and makes recommendations to staff for consideration. To date, the

application has not been reviewed by the UDAP, but is tentatively scheduled for January 2021.



**Elevations**



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Excerpt of Downtown Hospital Character Area

Existing Designation

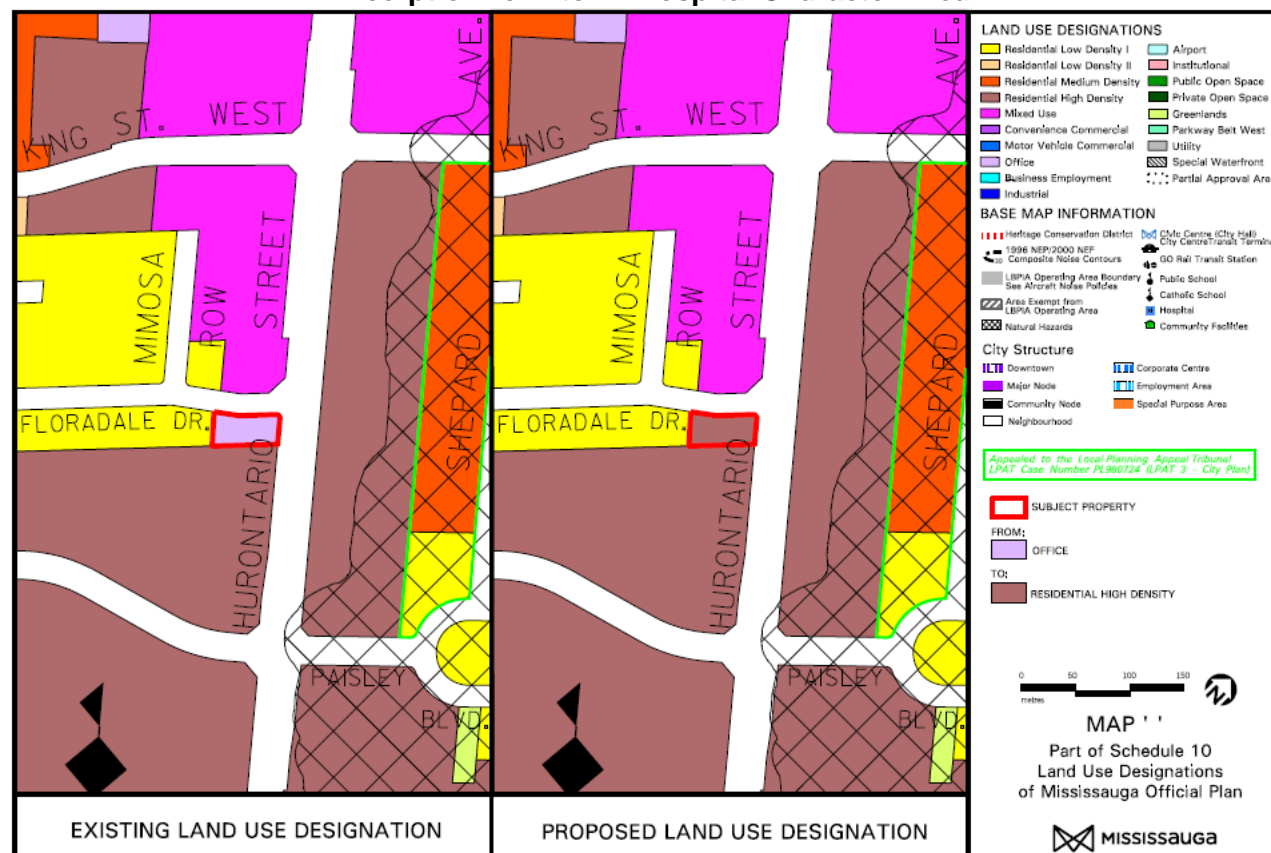
The site is designated **Office**, which permits office and secondary uses.

Proposed Designation

Residential High Density – Special Site to permit an apartment dwelling with a maximum height of 31 storeys.

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

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



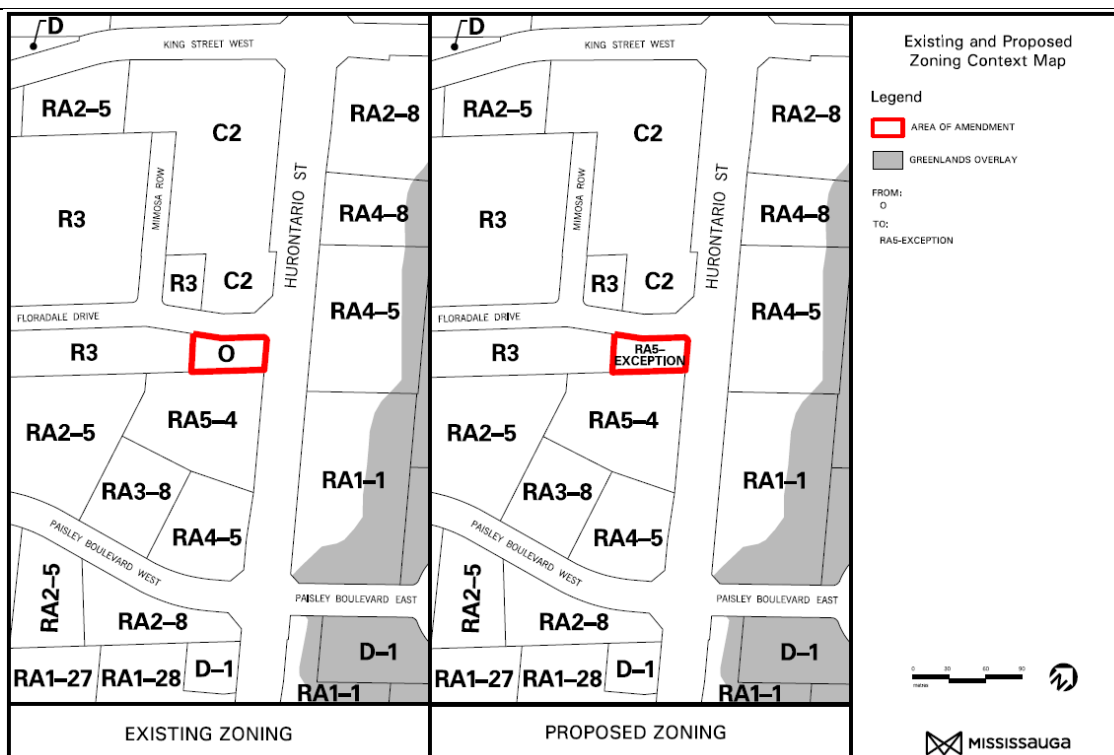
Mississauga Zoning By-law

Existing Zoning

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

Proposed Zoning

A rezoning is proposed from **O** (Office) to **RA5-Exception** (Apartments), to permit a 31 storey and 93.5 m (306.8 ft) high condominium apartment building consisting of 215 dwelling units, with commercial uses permitted along the ground floor. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report.



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Minimum Lot Frontage	30.0 m (98.4 ft.)	25.0 (82.0 ft.)
Height of mechanical equipment above the permitted height	6.0 m (19.6 ft.)	6.4 m (21.0 ft.)
Maximum Floor Space Index (FSI)	2.9	10.25
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	93.5 m (306.8 ft.) and 31 storeys
Minimum Front Yard	<p>For that portion of the dwelling with a height:</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>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.4 m (14.4 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>4.4 m (14.4 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>7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	10.5 m (34.4 ft.)	7.5 m (24.6 ft.)
Minimum Exterior Side Yard	<p>For that portion of the dwelling with a height:</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>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.2 m (13.8 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>4.2 m (13.8 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>4.2 m (13.8 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>4.2 m (13.8 ft.)</p>
Minimum Interior Side Yard	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	<p>4.5 m (14.8 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>6.0 m (19.7 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>7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>9.0 m (29.5 ft.)</p> <p>Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:</p> <p>4.5 m (14.7 ft.)</p>	<p>3.3 m (10.8 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>3.2 m (10.5 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>3.2 m (10.5 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>3.2 m (10.5 ft.)</p> <p>Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:</p> <p>3.2 m (10.5 ft.)</p>
Minimum Rear Yard	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Zone Regulations	Amended RA5 Zone Regulations
	7.5 m (24.6 ft.) Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached :	6.5 m (21.3 ft.) Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached :	
	25.5 m (83.7 ft.)	6.5 m (21.3 ft.)	
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.3 ft.)	1.5 m (4.9 ft.)	
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 number of parking spaces	1.25 resident spaces per one-bedroom unit 1.4 resident spaces per two-bedroom unit 0.20 visitor spaces per unit	0.68 resident spaces per dwelling unit 0.15 visitor spaces per unit	
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)	
Minimum setback from a	10.0 m (32.8 ft.)	7.4 (24.3 ft.)	

Zone Regulations	RA5 Zone Regulations	Proposed Zone Regulations Amended RA5 Zone Regulations
waste enclosure/loading area to a street line		
Minimum landscaped area	40%	37.9 %
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	0 m (0.0 ft.)
Minimum amenity area	5.6 m ² (60.3 ft ²) / dwelling unit	3.7 m ² (39.8 ft ²) / dwelling unit
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	39%
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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

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

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

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

Relevant Mississauga Official Plan Policies

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

The subject property is located within a Major Transit Station Area (MTSA) due to its proximity to the future Light Rail Transit stop on Hurontario Street (HLRT). 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 Hospital Character

Area and are designated **Office**. The **Office** designation permits office and secondary uses.

The applicant is proposing to change the designation to **Residential High Density** to permit a 31 storey condominium apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4	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)
	Section 5.1.6	
	Section 5.3.1.3	The Downtown is an Intensification Area. (S.5.3.1.3)
	Section 5.3.1.4	
	Section 5.3.1.6	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)
	Section 5.3.1.9	
	Section 5.3.1.11	
	Section 5.3.1.13	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)
	Section 5.4.2	
	Section 5.4.3	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)
	Section 5.4.4	
	Section 5.4.8	Development in the Downtown will be in a form and density that achieves a high quality urban
	Section 5.5.7	
	Section 5.5.8	

	Specific Policies	General Intent
		<p>environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 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"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p>

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

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

	Specific Policies	General Intent
Chapter 10 Foster a Strong Economy	Section 10.2	Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centres, however, the Downtown and Employment Areas also have considerable office development. Promoting office development in the Downtown is of particular importance to the City in order to support higher order transit and create a lively mixed use live/work area.
Chapter 11 General Land Use Designations	Section 11.2.5 Section 11.2.7	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5) Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7)
Chapter 12 Downtown	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.1.6 Section 12.1.2.2	Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1) Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan

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

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

proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

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

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>22 Kindergarten to Grade 6 4 Grade 7 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Floradale Public School</p> <p>Enrolment: 647 Capacity: 711 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 262 Capacity: 333 Portables: 4</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,203 Capacity: 1,253 Portables: 1</p>	<p>Student Yield:</p> <p>5 Junior kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Catherine of Siena Elementary School</p> <p>Enrolment: 550 Capacity: 668 Portables: 0</p> <p>St. Martin Secondary School</p> <p>Enrolment: 1110 Capacity: 1026 Portables: 0</p>

7. Community Comments

A virtual community meeting held by Ward 7 Councillor Dipika Damerla on September 29, 2020. Ten residents attended the meeting virtually.

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

- The proposal will cause too much traffic in the area
- The proposal is too high and is not compatible with the adjacent area

- The ground floor along the Hurontario frontage needs to have retail uses to ensure activation along the street.
- Construction of the building will cause disruption to the neighbouring area
- The building is too close to adjacent low density residential dwellings.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 16, 2020)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Hurontario Street and an existing 200 mm (7.9 in.) diameter water main is located on Floradale Drive.</p> <p>An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Hurontario Street and an existing 300 mm (11.8 in.) diameter sanitary sewer is located along Floradale Drive.</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 (August 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 (August 18, 2020)	<p>The subject site is located within 300 m (984 ft.) of Floradale Park (P - 022) which contains an ice rink, play site and woodland. The park is zoned "OS1" (Open Space - Community Park). The site is also located 720 m (2362 ft.) from Cooksville Park (east side of Hurontario Street - P-071) which contains a play site. The Park is zone G1 (Greenland).</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is</p>

Agency / Comment Date	Comments
City Community Services Department – Heritage (August 18, 2020)	<p>required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Heritage, Sport, Tourism, and Culture Industries confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p> <p>A report has been submitted. However a letter from the Ministry is still outstanding.</p>
Economic Development Office (September 29, 2020)	<p>On December 11, 2019 Council approved the Economic Development Strategy 2020-2025 (GC-0652-2019). The new Economic Development Strategy has three Core Economic Priorities. "Develop Distinctive Places" is one of three core priorities of which the main component of this economic priority is Mississauga's Downtown. The Downtown is considered an Economic Growth Centre. A key priority for the city is to attract and retain office development within the downtown and to deliver employment to anchor higher order transit development in proximity to both GO stations and LRT stops.</p> <p>The applications as proposed seek to eliminate office from a site that is within walking distance to both a future LRT stop at Dundas Street West (600 m / 1968.5 ft.) as well as The Queensway (600 m / 1968.5 ft.). The subject lands are located in the Downtown Hospital Character Area and are located 600 m (1968.5 ft.) from Trillium Hospital. There is currently a shortage of office space within proximity to Trillium's Mississauga Hospital. The Economic Development Office encourages the retention of employment office space on the subject property that could support Trillium Hospital.</p> <p>The subject lands are located in an area of the city that is deemed to be an intensification area (Schedule 2). Sections 10.2.1 and 10.2.3 have identified intensification areas as locations for both major and secondary office. Maintaining employment at this location is furthermore, supported by Mississauga's Official Plan under Sections 5.1.3, 5.1.4, 5.1.6.</p> <p>The subject applications propose an option to incorporate live/work units but have not identified the commercial uses within the draft Zoning By-law table. We request that the language of the draft by-law be modified to require these units be used for employment uses (i.e. office, retail, medical office, personal service establishment, etc.). It is important to continue to provide access to employment opportunities within the local community to ensure inclusive growth for residents.</p> <p>Please demonstrate how conformity with Sections 5.1, 5.3 and 10 in the Official Plan will be achieved, as well as the Economic Development Strategy 2020-2025.</p>
City Transportation and Works Department (November 6, 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>

Agency / Comment Date	Comments
	<p>A Functional Servicing and Storm Water Management Report, prepared by IBI Group and dated July 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by IBI Group and dated June 26, 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • Turning movement diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently; • Provide the future property line for the required 15m sight triangle at the intersection of Hurontario Street and Floradale Drive; • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase One ESA (9095), dated December 10, 2019, and a Phase Two ESA (9269), dated July 3, 2020, both prepared by S2S Environmental Inc. have been received along with the applicable reliance letter.</p> <p>The site meets the applicable Ministry of Environment, Conservation and Parks (MECP) soil and groundwater standards. No further investigation is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Temporary Discharge to Storm Sewer Commitment Letter; • A written document, prepared by a Professional Engineer which includes a plan to decommission the wells or proof of decommissioning if already completed; • Clarification regarding land dedication; <p><u>Noise</u></p> <p>An Environmental Noise and Vibration Assessment prepared by SLR Consulting Canada (Ltd), dated July 2020 (SLR Project No: 241.19002.00000) 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 and future HuLRT traffic. Further information is required to confirm that the noise levels on the outdoor amenity areas are achieved, as well as to assess any impact from the existing stationary sources into this development and building design.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Light Rail Transit Office - City Fire Prevention - Enbridge Gas - Go Transit – Metrolinx - Greater Toronto Airport Authority - Alectra Utilities - Trillium Health Partners - City Community Services Department – Arborist
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Canada Post - Realty Services - Rogers Cable

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?

- Are the proposed parking rates appropriate for the proposed use?

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



<p>Date: November 23, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 13/017 W7</p>
	<p>Meeting date: December 7, 2020</p>

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 7)

Community Benefits contribution under Section 37 to permit an apartment building with a height of 28 storeys with ground floor non-residential uses

45 Agnes Street, Northeast corner of Agnes Street and Cook Street

Owner: 45 Agnes GP Corp.

File: OZ 13/017 W7

Recommendation

That the report dated November 23, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 13/017 W7, 45 Agnes GP Corp., 45 Agnes Street, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$1,373,500 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with 45 Agnes GP Corp., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the Community Benefits contribution.

Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy

and Procedure on Bonus Zoning

- The Community Benefits contribution comprises \$1,373,500, which will be allocated to the development of parks in the Cooksville area
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

Background

On April 10, 2017, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on the subjects lands under File OZ 13/017 W7, by 45 Agnes GP Corp., to permit a 28 storey residential apartment building with ground floor non-residential uses subject to certain conditions. PDC passed Recommendation PDC-0016-2017 which was subsequently adopted by Council on April 26, 2017. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Comments

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

Section 37 Community Benefits Proposal

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

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

Following Council's approval in principle of the subject applications, Planning staff met with representatives from Community Services, Transportation and Works, and Corporate Services

to discuss potential community benefits. An appraisal of the property was undertaken in 2016 on behalf of the previous owner and based on the land lift of the property an amount of \$1,000,000 (or 26.6% of the land lift) was determined as the amount of Community Benefit contribution for this site. Since this time, a new owner has purchased the property and is pursuing the completion of the applications. Planning staff have met with the developer and Ward 7 Councillor, Dipika Damerla on separate occasions to discuss the possible community benefits and an increased contribution amount to account for inflation relating to land value. These monies will be allocated towards the acquisition and development of parks within the Cooksville area.

Guiding Implementation Principles

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

1. Development must represent good planning.

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

The Recommendation Report dated March 17, 2017 presented to PDC on April 10, 2017, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represents good planning.

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

The proposed contribution towards secured community benefit is considered a "next priority" Community Benefit, as it is a contribution in the form of funds used to address a City-wide need which is related to the site, but which cannot be included on the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. In this instance, acknowledging that Mississauga Official Plan policies permit apartments in this area up to 25 storeys, staff have determined that the relationship between the proposed \$1,373,500 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents approximate 26.6% of the land lift value in 2016, plus inflation, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

3. Community Benefit contributions should respond to community needs.

It has been identified that the Cooksville area contains a shortfall in the amount of parkland in the area. One of the goals in the City's Strategic Plan pillars is to provide opportunities for everyone to enjoy great parks, plazas and unique natural environments.

The development of parks in the Cooksville area contribute to the City's objective of building a desirable urban form and complete communities.

In accordance with the Corporate Policy and Procedure, Ward 7 Councillor, Dipika Damerla, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

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

The land appraisal report prepared by an independent land appraiser is available for viewing.

Section 37 Agreement

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

- a Community Benefit contribution of \$1,373,500;
- the contribution is to be used towards the development of parks in the Cookville area;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

Financial Impact

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

Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased height and density being recommended through the official plan amendment and rezoning applications. The proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards development of parks in the Cooksville area will help to implement the list of guiding principle in Mississauga Official Plan.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



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

Prepared by: Adam Lucas, Development Planner

LEGEND:



SUBJECT LANDS



DATE OF AERIAL IMAGERY: Spring 2019



TITLE:

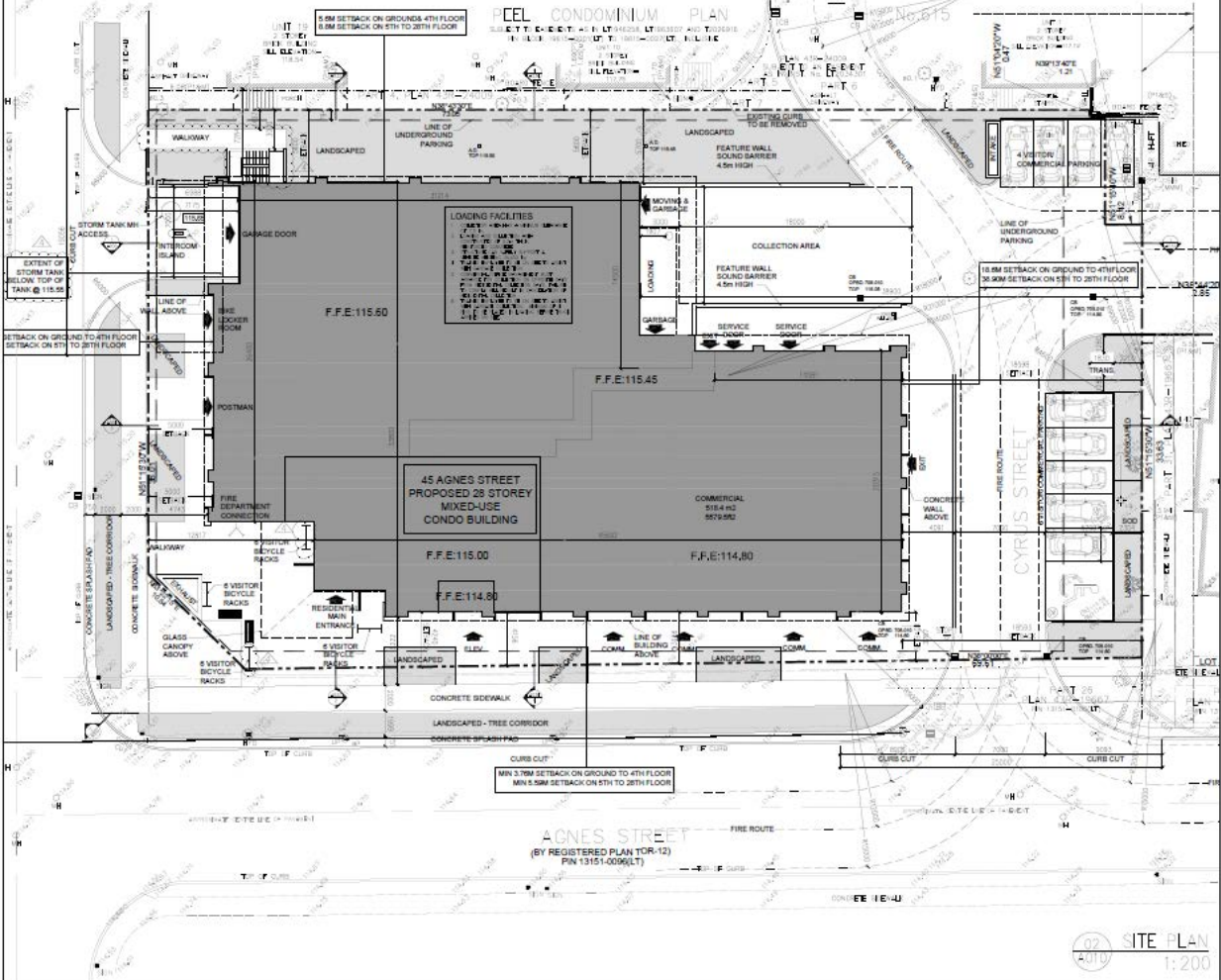
45 Agnes GP Corp.

FILE NO:

OZ 13/ 017 W7**MISSISSAUGA**Produced by CPS,
Geospatial Solutions

PCEL CONDOMINIUM PLAN

SUBJECT TO ELEMENTS AS IN LT 946228, LT 968807 AND T2026011
 FM 0103R 19815-0029/UT 19815-0027/LT, IN LINE



City of Mississauga

Corporate Report



Date: December 1, 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.21-CLA

Meeting date:
December 7, 2020

Subject

REVISED RECOMMENDATION REPORT (WARD 2)

Southdown Local Area Plan – City Initiated Official Plan Amendment

Recommendation

1. That the report titled “Southdown Local Area Plan – City Initiated Official Plan Amendment”, dated December 1, 2020, from the Commissioner of Planning and Building, be adopted.
2. That an Official Plan Amendment to Mississauga Official Plan be prepared to amend the Southdown Employment Area Character Area Policies contained in the Southdown Local Area Plan in accordance with the proposed modified policy as outlined in Appendix 1 of this report.

Background

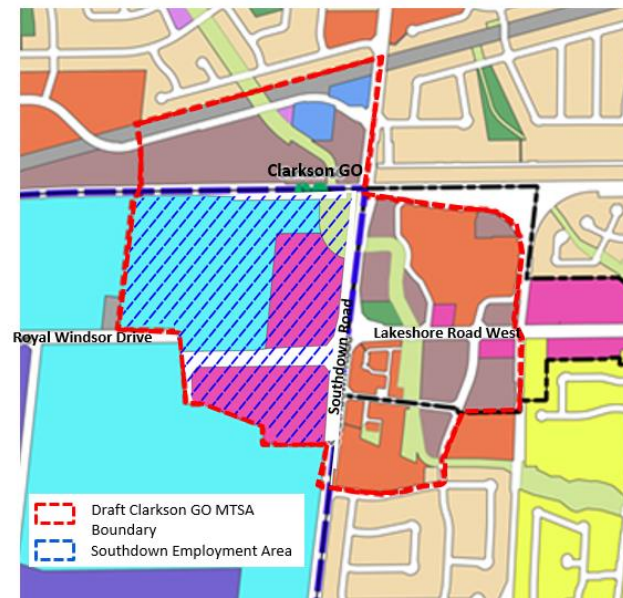
The [Clarkson Transit Station Area Study](#) has been initiated to develop a transit oriented plan for the lands surrounding the Clarkson GO station, also referred to as a Major Transit Station Area (MTSA)¹. The Growth Plan 2019 and Amendment No. 1 (2020) requires MTSA's to plan for a minimum density of 150 residents and jobs combined per Ha. This results in a minimum addition of approximately 6,000 additional residents and jobs to meet the minimum density target for Clarkson GO MTSA.

Staff presented an update report titled “Clarkson Transit Station Area Study Update Report” to Council on June 17 2020 (attached with Appendix 2) which identified the draft boundary of the Clarkson GO MTSA, potential redevelopment opportunities and the findings of the preliminary environmental and land use compatibility analysis. The preliminary environmental analysis recommended that an air quality study should be completed before considering any sensitive uses on lands within the Southdown Employment Area section of the Clarkson GO MTSA boundary. Council directed staff to proceed with preparing an Amendment to the Mississauga Official Plan to recognize the requirement of a completed air quality study.

¹ Major Transit Station Area (MTSA) is defined as an area within an approximate radius of 500 to 800 metres from an existing or planned transit station or a stop, representing about a 10-minute walk.

On October 19 2020, the Planning and Development Committee received the staff report titled “Southdown Local Area Plan – City Initiated Official Plan Amendment” (Appendix 2) and a public meeting was held to consider the proposed amendment to the policies of the Southdown Local Area Plan in the Mississauga Official Plan. The proposed policy amendment recognized the requirement of a satisfactory air quality study to be completed before sensitive uses can be considered on the lands included within the Southdown Employment Area and the Clarkson GO MTSA boundary (see cross hatched area in Figure 1 below).

Figure 1: Draft boundary of Clarkson GO MTSA and Southdown Employment Area



Comments

The notice of the statutory public meeting dated October 19 was advertised in the Mississauga News newspaper on September 24, 2020 and approximately 1,210 notices were mailed out to inform local residents, landowners and related departments and agencies. The notice was published on the Clarkson Transit Station Area Study’s webpage and was sent by email to nearly 165 project subscribers.

No members of the public registered to speak to this item at the Planning and Development Committee meeting on October 19. Staff have received and responded to general inquiries related to air quality in the area and redevelopment envisioned through Clarkson Transit Station Area Study. The feedback received from residents is generally supportive of the completion of an air quality study.

Following the statutory public meeting, additional input was received from municipal stakeholders on the original policy amendment as presented in the public meeting information report titled “Southdown Local Area Plan – City Initiated Official Plan Amendment” dated October 5th, 2020 (Appendix 2). They requested modifying the original policy language to

provide more clarity and facilitate its implementation. The intent and objective of the policy remains unchanged. As such, staff is proposing that the modifications to the proposed policy as outlined in Appendix 1 to this report be adopted.

Next Steps

A landowner in the draft Clarkson GO MTSA boundary has already initiated an air quality study in accordance to the City's Terms of Reference, which is expected to be completed in early 2021. The findings of the air quality study will inform the recommendations of the Clarkson Transit Station Area Study with regards to future land uses, densities, heights, transportation connections etc., which will be brought forward for Council's consideration after seeking community feedback.

The Region's MTSA Study is currently underway and a Region of Peel Official Plan Amendment (ROPA) for MTSA is expected to be forthcoming sometime in 2021. Once the Region's MTSA ROPA is adopted, staff will bring forward a Mississauga Official Plan Amendment to align with the Region's MTSA policies and to implement the recommendations of the Clarkson Transit Station Area Study.

Financial Impact

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

Conclusion

The intent of the proposed policy as modified remains unchanged. Staff recommend that the proposed amendment be adopted in accordance with the recommendations specified in this report.

Attachments

- Appendix 1: Southdown Local Area Plan - Proposed Mississauga Official Plan Amendment, as modified.
- Appendix 2: Staff report titled "Southdown Local Area Plan – City Initiated Official Plan Amendment" dated October 5 2020.



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

Prepared by: Taral Shukla, Planning Associate, City Planning Strategies
Romas Juknevičius, Acting Manager, City Planning Strategies

Appendix 1

Proposed modifications to Mississauga Official Plan for the Southdown Employment Area Character Area policies contained in the Southdown Local Area Plan

Proposed policy amendment as per in Staff report dated October 5, 2020	Modifications to the proposed policy as recommended in Staff report dated December 1, 2020
<p>10.4 Sensitive Land Uses</p> <p>Prior to and as a condition of a development application being deemed complete which proposes a sensitive land use on the lands included within the boundary of the Southdown Employment Area and within the delineated boundary of the Clarkson GO Major Transit Station Area once it has been established, an Air Quality Study must be completed in accordance with the City's Terms of Reference and to the satisfaction of the City of Mississauga and appropriate approval authorities. The City of Mississauga may refuse to accept or further consider such a development application where an Air Quality Study is not submitted or is not satisfactory to the City and appropriate approval authorities.</p>	<p>10.4 Sensitive Land Uses</p> <ul style="list-style-type: none"> a. When sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (once delineated), an Air Quality Study completed in accordance with the City's Terms of Reference is required. b. The introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.

City of Mississauga

Corporate Report



Date: October 5, 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.21-CLA

Meeting date:
October 19, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Southdown Local Area Plan – City Initiated Official Plan Amendment

Recommendation

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.

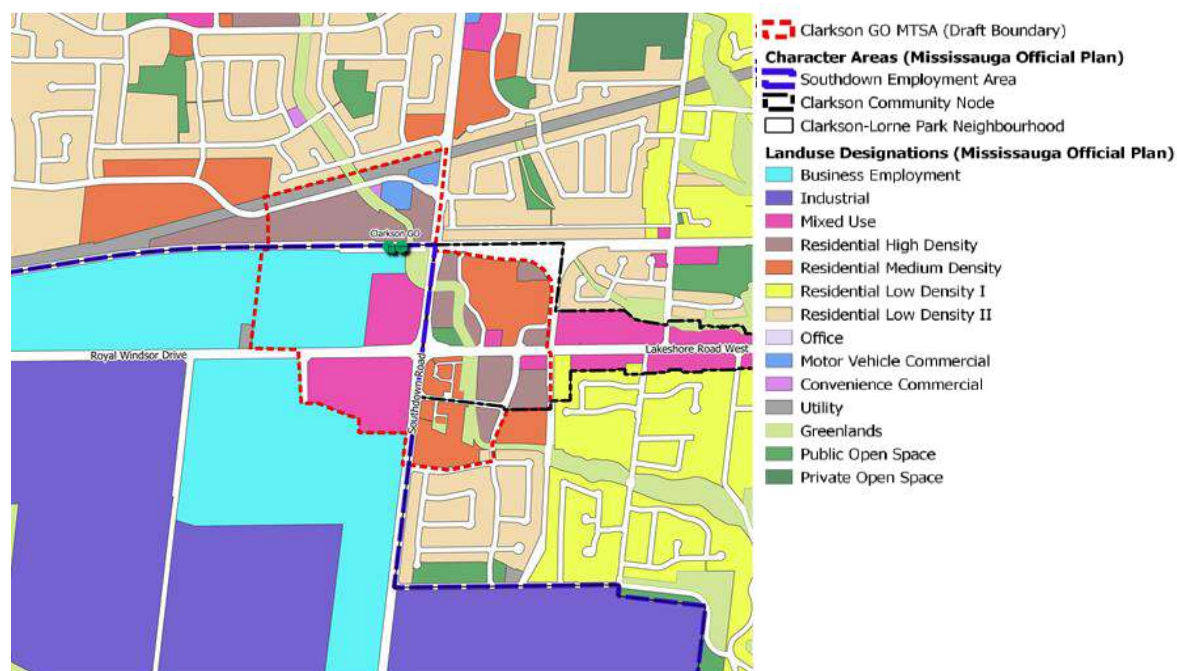
Background

As part of the planning process, the Province's Growth Plan establishes protocols for municipalities to plan for Major Transit Station Areas¹ (MTSA) around identified GO stations to accommodate a minimum density of 150 residents and jobs combined per hectare (Ha).

Accordingly, the City initiated the [Clarkson Transit Station Area \(TSA\) Study](#) in coordination with the Region of Peel to evaluate the growth potential of the area surrounding the Clarkson GO station as a Major Transit Station Area (MTSA). Figure 1 shows the delineation of the draft boundary of the Clarkson GO MTSA, which includes lands located within the Southdown Employment Area. An additional 6,000 residents and jobs combined will be required within the Clarkson GO MTSA to meet the minimum density target.

¹ A Major Transit Station Area (MTSA) is defined as an area within an approximate radius of 500 to 800 metres from an existing or planned transit station or a stop, representing about a 10-minute walk.

Figure 1 : Draft boundary of Clarkson GO MTSA

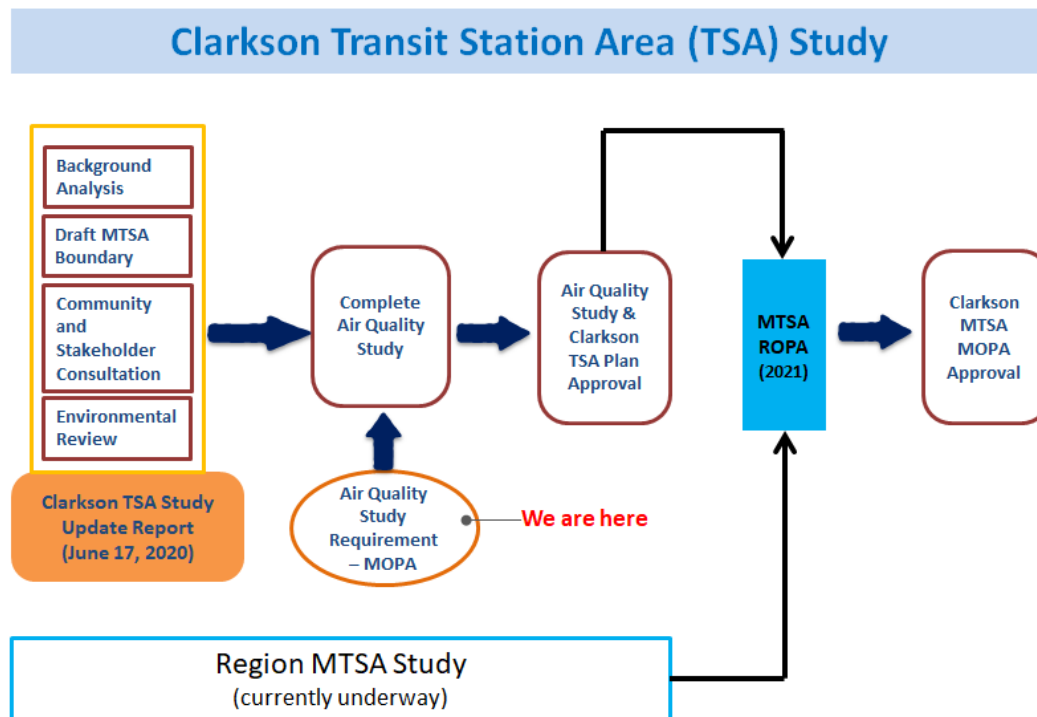


With MTSA planning, both the Region and the City have specific roles. The Region's primary function is to identify and delineate MTSAs across the Region in coordination with local municipalities. The City's responsibility is to support the Region through its local knowledge and various studies such as the Clarkson TSA Study. The [Region's MTSA project](#) is well underway and will conclude with a Regional Official Plan Amendment (ROPA) sometime in the new year. Subsequently, the City will conform to the new regional policies by bringing forward Mississauga Official Plan Amendments (MOPAs) for various MTSAs across the city, such as in Clarkson.

On June 17th 2020, Council approved receipt of the report titled "Clarkson Transit Station Area Study Update Report" (See report in Appendix 1) which directed staff to proceed with the next steps. These are being undertaken in concert with the regional MTSA planning work.

Specifically, staff were directed to prepare a MOPA in two stages. The first stage is to complete a MOPA to require an Air Quality Study in consideration of any proposed sensitive land uses (i.e. residential) within the Southdown Employment Area section of the Clarkson GO MTSA, once delineated. The second stage would be to prepare a MOPA to implement the land use vision and master plan established through the Study. It is prudent for the City to advance the OPA in two stages to ensure that consideration will be given to air quality prior to changing any land uses within the Southdown Employment Area (see figure 2).

Figure 2: Clarkson TSA Study Process



Comments

Preliminary environmental and land use compatibility analysis conducted for the Clarkson TSA Study identified concerns related to local air quality specific to the Southdown Employment Area.

As such, the completion of an Air Quality Study was recommended for this area. The findings from this study will guide the completion of the Clarkson TSA Study in determining whether future sensitive uses are appropriate and identify any necessary mitigation measures to be implemented. Once complete, the Clarkson TSA Study and any land use change recommendations will be brought forward for Council's consideration. Community consultation will continue throughout the process.

Proposed Mississauga Official Plan Amendment (MOPA):

Considering the need for an Air Quality Study in this area, Staff propose that the Mississauga Official Plan be amended to add the following policy within Section 10 of the Southdown Local Area Plan:

"10.4 Sensitive Land Uses

Prior to and as a condition of a development application being deemed complete which proposes a sensitive land use on the lands included within the boundary of the Southdown Employment Area and within the delineated boundary of the Clarkson GO Major Transit Station Area once it has been established, an Air Quality Study must be completed in accordance with the City's Terms of Reference and to the satisfaction of the City of Mississauga and appropriate approval authorities. The City of Mississauga may refuse to accept or further consider such a

development application where an Air Quality Study is not submitted or is not satisfactory to the City and appropriate approval authorities.”

The proposed amendment aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as outlined in Appendix 2.

Next Steps:

It should be noted that a landowner within the draft boundary of the Clarkson GO MTSA has initiated an Air Quality Study in July 2020 based on a set of Terms of Reference prepared by staff. The study is expected to be completed in early 2021.

The findings of the Air Quality Study will be used to determine the appropriate land use recommendations culminating in the completion of the Clarkson TSA Study and the preferred plan for the area. The Clarkson TSA Study will be brought forward for Council consideration before proceeding with the drafting of the implementing official plan policies. The official plan policies will address land uses, building heights, density and local road patterns among other things. As indicated earlier in the report, the regional MTSA ROPA will have to be in place (expected sometime in 2021) prior to any MOPA being approved by City Council.

Financial Impact

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

Conclusion

The proposed policy amendment does not recommend changes to current land use designations. The proposed policy amendment intends to enable City staff, Council and relevant approval authorities to determine whether future intensification through the introduction of new sensitive uses is appropriate within the Clarkson GO MTSA and the Southdown Employment Area and can coexist with the surrounding industries.

Comments received on the proposed amendments outlined in this report will be considered and staff will report back to the Planning and Development Committee on submissions made.

Attachments

Appendix 1: Clarkson Transit Station Area Study Update Report to Council, dated June 5, 2020.

Appendix 2: Southdown Local Area Plan – City Initiated OPA: Conformity to Provincial, Regional and Mississauga Official Plan Policies



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

Prepared by: Taral Shukla, Planning Associate, City Planning Strategies
Romas Juknevičius, Acting Manager, City Planning Strategies

City of Mississauga

Corporate Report



Date: June 5, 2020

To: Mayor and Members of Council

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

Originator's files:

CD.21-CLA

Meeting date:
June 17, 2020

Subject

Clarkson Transit Station Area Study Update Report

Recommendations

That the report titled "Clarkson Transit Station Area Study Update Report", dated June 5, 2020 from the Commissioner of Planning and Building be received and that staff be directed to proceed with next steps as outlined in this report.

Report Highlights

- The Province's "A Place to Grow 2019" requires municipalities to plan for intensification around transit corridors by delineating Major Transit Station Areas (MTSAs) to meet minimum densities. Mississauga has approximately 64 existing and planned MTSAs.
- The Clarkson Transit Station Area Study (TSA) has been initiated as a pilot study to provide a planning framework that will guide future transit orientated development in the area to achieve the minimum density as prescribed by the Growth Plan.
- The additional growth required to meet the minimum density could be achieved with the introduction of mixed use development, including residential uses, or continuing with only employment uses within the Southdown Employment Area.
- A comprehensive Air Quality Study is required before staff will contemplate any residential/sensitive use requests from landowners within the Southdown Employment Area.

Background

A Major Transit Station Area (MTSA) is defined as an area within an approximate 500 to 800 metre radius of an existing or planned transit station or a stop, representing about a 10-minute walk. The provincial Growth Plan for the Greater Golden Horseshoe 2019 (update from 2017)

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requires municipalities to plan for MTSA's to achieve minimum density targets of 150 residents and jobs combined per hectare (ha) at GO rail stations and 160 residents and jobs combined per ha at Light Rail Transit/Bus Rapid Transit stations.

Mississauga has a total of approximately 64 existing and planned MTSA's. The Region of Peel (Region) in coordination with the City of Mississauga (City) is required by the Province to lead the delineation of MTSA boundaries. The Region has initiated the regional MTSA study with their first community meeting held in July 2019. The Region is currently working on drafting MTSA policies, which are to be presented to Regional Council in June 2020. Community engagement is scheduled to occur this fall and a recommendation report is expected to be presented to Regional Council by early 2021.

Following a Regional Official Plan amendment to incorporate the MTSA boundaries, the City will amend its Official Plan to do the same, in addition to identifying appropriate land uses, building heights and other policies to meet the minimum density targets. Alternative density targets may also be approved by the Minister of Municipal Affairs and Housing.

Considering the Province's plan for Regional Express Rail¹ on the Lakeshore West GO rail corridor, the Growth Plan identifying this line as a Priority Transit Corridor² and the potential opportunities for intensification on lands surrounding the Clarkson GO station, staff initiated the [Clarkson Transit Station Area Study](#) as a pilot MTSA study in coordination with the Region.

Comments

The Clarkson Transit Station Area Study (TSA) is a comprehensive planning exercise to evaluate the potential intensification opportunities and constraints towards creating a vibrant, walkable and transit supportive community in the area surrounding the Clarkson GO Station. The following general objectives framed the basis of the Study:

- Review the existing and planned functions of the Clarkson- Lorne Park neighbourhood, Clarkson Village and Southdown Employment Area for lands in proximity to the Clarkson GO Station.
- Delineate the Clarkson GO MTSA boundary and evaluate the potential of the area to accommodate the minimum density of 150 residents and jobs combined per ha, as mandated by the Growth Plan 2019.
- Engage the local community and businesses, landowners and other stakeholders throughout the process to identify existing opportunities, address challenges and obtain input for future development within the area towards creating a transit supportive community.
- Evaluate the impacts of intensification with a mix of uses, such as residential, while considering its proximity to existing industries.

¹ Through Regional Express Rail (RER) program, Metrolinx has planned electrification of the Lakeshore West GO corridor to provide 15 minute two-way all day service.

² Priority Transit Corridors are identified in the Growth Plan 2019 (Schedule 5). Priority Transit Corridors include planned or under implementation higher order transit corridors, i.e. transit corridors that have their own dedicated right-of-way such as GO rail lines, light rail transit, bus rapid transit, and subways and, are targeted for intensification to support transit viability. Accordingly, the Kitchener GO rail corridor, Lakeshore GO west rail corridor, 403 Transitway and Hurontario LRT are identified as Priority Transit Corridors within Mississauga as per the Growth Plan.

- Assess the current retail market environment surrounding the GO station and within the Clarkson Village and identify any future impacts with increased growth around the GO station.
- Develop a preferred plan, policy directions and implementation framework for the MTSA boundary area.

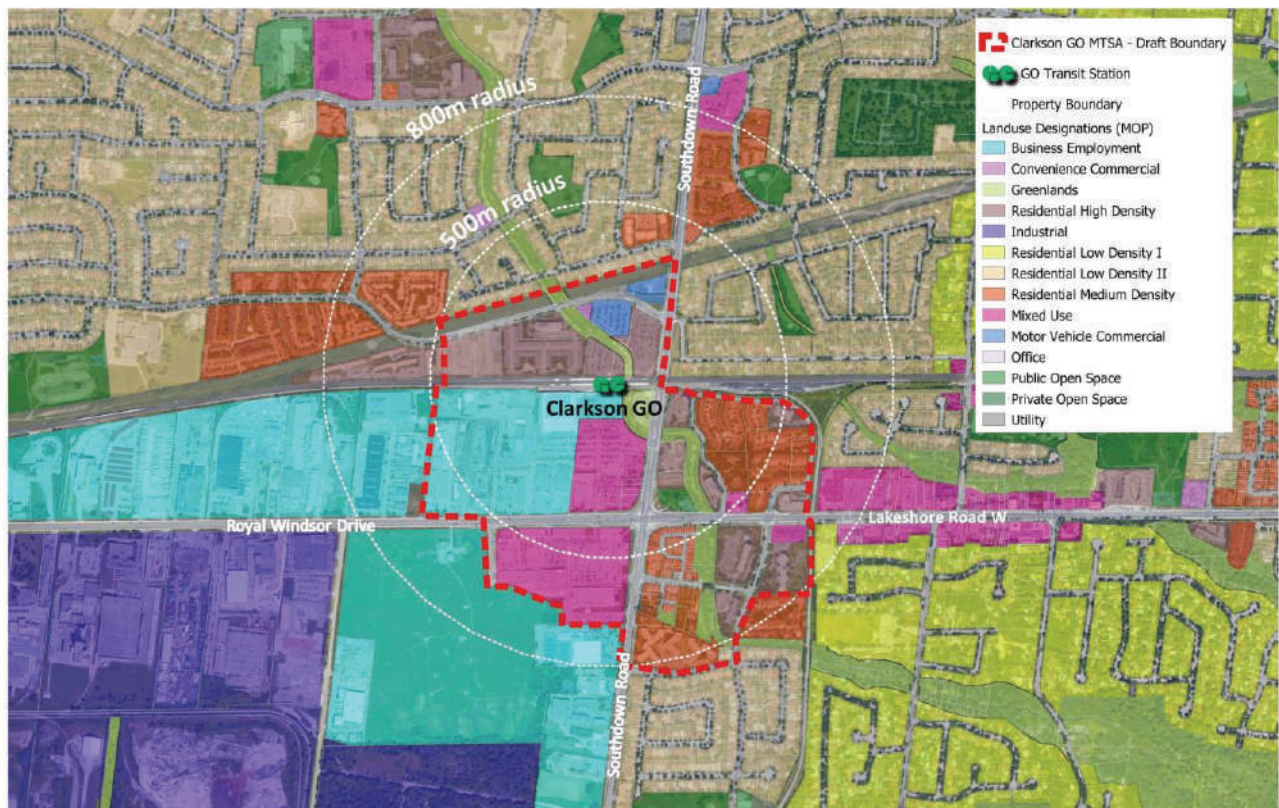
This report provides an update on four key study components:

- MTSA Boundary Area
- Target Density Analysis
- Land use Compatibility Analysis
- Clarkson GO MTSA - Air Quality Study Requirements

MTSA Boundary Area

As required by the Growth Plan, a draft boundary of Clarkson GO MTSA has been delineated considering several factors including an approximate 10 minute walking distance within 500 to 800m radius of the Clarkson GO station, land use designations, parcel fabric and potential for intensification, as shown in Figure 1 below.

Figure 1: Draft boundary of Clarkson GO MTSA



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The boundary area surrounding the Clarkson GO Station includes a diverse range of land use designations within three Character Areas, namely, Clarkson-Lorne Park Neighbourhood Area, Clarkson Village Community Node and Southdown Employment Area.

- Clarkson-Lorne Park Neighbourhood is located to the north of the Clarkson GO Station and south-east of the Southdown Road. This is a stable residential neighbourhood comprised of single detached houses, townhouses and mid-rise residential buildings up to 8 storeys.
- Clarkson Village Community Node lies to the east of the Clarkson GO Station and Southdown Road, which comprises of a mix of street related shops with apartments above and some plazas along the “main street” of Lakeshore Road. Residential uses primarily consist of townhouses and buildings ranging in height from 8 to 22 storeys, the tallest buildings being closest to the Clarkson GO Transit Station.
- Southdown Employment Area is located to the south of the Clarkson GO Station and west of the Southdown road, which primarily includes heavy to light industrial establishments. Part of the Southdown Employment area, immediately south of the Clarkson GO Station is designated as mixed use, which majorly comprises of commercial and retail uses surrounded by large parking areas, including the Clarkson Crossing Shopping Centre. The mixed use designated lands within Southdown Employment Area only permit employment, retail and commercial related uses on such sites and prohibit non-employment uses such as residential.
- Other uses within the area include a City owned works yard, parks and open spaces and the Canadian Tire heritage designated gas station just north of the GO station.

The boundary area with existing conditions analysis was presented to the community and stakeholders to seek their input and frame the vision and guiding principles for the Clarkson TSA Study. Members of the public were particularly interested in improving the vibrancy of the area, increasing multi-modal connections to the GO station and creating more park spaces.

Landowners within the boundary were generally supportive of allowing more intensification in the area and many requested mixed-use (including residential) permissions where they presently do not exist. Some landowners just outside the boundary expressed a desire for the MTSA boundary to be expanded to capture more lands (particularly to the west).

During the community meetings, concerns were raised about the proximity of the western boundary to existing industries within Southdown Employment Area and how the findings of the Clarkson Airshed Study, 2010 were going to be addressed (see below).

Target Density Analysis

The minimum density of 150 residents and jobs per ha can be accommodated by planning for both jobs (offices) and/ or residential uses within the boundary area. To meet this minimum target density, an addition of approximately 6,000 residents and/ or jobs is required within the boundary area.

To test the potential of the boundary area to accommodate the minimum density target of 150 residents and jobs per ha, three redevelopment concepts were prepared. Each option illustrated

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how the additional required growth could be achieved by varying the heights and types of buildings on potential redevelopment sites.

- Option 1 'Uniform or Balanced approach' - Density distribution visualized mid-rise buildings ranging from three to ten storeys, proposed on all potential development sites in the boundary area.
- Option 2 'Transitional approach' – Density distribution visualized tallest buildings ranging from 12 to 16 storeys on potential sites closest to the GO station, with heights transitioning down to mid-rise and low-rise buildings ranging from three to eight storeys to relate with the height and character of the surrounding area and existing neighbourhoods towards the edge of the boundary area.
- Option 3 'Central approach' – Density distribution visualized majority of the redevelopment as high-rise buildings ranging from 26 to 40 storeys on a limited number of redevelopment sites located adjacent the GO station.

These options were presented at a community workshop and on an online survey. The majority of the community members were in favour of Option 2 – Transitional approach as the most preferred scenario.

Land-use Compatibility Analysis

A majority of the potential redevelopment sites in the Clarkson GO MTSA boundary are located south of the Clarkson GO station and within the Southdown Employment Area, as shown in Figure 2 below.

Figure 2: Potential Redevelopment Sites within Clarkson GO MTSA boundary



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An environmental analysis was conducted to review the types of local industries in the Southdown Employment Area to determine land use compatibility requirements, including a review of the Clarkson Airshed Study, 2010 findings. The environmental report made several recommendations to address the potential introduction of non-employment uses such as residential uses within the Clarkson TSA and the Southdown Employment Area. (Refer report in Appendix 1)

The Southdown Employment Area accommodates some of the largest manufacturing and long-standing industries in the City. These industries require large sites, lake and/or rail access and most importantly substantial buffering from sensitive uses³ as per the current provincial D-6 guidelines to ensure land use compatibility. Environmental analysis conducted for Clarkson TSA study indicates that the areas proposed for redevelopment fall within the area of influence of these industries (Refer to Appendix B of the report in Appendix 1).

Land use policies for Southdown Employment Area do not permit development of residential uses and the Province has identified Southdown Employment Area as a part of a Provincially Significant Employment Zone (2019). As such, a land use conversion process is required to be conducted by the Region and approved by the Province, before amendments to the City's Official Plan permitting residential uses can be considered.

Considering current land use permissions, intensification on such sites can presently only occur in the form of employment (i.e. planning for addition of jobs). However, market demand for high-density employment uses (offices) is presently not strong in the area.

Introducing residential use permissions to lands on the eastern edge of the Southdown Employment area would greatly accelerate the creation of a transit oriented community. It would also not result in the displacement of any major industries on the lands since they are currently occupied by retail users. However, further analysis is required to ensure that such sensitive uses are not adversely impacted by and are compatible with the operations of the existing industries and employment uses outside the MTSA boundary.

Clarkson Airshed Study

The Province had commissioned the Clarkson Airshed Study in 2010, which identified concerns with local air quality. The study identified local industries, truck traffic and the QEW corridor as significant local sources of pollutants taxing the Clarkson airshed.

Following the findings of the Clarkson Airshed Study, recent monitoring data indicate that there has been a general improvement in air quality within the area. Although such data is not conclusive, as it does not capture emissions of all major pollutants including Volatile Organic Compounds (VoCs), as identified in the Clarkson Airshed Study. As such, the environmental analysis conducted for the Clarkson TSA study recommends that an air quality study be undertaken prior to considering any sensitive uses on the identified parcels within the study area. (Refer to Figure 6 and 7 of the report in Appendix 1).

Clarkson GO MTSA - Air Quality Study Requirement

Staff are recommending an air quality study be prepared before residential uses are contemplated along the eastern edge of the Southdown Employment Area. The air quality study

³ Sensitive land uses are non-employment uses including and not limited to schools, daycares, places of worship, healthcare facilities and residential land uses.

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would account for results generated through two processes involving an Ambient Air Quality Monitoring program and Dispersion Modelling. Findings of the air quality monitoring will provide a comprehensive representation of the ambient air quality of the Clarkson TSA. While, dispersion modelling will estimate cumulative impacts of all industries within the area to help analyze the local air quality concentrations and meteorological conditions such as wind direction and terrain levels impacting proposed heights and land uses at block levels within Clarkson TSA.

The Air Quality Monitoring program is required to be conducted for a minimum of six months, including the summer period. The current COVID-19 situation has resulted in reduced economic activity, with many businesses being inactive or operating at reduced capacity and truck and vehicular traffic volumes being relatively lower. As such, air quality monitoring conducted in the next coming months may not accurately represent typical ambient air quality concentrations. Accordingly, it is recommended that approval be received from the City and their Consultants prior to proceeding with any air quality monitoring program at this time.

A Terms of Reference (ToR) outlining the requirements to conduct the air quality study has been drafted (Appendix 2).

The air quality study will assist staff to:

- Determine the status of current air quality of the area.
- Determine whether it is appropriate and safe to introduce sensitive land uses within the eastern boundary of the Southdown Employment Area and Clarkson GO MTSA.
- Recommend any required mitigation measures as needed.

Next Steps:

Terms of Reference to be shared with Landowners

Staff have been in discussions with Slate Asset Management LP, the landowner of 2105- 2075 and 2077-2087 Royal Windsor Dr. who would like to determine whether the City would consider a mixed use development including residential land-uses on their site. Their proposed concept plan is not permitted without City, Regional and Provincial approval. Slate Asset Management LP is willing to conduct the Air Quality Study at their expense or in collaboration with other landowners of adjacent properties including Metrolinx and RioCan, who are also interested in proposing residential uses on their sites.

Staff will share the Terms of Reference with the interested landowners and other stakeholders as necessary. Given limited project resources and staff with expertise in air quality analysis, staff recommend retaining a peer reviewer to conduct a review of any Air Quality Study.

Official Plan Amendment

Staff recommend that the requirement of an Air Quality Study be included in the Official Plan, and that such study would be subject to Council approval, prior to an application for any proposed sensitive land use changes within the Clarkson MTSA or Southdown Employment Area is deemed complete. In addition, development proponents will also have to demonstrate adherence to the Province's D-Series guidelines.

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Concept Plan Development

Concurrent to the land-use compatibility work, the project team continued with drafting a preferred concept plan considering elements such as a conceptual built-form, connections and public spaces, mobility and placemaking. This work will provide an implementation framework for the Clarkson TSA, subject to the recommendations of the land use compatibility study.

Financial Impact

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

The cost of retaining a peer reviewer is estimated to be between \$10,000 to \$30,000, which would be incurred after an air quality study is submitted by an applicant to the City and is proposed to be funded through the City Planning Strategies capital project 17975 account #715601 for MTSA work.

Conclusion

Clarkson TSA Study will lay an implementation framework to guide future growth within the area to achieve the minimum density target of 150 residents and jobs per hectare. The additional growth could be achieved with the introduction of mixed use development including residential uses, or continuing with only employment types of uses as permitted within the Southdown Employment Area. To determine whether it is appropriate to consider residential use permissions on lands within the Southdown Employment Area, staff are recommending an Air Quality Study be completed. A comprehensive Air Quality Study will ensure any potential new development is appropriate and safe for future residents, while respecting the economic viability of the Southdown Employment Area.

Attachments

Appendix 1: Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study

Appendix 2: Terms of Reference - Air Quality Study



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

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THE PLANNING PARTNERSHIP

Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study

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1.0

Introduction

The City of Mississauga (the City) is undergoing a planning program to intensify land uses surrounding the Clarkson Major Transit Station Area (MTSA) that would also change the intensity of uses in the area. As part of this program, the City is proposing to develop policies for land development that can achieve a minimum density of 150 residents and jobs per hectare. This translates to a minimum addition of 4,000 to 5,000 residents and jobs within 500 to 800 m of the Clarkson GO Station. To achieve this target requires that parts of the lands within the Southdown Employment Area (SEA) be occupied by offices or mid to high density residential uses.

The SEA is considered one of the City's heaviest industrial areas with significant economic importance, and includes a range of industrial uses (e.g., machinery fabrication, automotive part manufacturing, chemical manufacturing, aggregate facilities, wastewater treatment plants, etc.) as well as a blend of mixed-use lands, commercial lands, and undeveloped lands. Based on the City's 2015 Municipal Comprehensive Review of Employment Lands, in comparison to other employment areas within the City's boundary the SEA has one of the third largest shares of vacant land, totalling approximately 154 hectares (380 acres). The existing residential land uses in the immediate vicinity of the employment area are a mix of medium- and low-density.

Introducing sensitive land uses in close proximity to industry can result in adverse effects at the sensitive land uses. The MTSA proposal assessed in this report includes introducing a mix of commercial and residential uses in the lands within the SEA. The objective of this study is to complete a screening-level study of the MTSA proposed plan as it relates to air quality, noise, and vibration as well as radio frequency impact, in order to comment on potentially incompatible land uses and provide the City with recommendations to be able to further assess possible land-use conversions under the MTSA.

2.0

Description of the Study Area

2.1

Study Area

Approximately half of the study area is within the SEA, in the City of Mississauga (**Figure 1: Clarkson MTSA Southdown Employment Area and the Clarkson Transit Station Area Boundary**). The SEA is bound by Lake Ontario to the east, Winston Churchill Boulevard to the south, Canadian National (CN) Railway tracks to the west, and Southdown Road and 4th Road East to the north. This area is primarily zoned as 'Employment'. The north and east sides of the Employment Area are surrounded by low-rise residential neighbourhoods. On the south side, the area borders Lake Ontario. The areas immediately adjacent to the north of the SEA are CN railway tracks. The area to the north of the railway tracks consist of mixed

commercial and residential uses. The Clarkson Go Station is located at the north-east corner of the SEA, in proximity to the Southdown Road and Royal Windsor Drive intersection.

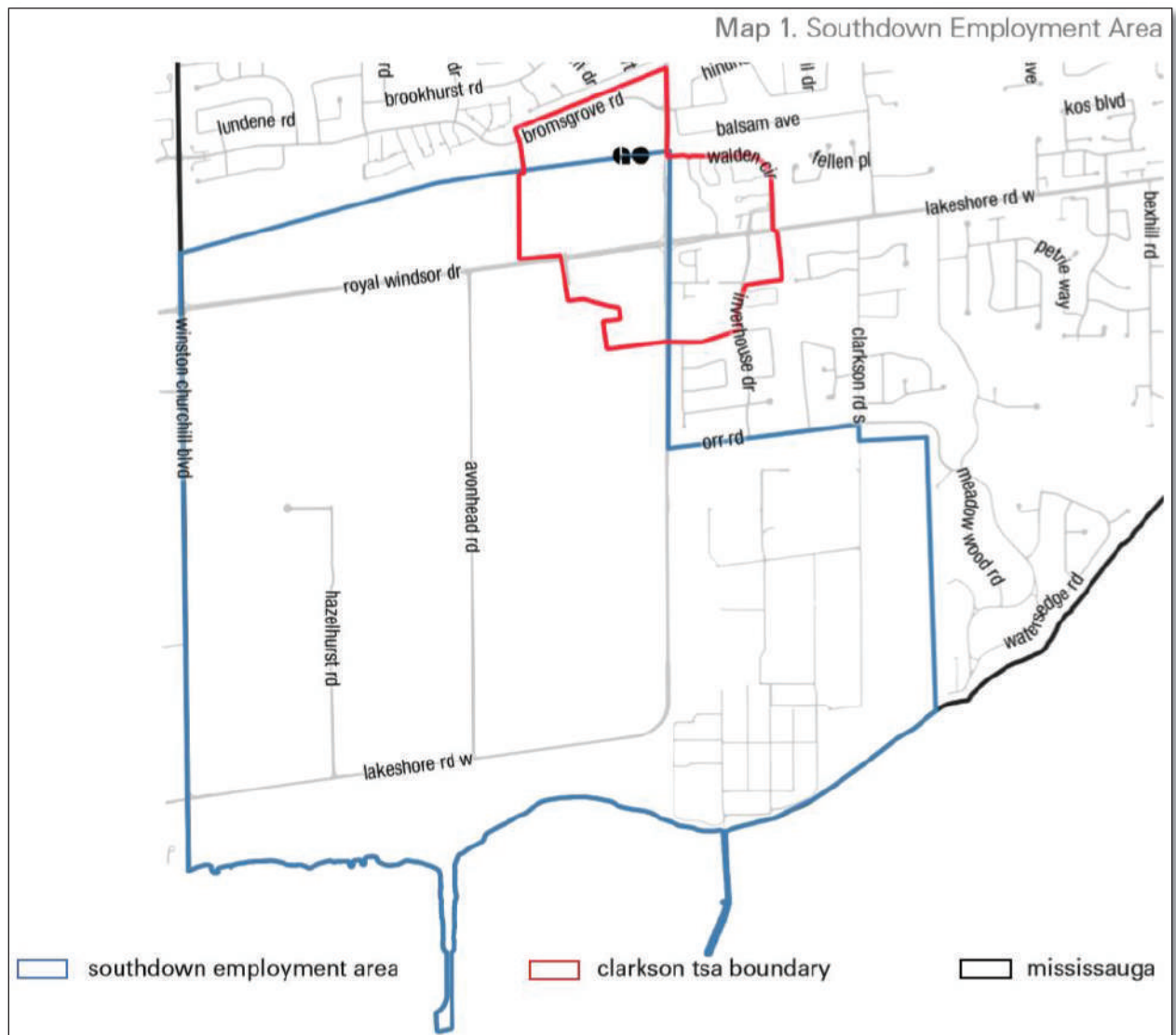


Figure 1: Clarkson MTSA Southdown Employment Area and the Clarkson Transit Station Area Boundary

(Source: Clarkson TSA Study, July 23 2019)

2.2 Preliminary Preferred MTSA Plan

The proposed Preliminary Preferred MTSA Plan (The Plan) being assessed is centered on the Clarkson Mississauga GO Transit station, and generally includes the greater area adjacent to the Royal Windsor Drive, Lakeshore Road West and Southdown Road intersection (approximately 80 hectares). The Plan proposes to intensify the usage of the surrounding Clarkson MTSA and also proposes changes to some of its use. This is proposed to include having some green lands, mixed use, office, open space, residential

(medium and high density), and heritage sites. The Plan also includes enhanced streetscapes, bike lanes, multi-use trails, retail at-grade, and new parks. Proposed mixed use, residential and office space areas are primarily proposed to be to the West of Southdown Road with development heights generally ranging from 5 to 25 storeys.

Roughly half of the Plan area is located within the Southdown employment Area, which includes Class I, II, and II industrial facilities. Some areas near and within the Plan include industrial commercial, industrial general, industrial heavy, and utility usages. Existing residential areas are primarily located to both the east of the Southdown Road and to the North-West of the Clarkson GO station and rail line. Existing employment and commercial areas are generally located along the Southdown Road and Royal Windsor Drive. The MTSA is presented in **Figure 2: MTSA as of August 26th, 2019**.

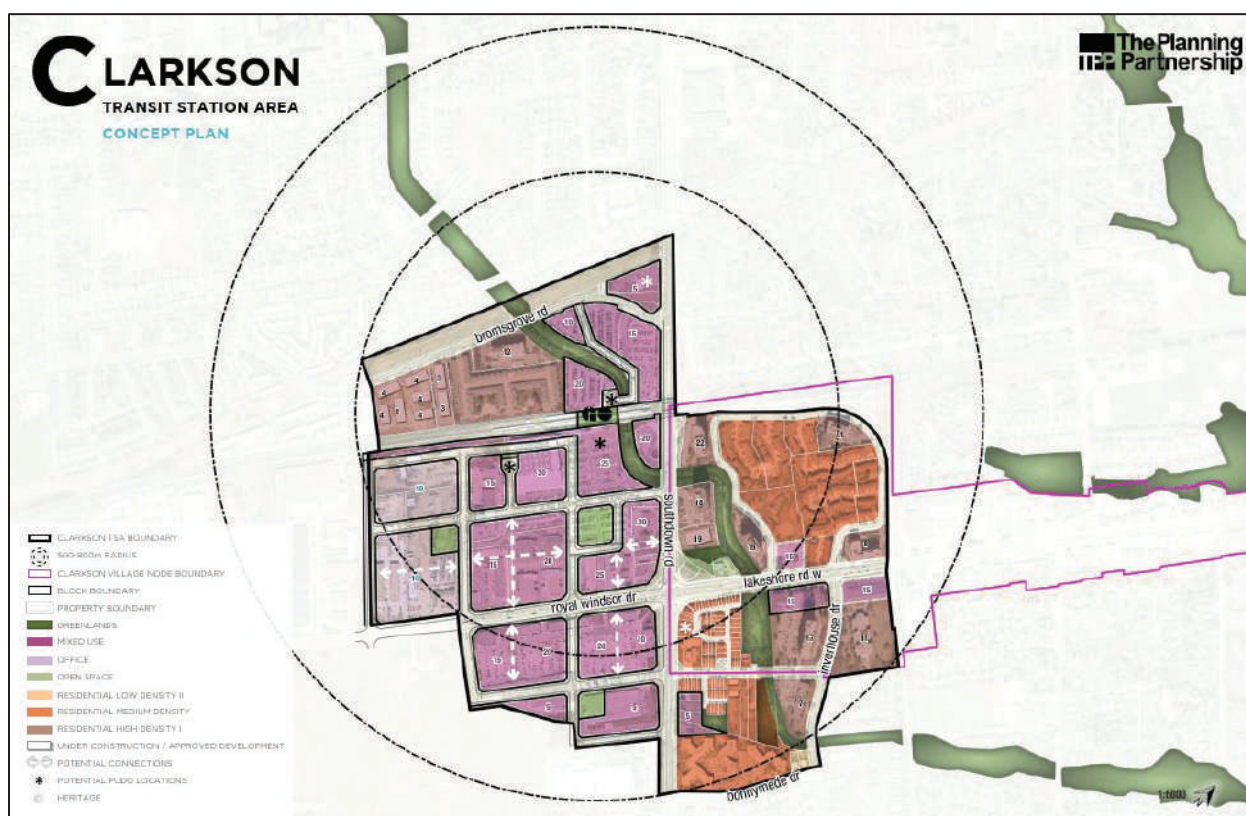


Figure 2: MTSA as of August 26th, 2019

2.3 Local Industries

Within the SEA there are over 50 industries, including manufacturers in the automotive, chemical manufacturing and transport, cement, transportation and logistics, aggregate, and wastewater treatment sectors. Also included in area is the CFRB1010 AM transmission antenna array, which broadcasts Radio Frequency (RF) at 1,010 kHz. This assessment is focussed on compatibility between

these industries and the proposed sensitive land uses within the MTSA. An in-depth consideration of the industries in the vicinity of the MTSA is presented later in the report.

3.0 Applicable Acts, Regulations, and Guidelines

This section provides an overview of the provincial framework and processes that establish the basis for this high-level environmental impact review in the context of land use planning.

3.1 Environmental Protection Act

The 1990 *Ontario Environmental Protection Act* (EPA) is the overarching environmental law in the Province. The purpose of the Act [Section 3. (1)] is “to provide for the protection and conservation of the natural environment”. In general, the management of impacts to individual environmental media (e.g., air, water, soil) is addressed within separate regulations enacted under the EPA. From a land-use compatibility context, Section 9 and Section 14.1 of the EPA are applicable to the understanding of an industry’s obligations. Section 9 (1) states:

- “No person shall, except under and in accordance with an environmental compliance approval,*
- (a) use, operate, construct, alter, extend or replace any plant, structure, equipment, apparatus, mechanism or thing that may discharge or from which may be discharged a contaminant into any part of the natural environment other than water; or*
 - (b) alter a process or rate of production with the result that a contaminant may be discharged into any part of the natural environment other than water or the rate or manner of discharge of a contaminant into any part of the natural environment other than water may be altered...”*

Under Section 9 of the EPA it is clearly stated that all industrial uses require an Environmental Compliance Approval (ECA) to operate. This is discussed further under Ontario Regulation 419/05 (the regulation which describes the supporting assessments and documents to obtain an ECA). In summary, Section 9 requires that all industries undergo a technical assessment, including modelling, of their air and noise emissions and the impacts on the surrounding environment. Section 14 of the EPA states:

“...a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect...”

The implication of these sections is that all industries which have discharges to the environment – including air emissions and noise emissions – must operate under an approval and, regardless of their approval, may not cause an adverse effect. The EPA defines an adverse effect as:

- “(a) impairment of the quality of the natural environment for any use that can be made of it,*
- (b) injury or damage to property or to plant or animal life,*
- (c) harm or material discomfort to any person,*
- (d) an adverse effect on the health of any person,*
- (e) impairment of the safety of any person,*
- (f) rendering any property or plant or animal life unfit for human use,*

*(g) loss of enjoyment of normal use of property, and
(h) interference with the normal conduct of business;"*

The adverse effect clause in the EPA is often used in the assessment of nuisance complaints such as noise or odour in a land use compatibility context. This is due to the fact that nuisance contaminants are not assessed at all locations off-site in the preparation of an Environmental Compliance Approval (ECA). For example, odours are not typically assessed at an industrial facility. Therefore, when considering land use changes which may introduce new sensitive receptors in an area, it is important to consider both an industry's current ECA and their operations with respect to nuisance contaminants.

The Ministry of the Environment, Conservation and Parks' (MECP) regulations and guidelines for air, noise and vibration fall under the EPA. **Table 1** provides an overview of the provincial regulations and guidelines that are applicable to the regulation and assessment of air, noise, and vibration.

Table 1: Selected Provincial Environmental Regulations and Guidelines

	Regulations and Guidelines	Environmental Studies and Requirements
General	<ul style="list-style-type: none"> • D-Series Land Use Compatibility Guidelines • D-1 Guideline: Land Use Compatibility • D-2 Compatibility between Sewage Treatment and Sensitive Land Use • D-3 Environmental Considerations for Gas or Oil Pipelines and Facilities • D-4 Land Use On or Near Landfills and Dumps • D-6 Guidelines: Compatibility between Industrial Facilities 	<ul style="list-style-type: none"> • Land use compatibility studies and mitigation measures
Air Quality	<ul style="list-style-type: none"> • Ontario Regulation 419/05 (Air Pollution – Local Air Quality) • Ontario Regulation 1/17 (Registrations under Part II.2 of the Act – Activities Requiring Assessment of Air Emissions) • Air Contaminants Benchmarks List: Standards, Guidelines and Screening Levels for Assessing Point of Impingement Concentrations of Air Contaminants • Ontario's Ambient Air Quality Criteria - Sorted by Contaminant Name 	<ul style="list-style-type: none"> • Environmental Compliance Approval (ECA) • Environmental Activity and Sector Registry (EASR) • Emission Summary and Dispersion Modelling (ESDM) Report • Fugitive Dust Management Plan
Noise/Vibration	<ul style="list-style-type: none"> • NPC-300 Environmental Noise Guideline: Stationary and Transportation Sources • NPC-207 – Impulsive Vibration in Residential Buildings 	<ul style="list-style-type: none"> • Air & Noise Environmental Compliance Approval • Environmental Activity and Sector Registry (EASR) • Acoustic Assessment Report • Noise Abatement Action Plan

	Regulations and Guidelines	Environmental Studies and Requirements
Odour	<ul style="list-style-type: none"> Ontario Regulation 419/05 (Air Pollution – Local Air Quality) Ontario Regulation 1/17 (Registrations under Part II.2 of the Act – Activities Requiring Assessment of Air Emissions) 	<ul style="list-style-type: none"> Air & Noise Environmental Compliance Approval Environmental Activity and Sector Registry (EASR) Odour Best Management Practices Plan Odour Control Report

3.2 D-Series Guidelines

The MECP has published *Land Use Compatibility Guidelines*, referred to as the D-Series of Guidelines (1995). The D-Series Guidelines were prepared under the legislative authority of the *Planning Act*, the EPA, and the Environmental Assessment Act (EAA). The intent of the Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. The guideline delegates responsibility to the planning authorities within the Province to identify when the D-Series of Guidelines is applicable and requires they be followed where needed. It is important to note that this extends both to the introduction of sensitive land uses on existing industrial lands and vice versa. While the Guidelines were designed to deal with new applications, they provide a useful benchmark for understanding land use conflicts / incompatibility. The Guideline provides definition of three classes of industry (Class I, Class II, and Class III), as well as minimum recommended separation distances and potential areas of influence for each class.

The industrial facilities classes are defined in the Land Use Compatibility guidance document as followed:

Class I Industrial Facility

“A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.”

Class II Industrial Facility

“A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e., it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours”

Class III Industrial Facility

"A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions."

The D-Series Guidelines do not provide for a pass/fail assessment of compatibility between industrial and sensitive land uses, but recommend when a technical assessment should be performed. Based on the classes described above, the Ministry has recommended Potential Influence Areas for industries. These areas represent the separation distance between industry and sensitive receptors within which studies should be performed to demonstrate the uses are compatible.

The Land Use Compatibility: Procedure for Implementation Guideline (D-1-1 Land Use Compatibility and Procedure for Implementation) provides guidance for how land use authorities can protect people and the environment from nuisance impacts from industrial areas. The D-1-1 Guideline explicitly notes that developers of land hold the primary responsibility for identifying and implementing the necessary measures to make a development environmentally acceptable. The MECP further states that this Guideline must be considered during the development applications, land use related plans, as well as municipal official plans, amendments and municipal secondary plans. Section 7.6 of Guideline D-1-1 provides guidance on when site plan control can be used as a tool for requiring study under the D-Series. To this extent a municipality may consider whether changes to the Official Plan are appropriate to allow for site plan control which allows requirements for specific mitigation on a per-development basis.

Section 7.5 of the D-1-1 Guideline indicates that plans of larger developments (specifically subdivision/condominium and consents to sever) located within an area of influence only be permitted *"...if there are no compatibility problems, or if the proponent can demonstrate how incompatibilities will be satisfactorily mitigated to the level of a trivial impact."*

The D-6 Guidelines' three types of industrial facilities and their respective potential areas of influence are summarized in **Table 2**. The MECP acknowledges that it may be difficult to achieve the recommended minimum separation distance in designated mixed use areas. The guidelines indicate that it is the responsibility of the proponent to carry out the appropriate land use compatibility studies. Compatibility studies are part of the development review process, and involve site-specific modelling exercises based on the 'worst case scenario'. These studies help in determining the appropriateness of introducing sensitive land uses in proximity of industrial establishments.

Table 2: MECP Guidelines on Compatibility Between Industry and Sensitive Uses

Facility Type	Definition	Areas of Influence	Recommended Minimum Separation Distance
Class I Industrial Facility	<ul style="list-style-type: none"> • Small scale and self-contained plant or building • Stores/produces product in a contained package with low probability of fugitive emissions • Infrequent outputs which could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration • Operates only during the daytime • Infrequent movement of products and/or heavy trucks 	70 metres	20 metres
Class II Industrial Facility	<ul style="list-style-type: none"> • Medium scale processing/manufacturing building • Outdoor storage of wastes or materials (i.e., it has an open process) • Occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions • Allows for shift operations and frequent movement of products during daytime hours 	300 metres	70 metres
Class III Industrial Facility	<ul style="list-style-type: none"> • Large scale manufacturing or processing business • Includes outside storage of raw and finished products, large production volumes, continuous movement of goods, and high probability of fugitive emissions • Frequent outputs of major annoyance and daily shift operations 	1000 metres	300 metres

Source: MECP, 1995

Assessments under the D-Series Guidelines typically follow the general procedure outlined in Ontario Regulation 419/05 as described in the following section. One area where Series Guidelines may differ from these procedures is in the use of Ontario's Ambient Air Quality Criteria in lieu of the Ministry's Air Contaminants Benchmark list. The D-6 Guidelines are referenced further in the technical assessment portion of this report.

3.2.1 Ontario's Ambient Air Quality Criteria (AAQC)

The AAQC are the most relevant set of air quality criteria with respect to land use compatibility assessments. Whereas the MECP's standards (described in Section 3.3) are to be used for assessing the impact of a single industry, the AAQC can be used to holistically evaluate ambient air quality in an area (i.e., considering **all** industries as well as transboundary and background contributors). In this way, the AAQC are useful to determine if a location is suitable for a proposed land use irrespective of the contribution of a single industrial source, but in consideration of all sources (industrial, transportation, etc.). Depending on the type of Air Quality (AQ) contaminants, the AAQC are based on nuisance or human health impact. Relevant AAQC's are presented in the Local Air Quality section.

3.3 Ontario Regulation 419/05 – Air Quality

The MECP's Environmental Compliance Approval (ECA) process provides a framework with which industries are required to assess their environmental impact. ECAs – or an alternative, simpler approval known as an Environmental Activity and Sector Registry (EASR) application, regulated under Ontario Regulation 1/17 – are issued by the MECP under Section 9 of the EPA. The MECP does allow for certain activities to be exempted from the requirement to hold an ECA, and the list of exemptions is included in O. Reg. 524/98. Activities that are exempt are typically lower risk, as previously determined by the MECP, such as: standby power systems, small wood fuel burning equipment (less than 50kW), and residential air conditioning units.

The MECP requires any industry applying for approval under an ECA or EASR to perform an assessment of air emissions as described in Ontario Regulation 419/05 (O.Reg 419) which pertains to local air quality. O.Reg. 419 outlines the requirements of a technical assessment as well as the standards to be used. The general process of an air quality technical assessment to obtain an ECA or EASR follows these steps:

1. Industries quantify emission rates for each point of release on site.
2. Emissions are assessed using an approved air dispersion model. Point of impingement concentrations of regulated air contaminants (e.g., NO_x, acrolein) are assessed through dispersion modelling at and beyond the property boundary of the facility being assessed. Receptor locations are defined in grid formation with varying resolutions, depending on setback distance from the subject industry (i.e., coarser resolution is used with increased distance from the facility). *Existing* discrete receptors, including elevated receptors (i.e., air intakes and balconies/terraces of multi-storey buildings) are also included in the pool of receptor locations. Nuisance impacts such as dust and odour are assessed at all *existing* discrete sensitive receptors (e.g., houses, schools, apartment buildings balconies).
3. The predicted ambient air concentrations of regulated air contaminants are compared against the Ministry's Air Contaminants Benchmark list (ACB) to determine compliance.

The implications of O.Reg 419 from a land use compatibility perspective are:

- All industries which operate in compliance with an approval will individually meet the air quality standards for regulated contaminants at all off-site locations, regardless of existing land use. These assessments do not account for the existing ambient concentrations of air contaminants.
- Adding new elevated receptors, such as medium to high density residential to an area may represent new regulatory obligations for industries and potentially lead to compliance issues, as these locations may not have been assessed during the regulatory approval process.
- Adding sensitive receptors in proximity to industry may result in compliance issues for those industries due to nuisance complaints (i.e., odour, dust complaints), as O.Reg 419 does not require assessment of nuisance complaints at most non-existing sensitive land uses.

3.4 NPC-300

The 2013 Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300 Guideline) is the primary guideline used in Ontario to regulate noise emissions. The MECP introduced the Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300 Guideline) in 2013 to address inconsistencies of sound level limits between previous guidelines, including NPC-205, NPC-232, LU-131 and the Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation.

NPC-300 is designed to address the development of noise sensitive land uses adjacent to noise emitting facilities, including industrial and commercial facilities. Section B10 of the NPC-300 Guidelines states that it is the responsibility of the proponent to ensure that sound level criteria are met and appropriate mitigation measures are in place for stationary noise sources.

According to NPC-300, an agreement for noise mitigation must demonstrate the following:

- The stationary source has the ability to comply with the applicable sound level limits at the new noise sensitive land use;
- Provide certainty that receptor based noise control measures are implemented and maintained;
- Provide consistency for planning noise sensitive land use(s) in the proximity of stationary source(s);
- Address the continuous responsibilities of all the parties to the agreement; and,
- Describe the noise control measures and provide information about how these measures will result in compliance with the applicable sound level limits.

NPC-300 also outlines applicable noise criteria for sensitive land use development associated with surrounding industrial and commercial stationary noise sources. The noise criteria are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the receptor's existing acoustical environment. NPC-300 area classifications are as follows:

- Class 1 – Urban Area
- Class 2 – Semi-Urban / Semi – Rural
- Class 3 – Rural Area
- Class 4 – Areas of Redevelopment and Infill

Different noise guideline limits apply to each area classification, as presented in **Table 3**.

Table 3: Stationary Noise Exclusionary Limits

Assessment Location	Time Period	Exclusionary Sound Level Limit - L_{eq} 1hr			
		Class 1	Class 2	Class 3	Class 4
Plane of window for living area or sleeping quarters	Daytime (07:00 - 19:00)	50 dBA	50 dBA	45 dBA	60 dBA
	Evening (19:00 - 23:00)	50 dBA	50 dBA	40 dBA	60 dBA
	Night-time (23:00 - 07:00)	45 dBA	45 dBA	40 dBA	55 dBA
Outdoor points of reception	Daytime (07:00 - 19:00)	50 dBA	50 dBA	45 dBA	55 dBA
	Evening (19:00 - 23:00)	50 dBA	45 dBA	40 dBA	55 dBA

3.5 NPC-207

The MECP (formerly Ministry of the Environment) publication NPC-207 is titled: *Impulse Vibration in Residential Buildings* (Nov. 1983) and it is intended to provide assessment method for determining vibration levels inside occupied residential building that are caused by operation of stationary sources of vibration at industrial facilities (e.g., stamping presses, forging hammers). The publication also provides vibration limits for frequent and infrequent impulses of vibration. The vibration limits are expressed in terms of peak vibration velocity in mm/s and duration of impulses.

3.6 Health Canada Radiofrequency Safety Code 6 (2015)

In June 2015, Health Canada issued Human Exposure Guideline limits for radiofrequency electromagnetic energy in the frequency range of 3 kHz to 300 GHz. The guide (also referred to as Safety Code 6), explains the associated potential impact of exposure to Radiofrequency (RF) fields on human health and specifies reference levels for electric and magnetic field strengths. The standards are developed based on acute exposure to RF fields that may result in localized heating or stimulation of excitable tissue (e.g., nerve stimulation). The biological response to RF fields is a function of quantum of energy absorption, which depends on the frequency, strength and orientation of the incident fields. On the receiver end (biological response), it also depends on the body mass and its electric properties. The Absorption of RF energy is described in term of Specific Absorption Rate (SAR) (Health Canada, 2015). The electric field and magnetic field standards are set based on SAR or Nerve Stimulation (NS) and are summarized in **Tables 4** and **5**, respectively.

Table 4 – Electric Field Strength Reference Levels – Health Canada

Frequency (MHz)	Reference Level Basis	Reference Level (ERL) (V/m, RMS)		Reference Period
		Uncontrolled Environment	Controlled Environment	
0.003 – 10	NS	83	170	Instantaneous
1.0 – 10	SAR	$87 / f^{0.5}$	$193 / f^{0.5}$	6 minutes

Note:

Uncontrolled environment condition refers to internal electric field strength starting at 1.10 MHz, instantaneous RMS

Controlled environment condition refers to internal electric field strength starting at 1.29 MHz, instantaneous RMS

Frequency 'f' is in MHz. NS: Nerve Stimulation SAR: Specific Absorption Rate

For instantaneous reference levels, at no time the specified levels shall be exceeded.

Table 5 – Magnetic Field Strength Reference Levels – Health Canada

Frequency (MHz)	Reference Level Basis	Reference Level (ERL) (V/m, RMS)		Reference Period
		Uncontrolled Environment	Controlled Environment	
0.003 – 10	NS	90	180	Instantaneous
1.0 – 10	SAR	$0.73 / f$	$1.6 / f$	6 minutes

Note:

Uncontrolled environment condition refers to internal electric field strength starting at 1.10 MHz, instantaneous RMS

Controlled environment condition refers to internal electric field strength starting at 1.29 MHz, instantaneous RMS

Frequency 'f' is in MHz. NS: Nerve Stimulation SAR: Specific Absorption Rate

For instantaneous reference levels, at no time the specified levels shall be exceeded.

4.0

Air Quality Review

The following describes the outline of the air quality study presented in this section:

1. Measured concentrations of selected air contaminants within the MTSA are presented in order to describe local air quality.
2. Local meteorological conditions are presented in the form of wind speed and direction. Wind conditions will dictate the dispersion of contaminants within an air shed and are important when considering the impacts of an individual industry on surrounding land uses.
3. Local industries are presented. Only those industries which are expected to contribute substantially to the local air shed have been discussed.
4. The MTSA is presented with a discussion of the design parameters which impact land use compatibility from an air quality perspective for both nuisance contaminants and general air contaminants.
5. Summary recommendations are provided.

4.1 Existing Local Air Quality

4.1.1 Clarkson Airshed Study

In 2001 in response to concerns from the local community the MECP began an ambient air quality monitoring program within the Clarkson Airshed, designated as the Clarkson Airshed Study (the CAS). The CAS focussed on identifying significant sources of air pollutants, ambient air quality monitoring, evaluating contributions from local major industry in comparison to transboundary sources, as well as investigating and discussing abatement options for local industries within the greater Clarkson region. This region is defined in the CAS as the area bounded by Chartell Road (becomes Eighth Line, north of Highway 403), Dundas Street, and Glengary Road, and Lake Ontario. The study was separated into four parts where Part 1 focused on limited monitoring within residential areas, Part 2 on greater and more detailed ambient air quality monitoring, Part 3 on assessing air quality dispersion modelling and source contribution from more distant sources, and Part 4 on ongoing monitoring. In Part 2 the Clarkson Airshed Study conducted the most detailed monitoring, including monitoring of seven pollutants being: total suspended particulates (TSP); inhalable particulate matter (PM₁₀); respirable particulate matter (PM_{2.5}); nitrogen oxides (NO_x); nitric oxide (NO); nitrogen dioxide (NO₂); and volatile organic compounds (VOCs). Monitoring was completed over 22 months at six air quality monitoring stations.

Station #46117 (Industrial East) and Station #46128 (Industrial Centre) are closest to the MTSA, (1,350 and 1,150 metres, respectively). During a subsequent phase of the study, three more ambient air quality stations were deployed for additional monitoring of selected VOCs, acrolein, acrylonitrile, and dichloromethane in the area surrounding the MTSA at the following locations:

- 2255 Royal Windsor Drive;

- 2509 Royal Windsor Drive; and,
- 2645 Royal Windsor Drive.

The results from this additional monitoring were included in an addendum to the Phase 2 Clarkson Airshed Study. Relevant Phase 2 results are presented below in the context of the MTSA.

The CAS provides a good review of historical local air quality, although it is important to note that there have been significant changes to the area's industries and air emission contributors. Unprocessed data was not included in the CAS report; results are included in this report in the statistical form they were originally presented (e.g., 98th percentile maximum). These results can be used to understand the trends in air quality within the Clarkson Airshed over the duration of the CAS.

4.1.1.1

Nitrogen Dioxide - NO₂

Results from the CAS show that 98th percentile 24 hr and maximum 1 hr ground-level concentrations of NO₂ were below the AAQC. This indicates that during the CAS, NO₂ concentrations within the airshed were typically within the “desirable concentration... used to assess general air quality resulting from all sources of a contaminant to air”¹. A summary of the result for the two stations closest to the proposed development area are provided in **Table 6** and **Table 7**.

Table 6: Clarkson Airshed Study 24-hr NO₂ Monitoring Results

Station Name	NO ₂ –24 Hour		
	Average (2003 – 2005)	98th percentile (2003 – 2005)	Ambient Air Quality Criteria
Industrial East	14 ppb	40 ppb	100ppb
Industrial Centre	17 ppb	38 ppb	

Table 7: Clarkson Airshed Study 1-hr NO₂ Monitoring Results

Station Name	NO ₂ – Max 1 Hour			Ambient Air Quality Criteria
	2003	2004	2005	
Industrial East	74 ppb	134 ppb	53 ppb	200 ppb
Industrial Centre	50 ppb	75 ppb	70 ppb	

¹ Ontario's Ambient Air Quality Criteria, <https://www.ontario.ca/page/ontarios-ambient-air-quality-criteria-sorted-contaminant-name>, Accessed November 6th, 2019

4.1.1.2

Particulate Matter (fine fraction) - PM_{2.5}

Results from the CAS showed elevated concentrations of PM_{2.5}. The 24 hr 98th percentile PM_{2.5} concentrations were equal to the AAQC. It should be noted that this occurred infrequently (by definition 98th percentile concentrations are exceeded 2% of the time or 8 days per year for a 24-hour standard) and is not unique to the Clarkson Airshed; PM_{2.5} occasionally exceeds the AAQC in much of Southwestern Ontario. Average and 98th percentile concentrations from the CAS are summarized in **Table 8**.

Table 8: Clarkson Airshed Study PM_{2.5} Monitoring Results

Station Name	PM _{2.5} – 24 Hour		Ambient Air Quality Criteria ¹
	Average	98 th Percentile	
	2003-2005	2003-2005	
Industrial East	7 µg/m ³	27 µg/m ³	27 µg/m ³
Industrial Centre	11 µg/m ³	25 µg/m ³	

¹The Ambient Air Quality Criteria for PM_{2.5} is currently 30, however the Canada Wide Standard for this contaminant is proposed to decrease to 27 µg/m³ in 2020, therefore this value was used for conservativeness

4.1.1.3

Particulate Matter - PM₁₀

Results from the CAS showed that average 24-hour ground-level concentrations of PM₁₀ were below the AAQC. A summary of the results are provided below in **Table 9**.

Table 9: – Clarkson Airshed Study PM₁₀ Monitoring

Station Name	PM ₁₀ – 24 Hour	
	Average	Ambient Air Quality Criteria
	2003-2005	
Industrial East	17 µg/m ³	50 µg/m ³
Industrial Centre	19 µg/m ³	

4.1.1.4

Volatile Organic Compounds - VOCs

Sampling results from the CAS showed elevated ground-level concentrations of certain volatile organic compound (VOCs). **Table 10** shows the results of the initial CAS along with results of additional monitoring within the SEA of selected VOCs, including acrolein, which was completed in an addendum to the CAS. It can be seen that for the VOCs presented in **Table 10**, there were exceedances of the AAQC. At the time of the study there were no AAQC or ACB limits for benzene. These results suggest that the MTSA may require consideration from an air quality perspective prior to implementing any proposed changes to land use within the study area, especially for any residential developments.

Table 10: Clarkson Airshed Study Selected VOC Monitoring Results

Contaminant	Location of Max	Max (µg/m³)	Average (µg/m³)	Ambient Air Quality Criteria		
				Threshold	Limiting Effect	Averaging Time
Benzene	Industrial East	0.92 µg/m³	0.82 µg/m³	0.45 µg/m³	Health	Annual
Dichloromethane ^t	Industrial Centre	245.00 µg/m³	NA	220.0 µg/m³	Health	24 hr
Acrolein ^{i,t}	2645 Royal Windsor	3.94 µg/m³	NA	0.40 µg/m³	Health	24 hr
	2509 Royal Windsor	2.14 µg/m³	NA			
	2255 Royal Windsor	1.85 µg/m³	NA			

ⁱ Data for Acrolein summarized from the *Clarkson Airshed Study - A Scientific Approach to Improving Air Quality - Addendum to Part II - The Ambient Air Monitoring Program: South Mississauga (Clarkson) and Oakville Sampling Results for Acrolein, Acrylonitrile and Dichloromethane in Ambient Air, Summer 2007*

^t Average ground-level concentrations were not available at the time of this report.

4.1.2 Local Air Quality – Current

It is recognized that the data collected in the CAS may not be representative of the current air quality in the MTSA. A number of factors can change within an area which will act to improve air quality, including but not limited to: industrial relocation, improvement in industrial processes, improvements in on-road vehicle performance, and the adoption of zero-emission technologies. Considering this, recent local air quality data was reviewed from the Ministry of the Environment Conservation and Parks (MECP) air pollutant monitoring network to identify if there are any trends in the data in the decade since the CAS was completed. The MECP air pollutant monitoring station nearest to the proposed development area is located at 3359 Mississauga Road N., in Mississauga. NO_x (1 hr average and 24 hr average) and PM_{2.5} (24 hr average) data were obtained from this station for the periods of 2005-2006 and 2016-2017 and are summarized respectively below in **Table 11** and **Table 12**.

Table 11: MECP NO_x Ambient Air Quality Monitoring Data (2005-2006, and 2016-2017)

Contaminant		2005-06 (1 hour)	2016-17 (1 hour)	2005-06 (24 hour)	2016-17 (24 hour)
NO _x	Max	261.0 ppb	149.0 ppb	107.6 ppb	64.9 ppb
	90th Percentile	37.0 ppb	21.0 ppb	34.3 ppb	18.3 ppb
	Average	18.1 ppb	10.0 ppb	18.1 ppb	10.0 ppb

Table 12: MECP PM_{2.5} Ambient Air Quality Monitoring Data (2005-2006, and 2016-2017)

Contaminant		2005-06 (24 hour)	2016-17 (24 hour)
PM _{2.5}	Max	41.7 µg/m ³	24.4 µg/m ³
	90th Percentile	17.8 µg/m ³	12.1 µg/m ³
	Average	8.1 µg/m ³	6.9 µg/m ³

Although the results presented in **Tables 11** and **12** are not predictive or representative of the concentrations of air contaminant within the MTSA, they do illustrate a declining concentration of air contaminants since the inception of the CAS. NO_x and PM_{2.5} are generated from a variety of processes, with vehicles and industry being the major contributors. VOCs are also largely emitted from vehicles and industrial processes. In consideration of these findings, undertaking an air quality study (update to CAS) to better understand and characterize the existing ambient air quality in the area is recommended prior to permitting the development of additional sensitive land uses in the area.

4.2 Local Meteorology

Local meteorological data, in the form of wind speed and direction, was gathered from Toronto Island Airport, which was chosen due to its proximity to the study area and the influence of lake effects. Wind speed and direction data for the 2003-2005 period are presented in **Figure 3**. Of note, there is a significant easterly (i.e., blowing from the east) component to local winds, and an even distribution of winds blowing from the northwest through to due south. Considering that the majority of industries considered are south or west of the MTSA, it is expected that winds from the northwest through due south will blow from the industries to the proposed development areas (including proposed residential land uses) with regularity.

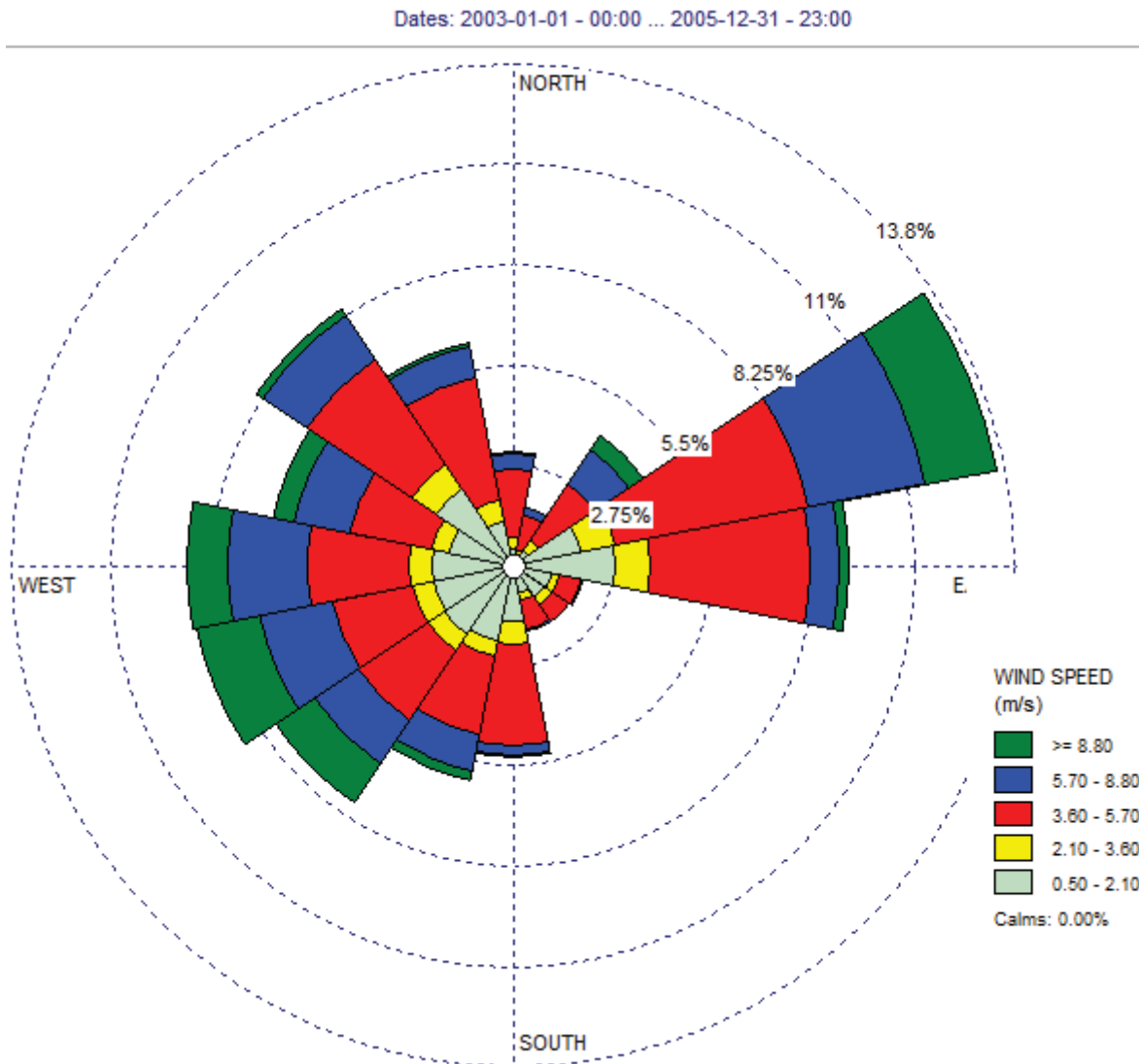


Figure 3: Wind Rose for 2003 through 2005 from Toronto Island Airport

4.3

Existing Industries – Air Quality

The industries in proximity to the MTSA were reviewed from a qualitative standpoint. This review includes consideration of the type of operations at each industry, the proximity to the MTSA, and a summary of the potential impacts which may be expected off-site due to each industry, as presented in **Table 13**. The information presented for each industry was obtained from the industry's ECAs, satellite imagery, and engineering knowledge. This review identifies that there are several class 2 and 3 industries in proximity to the MTSA, and that significant emissions with the potential to impact the MTSA may be expected. It can be seen that some facilities include tall stacks and large features (e.g., storage tanks, operations, boilers, etc.) that would have the potential to result in notable air quality impacts. The industries, with their applicable D-6 classifications, are shown in **Appendix B**.

Table 13: Local Industries within the MTSA – Air Quality

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
CRH Canada Group Inc.	<ul style="list-style-type: none"> • Large scale cement and aggregate facility (crushing, processing, handling) • Cement storage; • Transloading; • Large stacks 	<1 km	3	<ul style="list-style-type: none"> • Particulate matter • Dust • Combustion by-products
Tri-Phase Environmental	<ul style="list-style-type: none"> • Aggregate crushing, processing, and handling 	<2 km	2	<ul style="list-style-type: none"> • Particulate matter • Dust • Combustion by-products
Clean Harbors Canada, Inc.	<ul style="list-style-type: none"> • Liquid and sludge waste facility (receiving, handling and processing) • Chemical and waste storage tanks, • Chemical and waste pump trucks • Laboratory fume hoods; and • Aerosol can crushing. 	<1.5 km	2/3	<ul style="list-style-type: none"> • VOCs • Combustion by-products • Odours
Petro-Canada Lubricants	<ul style="list-style-type: none"> • Large petrochemical manufacturing and storage; • Intermediate feedstock refined to produce: <ul style="list-style-type: none"> ○ Lubricants (automotive, industrial and food grade); ○ Greases; ○ Base and process oils; and, ○ Specialty fluids. • Large chemical storage tanks; • Large stacks; • Large boilers; • Transloading; and, • Water and wastewater treatment. 	<1 km	3	<ul style="list-style-type: none"> • VOCs • Combustion by-products • Odours • Particulate matter
Trimac Transportation Services	<ul style="list-style-type: none"> • Transportation and logistics yard; • Truck and tanker handling and storage • Tanker and truck washing; and • Small stacks 	<1.5 km	2	<ul style="list-style-type: none"> • Combustion by-products • Dust

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
H.L Blachford Limited	<ul style="list-style-type: none"> • Manufacturing of chemicals used in the rubber, paint and ink industries; • Products generally include pigments and dyes; • Stacks; • Chemical; and, • Storage tanks. 	<0.3 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products • General air contaminants • Odour
IPEX Inc.	<ul style="list-style-type: none"> • PVC manufacturing • Injection moulding and grinding; • Research and development activities; • Stacks; • Chemical storage tanks; and, • Transloading. 	<0.5 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products • General air contaminants • Odour
Stackpole Powertrain International ULC	<ul style="list-style-type: none"> • Manufacturing automotive castings for oil and transmission fluid pumps; • Machining aluminum and steel parts; • Parts washing, assembly and testing; and, • Small stacks. 	<0.5 km	2	<ul style="list-style-type: none"> • VOCs • General air contaminants • Combustion by-products
ICS Universal Drum Reconditioning Limited Partnership	<ul style="list-style-type: none"> • Re-conditioning, cleaning, and re-furbishing of steel and plastic drums; • Acid and caustic washing of steel tanks; • Caustic wash of plastic drums; • Acid wash of IBCs; • Drum shredding, crushing; • Drum painting; • Recycled drum services; • Chemical storage tanks; and, • Stacks. 	<1 km	2	<ul style="list-style-type: none"> • VOCs • General air contaminants • Combustion by-products

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
Ashland Canada Corp. and Valvoline Canada Corp.	<ul style="list-style-type: none"> • Chemical and solvent repackaging and blending facility • Receives, stores and distributes chemical products and paint; • Stacks; • Storage tanks; and, • Transloading. 	<1.5 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products
2159978 Ontario Limited	<ul style="list-style-type: none"> • Ready-mix concrete facility; • Road salt storage. 	<1.5 km	2	<ul style="list-style-type: none"> • Dust • Particulate matter
Wastewater Treatment Plant - The Regional Municipality of Halton	<ul style="list-style-type: none"> • Municipal wastewater treatment facility servicing the Halton Region • Large wastewater treatment processes 	<3 km	3	<ul style="list-style-type: none"> • Odour
Clarkson Wastewater Treatment Plant	<ul style="list-style-type: none"> • Municipal wastewater treatment facility • Large wastewater treatment processes 	<1.5 km	3	<ul style="list-style-type: none"> • Odour
Mancor Canada Inc.	<ul style="list-style-type: none"> • Carbon steel manufacturing; • Plasma cutting; • Stamping and light machining; • Welding and painting; • Storage tanks; and, • Small stacks. 	<2 km	2	<ul style="list-style-type: none"> • VOCs • Particulate matter • General air contaminants
UBA Inc.	<ul style="list-style-type: none"> • Chemical logistics facility, named as key contributor to the Clarkson airshed. (Air/Noise approvals not found); and, • Storage tanks. 	<1.5 km	2	<ul style="list-style-type: none"> • VOCs • Odours
Musket Transport Inc.	<ul style="list-style-type: none"> • Transportation and logistics yard with truck and tanker handling and storage. <p><i>NOTE: Musket Transportation is within the MTSA, and has not been considered further.</i></p>	<0.3 km	2	<ul style="list-style-type: none"> • Dust • Combustion by-products

4.4 MTSA Plan and Study Considerations

The location of the proposed MTSA as well as the relevant industries identified and assessed as part of this study are presented in **Figure 4**. **Figure 5** shows the MTSA plan with proposed building elevations identified for each sub-section of the proposed land use development.



Figure 4: MTSA (shown in pink) and Industries Considered For this Study

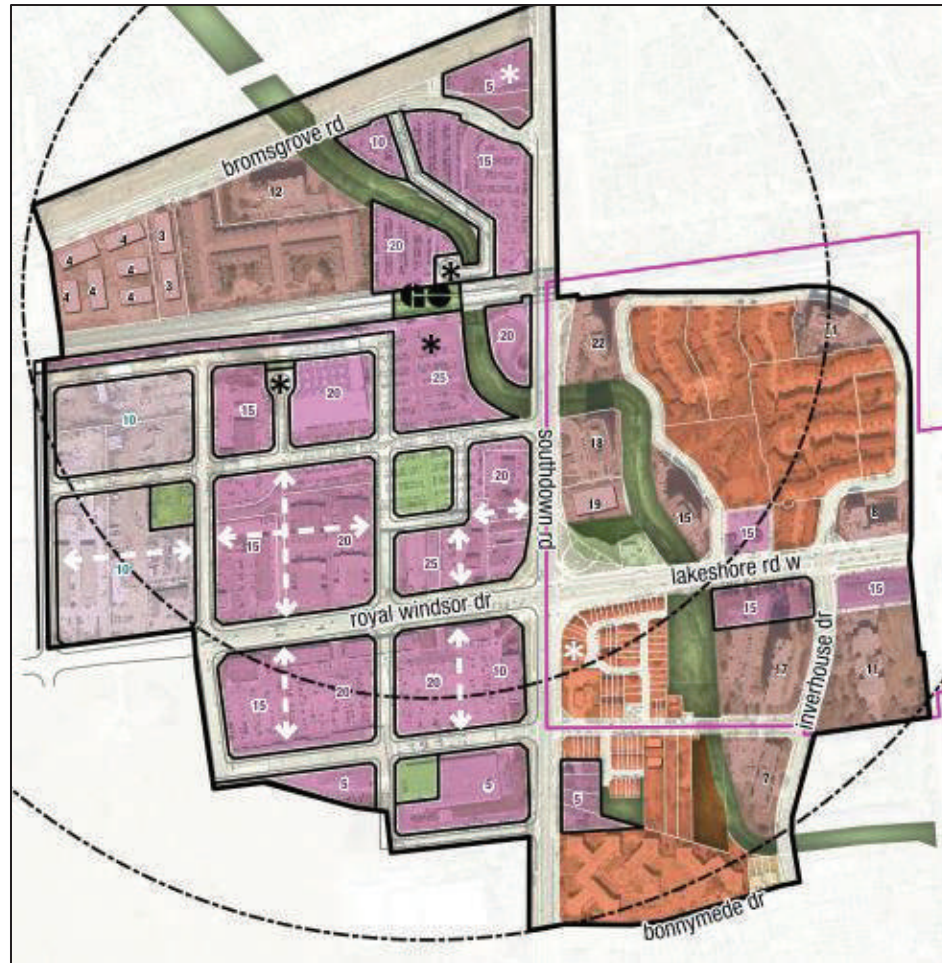


Figure 5: MTSA Plan with Building Heights Represented in each Block

Potential incompatibilities between the MTSA and neighbouring industries are primarily dependant on proximity to the industry and elevation of the development. The following sections provide an outline of potential compatibility issues with respect to nuisance contaminants and regulated air contaminants.

4.4.1 Nuisance Contaminants (Dust and Odour)

Dust and odour are typically assessed at existing discrete sensitive receptor locations. Some of the existing industries were established prior to the development of nearby sensitive receptors, and as such may not have been required to assess dust or odour impacts at the proposed development locations at the time of applying for approval through the MECP. As a result, introducing new sensitive receptors can present the following issues:

1. Regardless of which lands were developed first, industries must demonstrate compliance at all sensitive receptors. This means that an industry which currently is operating in compliance with the provincial regulations can become non-compliant when new sensitive receptors are introduced nearby.

2. Introducing sensitive receptors (i.e., residential land uses) in an area which has not been previously assessed for odour or dust may result in significant complaints from new receptors.

Based on the above, assessments for nuisance contaminants should be performed whenever a new sensitive receptor is proposed which may be affected by a likely source of dust or odour. The D-Series Guidelines provide helpful criteria for determining when an assessment is required in the form of Areas of Influence and Recommended Minimum Setback Distances. Depending on the class of the industry (as shown in **Table 13**) the Area of Influence – within which, encroaching industries should be studied – ranges from 70 m (Class I Industries) to 1000 m (Class III Industries) (see **Figures B1 and B2 in Appendix B**). **Figure 6** shows the blocks of the MTSA which are within the minimum area of influence of a suspected source of a nuisance contaminant. These blocks should be studied further prior to approval of any land use changes or further intensification within the MTSA.



Figure 6: Development Blocks where Nuisance Impact Studies are Recommended (shown in purple)

The proposed office buildings to the west of the MTSA are not identified as requiring assessment despite being within the Area of Influence of several industries. Typically office buildings are not considered sensitive receptors. In order to promote compatibility, it is recommended that any institutional/commercial use include non-operable windows and/or appropriate air contaminant control systems as part of their air handling equipment (e.g., carbon filter for odour). Non-sensitive outdoor locations (e.g., parks, patios) are typically assessed assuming intermittent use and as such may not result in regulatory compliance issues for the nearby industries, however, they should be considered in the assessment for the potential for nuisance complaints.

4.4.2 General Air Contaminants

All regulated air contaminants are required to be assessed by an industry at any point off-site, including areas that are zoned industrial / commercial. These assessments do not include cumulative impacts from other neighbouring industries and do not account for existing ambient concentrations. The exception to this is elevated points of reception where zoning did not previously allow elevated uses. A new sensitive receptor above ground level (e.g., an apartment window or balcony) represents a new point of reception that an industry would need to demonstrate compliance at. As such, any block within the MTSA which is proposing sensitive uses above three-storeys in height (considered “above ground-level”), and which falls within the Area of Influence as per Guideline D-6, should be assessed. An exception to this recommendation would be when the proposed block is in a similar location to an existing sensitive receptor of similar height for which an assessment has already been completed for industrial approval purposes.

Figure 7 shows the blocks where air quality studies are recommended. It is recommended that a detailed air quality study, including dispersion modelling, be performed prior to allowing more sensitive land uses in the area.



Figure 7: Development Blocks where General Air Contaminants should be assessed (shown in purple)

4.5 Recommendations

Potential Air quality impacts can be mitigated through implementation of control technologies at source; however, a feasibility assessment (technical and financial) is typically a prerequisite. The extent

to which a business is able to mitigate its air and odour emissions should be considered to determine the impact of such mitigations.

Mitigation measures or controls are typically specific to sources or type of contaminant emission rather than an industry or a business and are intended to reduce impacts to meet regulatory requirements rather than eliminate them. There are specific standards / guidelines for air quality and odour as well as methodology to assess such impact so that proponents can determine the need for mitigation measures and then proceed with assessing the feasibility of such measures.

Mitigation can also be achieved through implementation of strategies rather than installation of control technologies, such as elimination of a source of emission or changing operations (e.g., reducing operating hours). Mitigation tends to be assessed on a case-by-case basis. **Table 14** provides a list of commonly applied control technologies for air contaminant and odour emission sources.

Table 14: Commonly applied control technologies for air quality and Odour

Impact Type	Impact Specifications	Common Control Measures
Air Quality	Particulate Matter	Dust collectors / baghouses
		Cyclones
		Electrostatic precipitators
		High temperature ceramic particulate filters
	Nitrogen oxides (NO _x)	Selective Catalytic Reduction (SCR)
	Volatile Organic Compounds (VOCs)	Thermal oxidizers (incinerator)
		Adsorptive technology
	Unburnt Hydrocarbons	Catalytic converters
Odour	Stationary odour sources	Carbon monoxide
		Catalytic converters
		Polycyclic Aromatic Hydrocarbons (PAHs)
Odour	Stationary odour sources	Catalytic converters
		Bio filters
		Odour neutralizing compounds

The following recommendations are based on the information gathered and discussed above, related to air quality impact of the existing industrial establishments on the proposed development within the MTSA:

1. Prior to implementing any proposed changes to land use within the study area, any blocks identified in **Figure 6** as requiring an assessment for nuisance contaminants should be subject to a thorough review. The assessment should consider combined impacts from local industries (cumulative effect) and should be based on relevant MECP guidelines and regulations, including O.Reg. 419/05.
2. Prior to implementing any proposed changes to land use within the study area, any blocks identified in **Figure 7** as requiring an assessment for general air contaminants should be subject to a detailed study. The study may include a combination of dispersion modelling assessment of local industries and an updated air quality monitoring program to characterize existing local air quality. A dispersion modelling study should be conducted in accordance with relevant guideline documents and protocols set by MECP. For an updated air quality monitoring program, consideration should be given to duration of the program as well as monitoring locations to ensure representative data is gathered. The assessment should use the MECP's ACB and AAQC for determination of potential impacts. The scope of these assessments should be determined on a case-by-case basis by a qualified air quality engineer. It is recommended that these studies be peer reviewed by independent third party specialists.

For contaminants where the measured ambient levels have historically shown to exceed the relevant standards or criteria (e.g., acrolein, benzene), an air quality based human health risk assessment should be undertaken by a qualified specialist. The scope of the assessment, including relevant guidelines, should be prepared by a qualified human health risk assessor.

3. Given the results of the CAS, irrespective of recommendations 1 and 2, above, it is recommended for the City to consider requiring an air quality based human health risk assessment to be completed for any sensitive land use development within the MTSA, prior to approval.
4. An up-to-date ambient air quality monitoring study, especially for contaminants that had shown levels above the AAQC would allow for better characterization of the existing air quality in the area. The study can then be used by the City as an effective tool in the decision making process related to the planned intensification, while maintaining a factual perspective on future potential human health impacts related to air quality. The duration and monitoring locations are key factors that should be carefully assessed and selected for such a study.

5.0

Noise and Vibration Review

5.1 Noise Impact

Sound is most simply defined as the vibration in the air that we can hear. Vibrating surfaces (such as engines, drums, loudspeakers etc.) typically produce pressure fluctuations in the air. The pressure fluctuations spread out like waves in the air, in all directions, decreasing in intensity with distance from the Source. Our ears sense the pressure fluctuations and create electrical signals that our brain interprets as sound. [3]

Sound has three distinctive characteristics that the ear identifies [4]:

- 1) Amplitude (loudness or softness) – measured in “Decibels”;
- 2) Frequency or “Pitch” – representing a range of “low” to “high” sounding tones; Pitch is determined by frequency of wavelength, measured in cycles per second or “Herz”; and
- 3) Time Patterns (variability) – intermittent sounds versus sounds of longer duration; the concept of “Leq” measures sound over a specific time period.

To mimic the ear’s sensitivity to sound, sound level data at various frequency spectrum are adjusted (weighted) to create values known as “A-weighted”. The resulting sound levels (A-Weighted) are expressed in unit of A-Weighted decibels) or “dBA”.

Sound is considered “Noise” when it is “unwanted” sound. It is usually unwanted because it interferes with human activity or causes an annoyance. Noise levels have increased as urbanization and industrialization have expanded in modern times. Urbanization has concentrated populations in close proximity to each other, and in close proximity to industrialized activities and manufacturing sites. As cities continue to urbanize, the need has arisen to intensify residential housing within existing city limits to curb urban sprawl and promote the efficient use of land and resources. Increased density inevitably brings increased sound levels. The development and expansion of transportation infrastructures (e.g., roads, highways and railways) has resulted in constant transportation related noise.

Human ears can hear a wide range of pressure intensities. The “Decibel” scale was developed to represent the range of audible sounds that human ears can detect in terms of loudness or softness. The Decibel scale represented as “dB” measures the sound pressure level in Decibels. 0 Decibels represents the threshold of hearing. 120-130 Decibels represents the upper end of sound that can be painful or highly uncomfortable. Typical noise sources and their respective sound levels that humans are exposed to regularly are presented in **Figure 8**. Each increase in sound level by approximately 10 dB results in roughly doubling of perception of loudness.

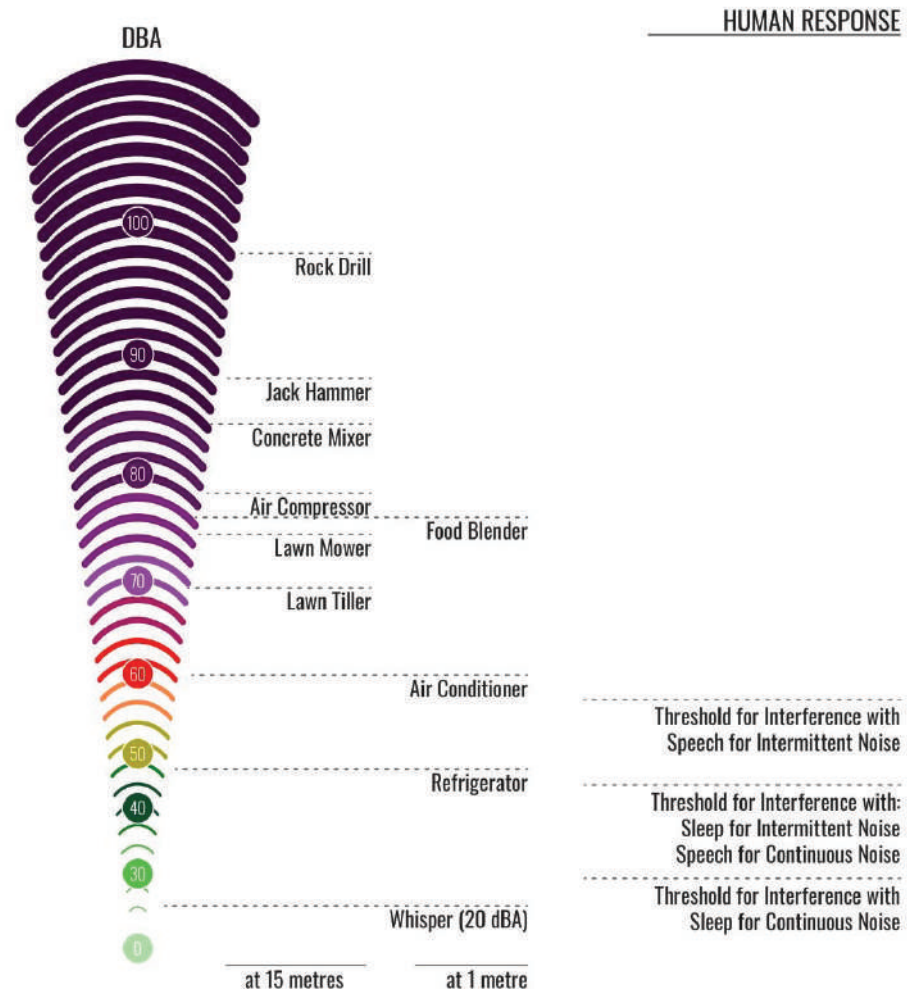


Figure 8: Typical Sources of Noise and Threshold Interference

5.2 Vibration Impact

In general, ground-borne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent buildings. Ground vibration at a receiver location is typically a result of energy propagation through the ground from a source (e.g., industrial facility, rail, blasting) to a receiver by exciting the grounds and creating vibration waves that spread through the soil and rock layers to the foundations of nearby receiver buildings. The vibration can then move from the foundation throughout the rest of the building structure causing windows, walls and objects inside the building to “shake and rattle”.

In contrast to air-borne noise, ground-borne vibration is not a phenomenon that people normally experience every day. While vibration exists all around, it is typically below the threshold of perception for humans. However, ground-borne vibration can be a concern for occupants of buildings in proximity to railway corridors, heavy industries with stamping operation, or mining sites with blasting operation.

Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provide the same adverse human reaction. The perception of vibration arises inside a building. The vibration of floors and walls may cause feelable vibration, rattling of items such as windows or dishes on shelves, or a rumble noise. The rumble is the noise radiated from the motion of the room surfaces. In essence, the room surfaces act like a giant loudspeaker causing what is called ground-borne noise.

Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. Building damage is typically not a concern for development in proximity of industrial / commercial establishment as ground vibration would not exceed 10 mm/sec, Root-Mean Square (RMS), required to cause structural damage. However, the effects of vibration on occupants include fear of damage to the occupied structure and its contents, as well as more direct adverse effects such as distraction, irritation and subsequent interference with quiet activities or sleep patterns. To put all this into perspective, the background vibration velocity level in typical residential areas is usually less than 0.03 mm/sec RMS. This is well below the threshold of perception for humans which is around 0.1 mm/sec RMS. Some typical vibration sources, their associated velocity levels and human/structural responses are presented in **Figure 9**.

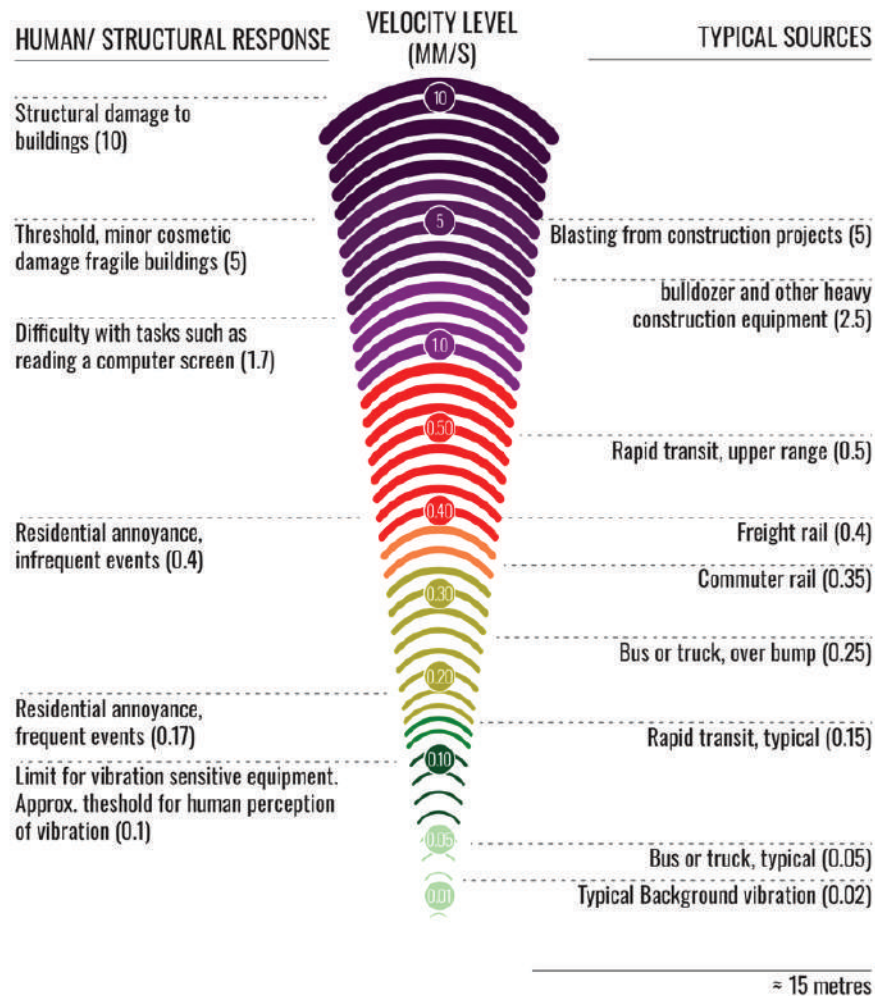


Figure 9: Typical Vibration Sources, Levels and Human /Structural Response

5.3 Existing Industries – Noise & Vibration Review

The industries in proximity to the MTSA were reviewed from a qualitative noise and vibration impact perspective. This review includes consideration of the type of operations at each industry, the proximity to the MTSA, and a summary of the potential impacts which may be expected beyond the property boundaries of the facilities, as presented in **Table 15**.

The information presented for each industry was obtained from the ECAs, satellite imagery, and Dillon's experience and engineering knowledge of various industrial processes / operations / activities in relation to noise and vibration emissions.

Table 15: Local Industries within the MTSA

Facility Name	General Facility Description	Distance from Development	D-6 Classification	Potential Impacts Noise & Vibration
CRH Canada Group Inc.	Large scale cement and aggregate facility (crushing, processing, handling)	<1 km	3	Noise Ground Vibration*
Tri-Phase Environmental	Aggregate crushing, processing, and handling	<2 km	2	Noise Ground Vibration*
Clean Harbors Canada, Inc.	Liquid and sludge waste facility (receiving, handling and processing)	<1.5 km	2/3	Noise
Petro-Canada Lubricants	Large petrochemical manufacturing and storage facility for Lubricants	<1 km	3	Noise
Trimac Transportation Services	Transportation and logistics yard with trucks and tankers storage yard	<1.5 km	2	Noise
H.L Blachford Limited	Manufacturing of chemicals used in the rubber, paint and ink industries	<0.3 km	2	Noise
IPEX Inc.	PVC manufacturing and Injection moulding and grinding	<0.5 km	2	Noise
Stackpole Powertrain International ULC	Manufacturing automotive castings for oil and transmission fluid pumps;	<0.5 km	2	Noise
ICS Universal Drum Reconditioning Limited Partnership	Re-conditioning, cleaning, and re-furbishing of steel and plastic drums;	<1 km	2	Noise
Ashland Canada Corp. and Valvoline Canada Corp.	Chemical and solvent repackaging and blending facility	<1.5 km	2	Noise
2159978 Ontario Limited	Ready-mix concrete facility and road salt storage.	<1.5 km	2	Noise
Wastewater Treatment Plant - RMH	Municipal wastewater treatment facility servicing the Halton Region	<3 km	3	Noise
Clarkson Wastewater Treatment Plant	Municipal wastewater treatment facility	<1.5 km	3	Noise

Facility Name	General Facility Description	Distance from Development	D-6 Classification	Potential Impacts Noise & Vibration
Mancor Canada Inc.	Carbon steel manufacturing with plasma cutting, welding, stamping and painting	<2 km	2	Noise Ground Vibration*
UBA Inc.	Chemical logistics facility with transport truck traffic to and from the facility (Air/Noise approvals not found)	<1.5 km	2	Noise
Musket Transport Inc.	Transportation and logistics yard with truck and tanker handling and storage <i>NOTE: Musket Transportation is within the MTSA, and has not been considered further.</i>	<0.3 km	2	Noise

* The ground vibration impact is expected to be localized and not to extend notably beyond the property boundaries of the identified industrial facilities.

5.4 Implications of Noise and Vibration on the Proposed Development Plan

Noise Implications

In addition to review of the available ECAs for the above-mentioned industries, daytime and nighttime site noise surveys were conducted by Dillon as part of this study to better characterize the existing noise environment and potential noise / vibration impact that may be experienced at the proposed sensitive land uses. The area can be classified as Class I – Urban (as per NPC-300):

“An area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum.”

The noise levels in the area are primarily influenced by vehicular traffic. During daytime hours, truck traffic serving the industrial and commercial establishments in the area notably increases the traffic noise levels while. Rail related activities from a nearby rail yard as well GO Transit trains are audible within the MTSA areas north of Royal Windsor Drive – Lakeshore Road West. Although the railway noise is intermittent and for short durations, it dominates the noise level in the immediate vicinity of the railway and is more pronounced during nighttime hours, when road traffic is reduced.

Industrial noise sources from heavy industries are more audible to the south of Orr Road and beyond the west boundary of the CFRB 1010 antenna installation areas.

From the pool of industrial facilities in the area that were assessed in this study, the CRH Canada large scale cement and aggregate facility would be considered the most impactful from a noise perspective.

The dominant noise sources at this facility are spread from the south end of the property boundary to near the north end (crushing and stockpiling operations and heavy mobile equipment operation). The north property boundary of this facility is approximately 800m from the closest point of the MTSA with absorptive grounds in between. Absorptive grounds help attenuate noise, however, as the receptor elevation increases (i.e., in case of high rises) the effect of ground absorption diminishes. The operations at CRH Canada can be distinctly audible at the southwest end of the shopping plaza at Royal Windsor Drive and Southdown Road as well as at the west end of the ORC – Ontario Racquet Club. As such, the development areas on the southwest quadrant of Royal Windsor Drive and Southdown Road are likely going to be impacted by industrial operations. It is noted that if an industrial facility is audible at a receptor location, it does not necessarily mean that the facility is exceeding the applicable noise level limits, as described in NPC-300.

The dominant stationary noise sources for Petro-Canada Lubricants facility are mainly at the south end of the facility and as such do not cause a notable impact at receptors north of Orr Road. The dominant noise sources at the wastewater treatment plants are not audible north of Orr Road.

Noise emissions from the rest of the industrial establishments that were reviewed as part of this study are related to truck traffic to / from the sites and therefore fall under road traffic noise impact, as discussed above.

Vibration Implications

From the nearby industries, the ground vibration generation is expected from Mancor Canada Inc. (Stamping operation) as well as CRH Canada and Tri-Phase Environmental (crushing and operation of heavy mobile equipment). Ground vibrations generated at these facilities are expected to diminish rapidly with distance and are not expected to extend significantly beyond the property boundaries of these facilities. As such, ground vibration from nearby industrial sources is not considered a concern for the proposed development plan.

Rail operation along the rail corridor is expected to generate ground vibration that can impact areas on either side of the rail corridor. Typically, notable rail-generated ground vibration can extend 75m or 100m beyond the rail right-of-way and also result in ground borne noise, indoors. Type of train, condition of track and wheels, train travel speed and transfer mobility factor of the grounds in between rail and receiver influence the level of vibration that a receptor would experience from rail operations. For the proposed MTSA plan, it is expected that development within 75m of the rail corridor (north and south side) can experience ground vibration impact.

5.5 Recommendations

Many of the environmental impacts can be mitigated through implementation of existing control technologies at source and/or at receptor; however, a feasibility assessment (technical and financial) is typically a prerequisite.

Mitigation measures or controls are typically specific to sources or type of contaminant emission rather than an industry or a business and are intended to reduce impacts to meet regulatory requirements rather than eliminate them. There are specific standards / guidelines in place for noise and vibration as well as methodology to assess such impacts, so that proponents can determine the need for mitigation measures and then proceed with assessing the feasibility of such measures. Mitigation measures can also be implemented at the receptor location, such as installation of a noise barrier wall at a receptor to reduce noise impact, use building construction materials with appropriate Sound Transmission Class (STC) rating to achieve suitable indoor noise levels, and install vibration isolation at building footing to limit / eliminate ground vibration.

Mitigation can also be achieved through implementation of strategies rather than installation of control technologies, such as elimination of a source of emission or a receptor through acquisition. In scenarios where the implementation and/or operation of a control technology is more costly than acquiring a receptor or a business and eliminating it as a receptor or a source, it would be more cost effective to implement such a strategy than to mitigate through the control technology.

Mitigation tends to be assessed on a case-by-case basis. **Table 16** provides a list of commonly applied control technologies for noise and vibration.

Table 16: Commonly applied control technologies for noise and vibration

Impact Type	Impact Specifications	Common Control Measures
Noise	Stationary noise sources	Silencers
		Acoustic Louvers
		Acoustic enclosures
		Noise barrier wall
		Noise berm
Vibration	Stationary vibration sources	Isolation pads / adsorptive pads
		Foundation isolation

Based on the high level qualitative assessment completed for this study, the following recommendations are suggested:

- For developments that are located in the southwest quadrant of Royal Windsor Drive and Southdown Road, a detailed noise impact assessment should be undertaken for each of the proposed residential buildings to ensure that appropriate noise mitigation measures are going to be implemented in the design and construction of the sensitive-receptor buildings such that the applicable noise limits are met.
- For developments within 75m of the rail corridor, a detailed noise and ground vibration assessment should be undertaken to ensure that appropriate noise (including Ground Borne Noise) and vibration mitigation measures are implemented in the design and construction of the sensitive-receptor buildings such that the applicable noise and vibration limits are met.

6.0 Radiofrequency Review

The Bell Media Corporation operates the CFRB 1010 AM radio transmission antenna array on a relatively large parcel of land located south of Royal Windsor Drive, west of Southdown Road. The subject land parcel is adjacent to the proposed mixed used development areas within the MTSA. As part of this review study, a high-level assessment of Radiofrequency (RF) field impact on the proposed development was completed to determine potential RF field strength and determine if mitigation measures are required.

6.1 Analysis and Impacts

The CFRB1010 AM antenna array has a power rating of 50 kW and transmits at centre frequency of 1,010 kHz. The actual locations of the antennas and the power / frequency ratings were used to model the electric field for both daytime and nighttime. The reference level (i.e., standard) for the electric field, based on Health Canada's Standard for human exposure was determined to be at 86.57 V/m. Computer modelling was completed to determine the electric field strength (in Volt per meter, V/m) for the transmitter antenna array for daytime and nighttime. The model-predicted levels for daytime and nighttime are presented in Figures 1 and 2 in **Appendix A**. The results indicate that the electric field strength is well below the human exposure limit of 86.57 V/m.

The AM antennas are designed to generate strong electric fields for audio signal transmission. The magnetic field strength generated by the AM antenna array is considered to be negligible, and would fall well below the Health Canada's human exposure levels, especially at distances of greater than 10m from the antennas. The magnetic field strength is far less than that of the electric field strength and as such, it is not considered in the analysis.

6.2 Mitigation and Recommendation

Although the analysis indicates that the electric field strength for MTSA study areas is less than the Health Canada Standard for human exposure, the same field strength can notably interfere with electronic devices such as radios, clocks, phones and televisions that may be used in the nearby proposed buildings.

Installation of architectural features on building façade, such as conductive interconnected metallic features that are grounded can be used to dissipate the electric field of the transmitted RF at the building façade. Use of grounded wiring to aluminum frame of windows is also an effective way to limit the electric field in the interior space. It is the commendation of this study that a detailed RF assessment and mitigation analysis be undertaken by the developers prior to the design of buildings so that appropriate mitigative measures can be incorporated in the design of the buildings.

7.0

Closure

This Report has been prepared based on the information provided by or through The Planning Partnership (TPP), the City of Mississauga and publically available data. This report is intended to provide a reasonable review of available information within an agreed work scope, schedule and budget. This report was prepared by Dillon and its subcontractor, Vitatech Electromagnetics, for the sole benefit of TPP and the City of Mississauga. The material in the report reflects Dillon's judgment in light of the information available to Dillon at the time of this report preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Dillon and its subcontractor accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We trust that the report is to your satisfaction. Please do not hesitate to contact the undersigned if you have any further questions on this report.

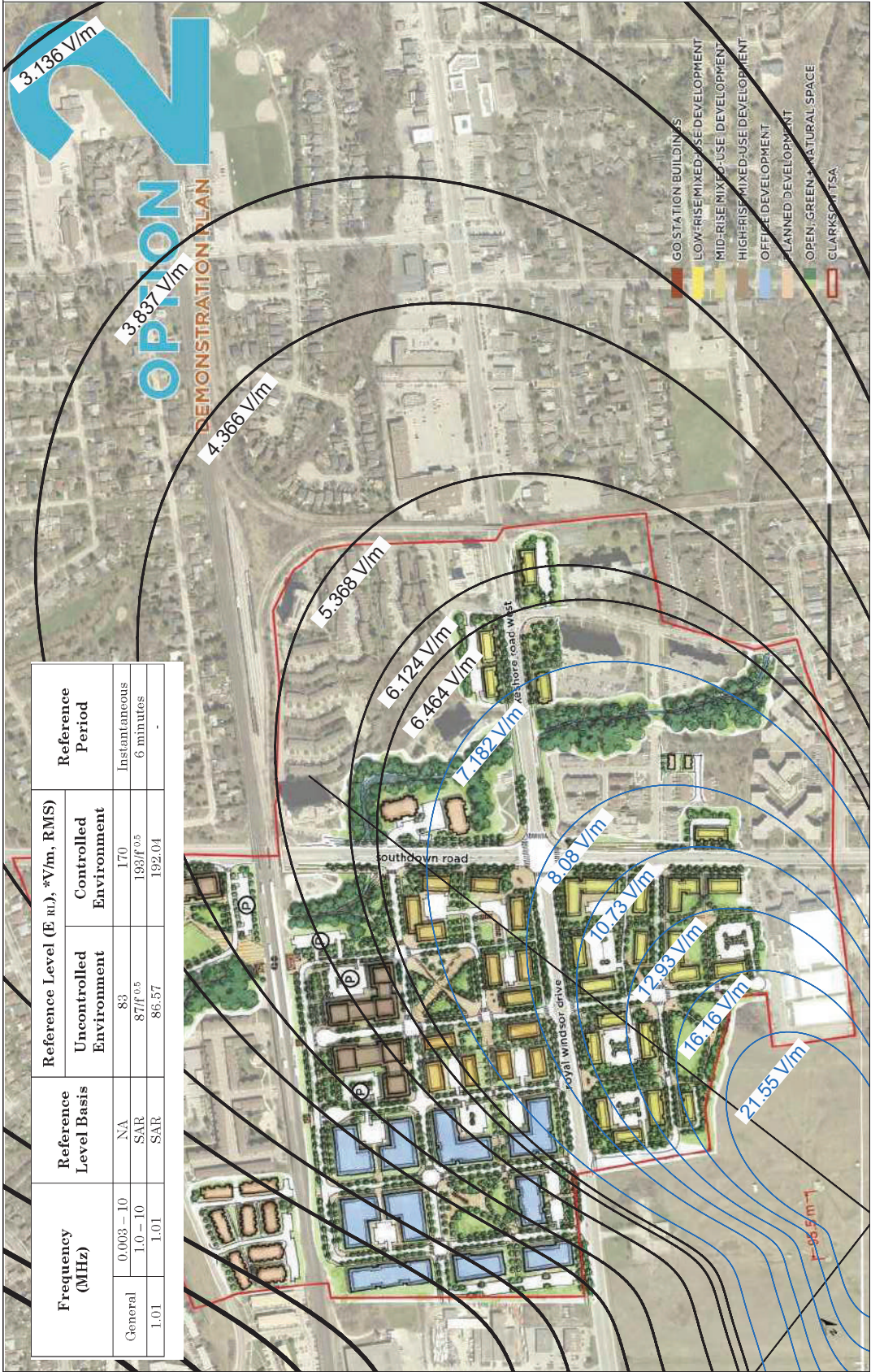
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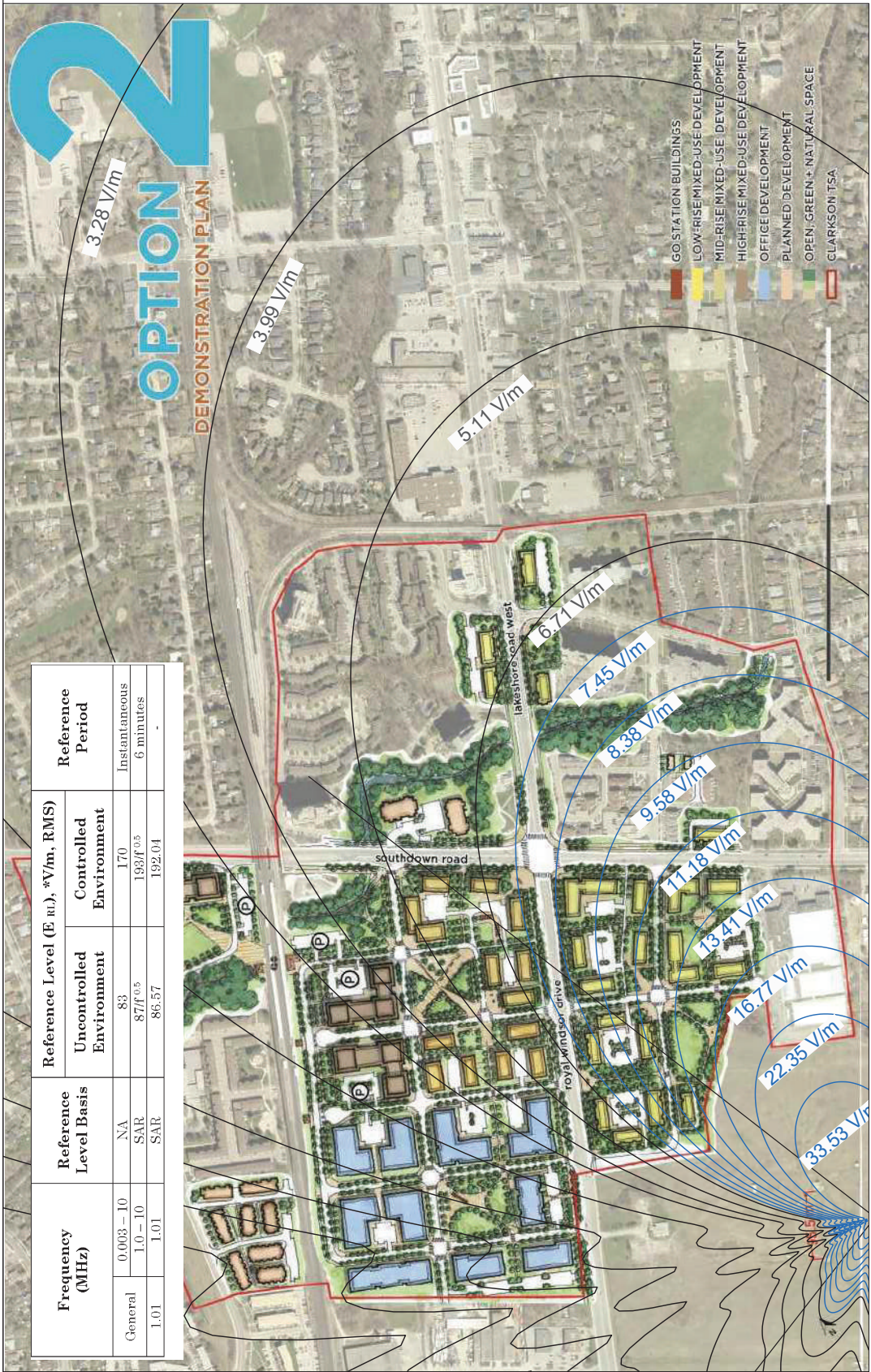
References

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Appendix A

Radio Frequency Analysis





Frequency (MHz)	Reference Level (E _{RL}), *V/m, (RMS)		Reference Period
	Uncontrolled Environment	Controlled Environment	
General			
0.003 – 10	83	170	Instantaneous
1.0 – 10	87f ^{0.5}	193f ^{0.5}	6 minutes
1.01	86.57	192.04	-



Figure #2
Issue: 1.0
VTE-3172C
Prepared By
JPH
Date
11/01/2019

CBRF Toronto AM Antenna		
Dillion Consulting Limited		
Nighttime Electric Field Strength		
Transmitter	Frequency	Field Elevation
CFRB	1,010 kHz	Ground
Tononto		

Levels from CFRB Toronto, ON - Night
time Plot

Extrapolated Electric Field Strength
Levels based on Linear Decay

Appendix B

Guideline D-6 Industrial Classification

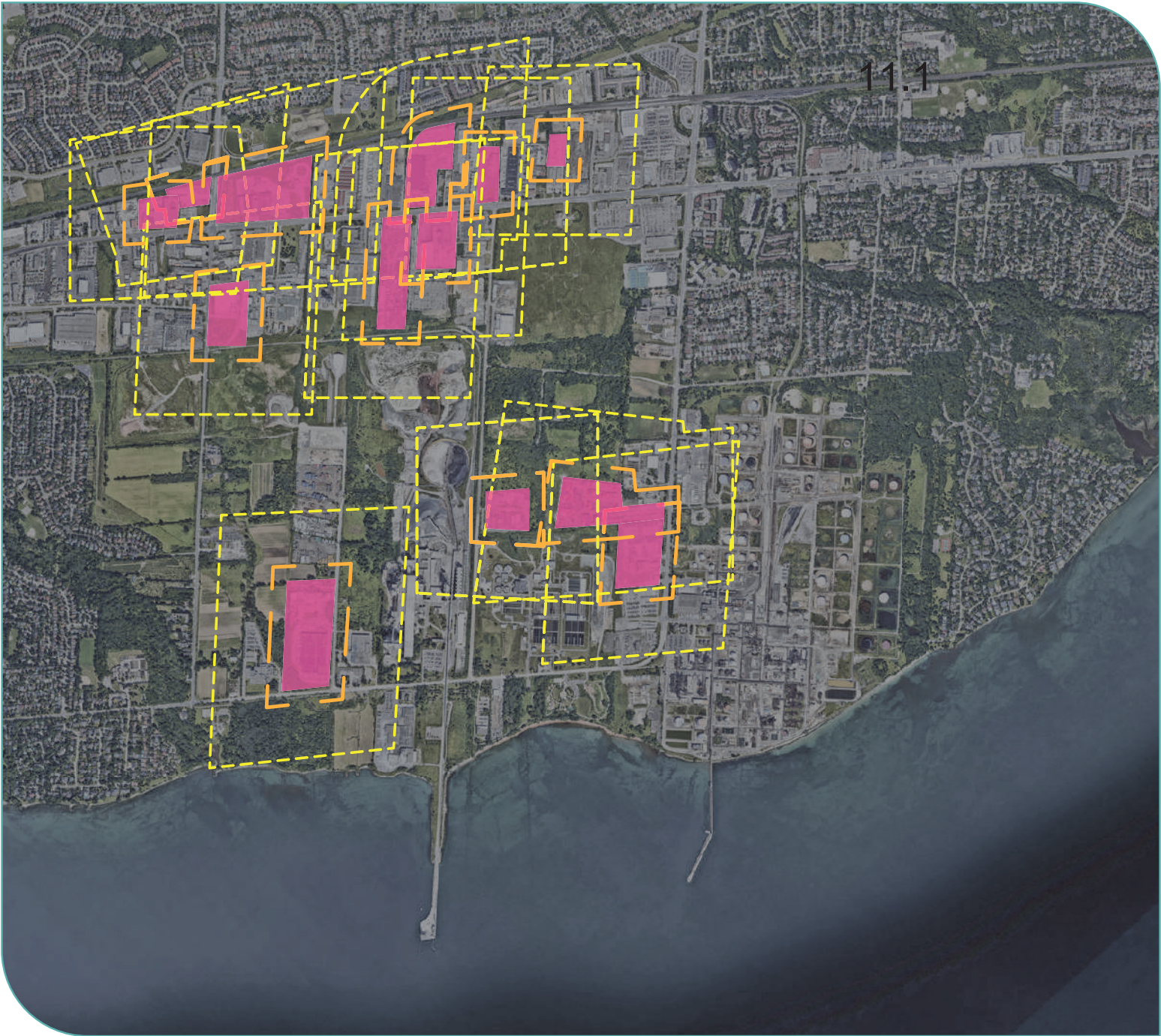


Figure B1:
Areas of influence
of Class 2 Industrial
Facilities

- Legend**
- Industrial Facility
 - 70m Recommended Minimum Separation Distance
 - 300m Area of Influence



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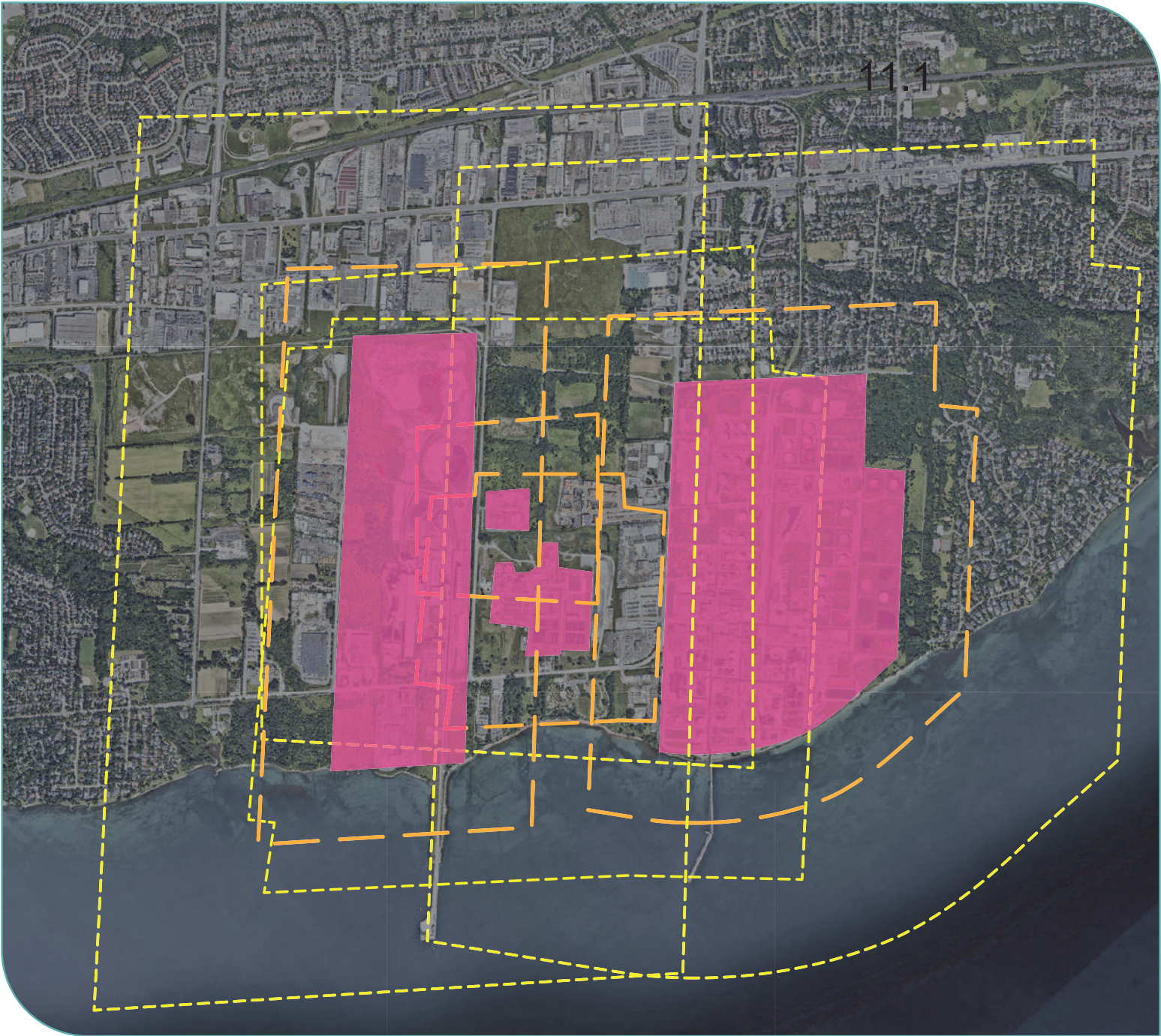


Figure B2:
Areas of influence
of Class 3 Industrial
Facilities

- Legend**
- Industrial Facility
 - 300m Recommended Minimum Separation Distance
 - 1000m Area of Influence



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Addendum

To: Romas Juknevičius, M.PL., RPP – City of Mississauga
Taral Shukla, MCIP, RPP – City of Mississauga
Wai Ying Di Giorgio, BLA, OALA – The Planning Partnership

From: Amir Iravani – Dillon Consulting Limited
Hamish Hains – Dillon Consulting Limited

Date: March 10, 2020

Subject: Addendum – Summary of CASIA Ambient Air Monitoring and Recent Air Quality Trends

Our File: 19-1221

This is an addendum to the *Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study* report (Clarkson Main Report) (Dillon Consulting Limited – January 2020). The purpose of this addendum is to provide an update to the air quality section of the Clarkson Main Report based on the more recent ambient air quality reports that were provided by the Clarkson Airshed Industrial Association (CASIA) for the 2012 to 2018 calendar years (inclusively).

CASIA is an industrial partnership located in the Clarkson area that undertakes regular air quality monitoring in response to the Clarkson Airshed Study (CAS) completed by the Ministry of the Environment, Conservation and Parks (MECP) (formerly MOE) in 2006.

Review of CASIA Reports

CASIA maintains an air monitoring network within the Clarkson airshed. The CASIA air monitoring network is comprised of the following three monitoring stations:

1. STN44086 – Deer Run: monitors PM_{2.5} and NO_x (as NO₂)
2. STN46118 – Meadow Wood Park: monitors PM_{2.5}, NO_x (as NO₂), CO, and O₃
3. STN44666 – PCLI Admin: meteorology station

The list of air contaminants monitored at each station is also indicated above.

This addendum discusses updated results from these stations for NO₂ and PM_{2.5}. Results for NO₂ are compared against Ontario's Ambient Air Quality Criteria (AAQC), while PM_{2.5} is compared against the Canadian Ambient Air Quality standards (CAAQS). For the purposes of this report, conservatively, the maximum concentrations of common air contaminants between the two stations are presented. Dust, odour, volatile organic compounds (VOCs), and speciated VOCs are not monitored by the CASIA air network.

Nitrogen Dioxide - NO₂

Results from the CASIA monitoring reports does not indicate a significant change in either the 98th percentile of the 24-hour average concentration or the maximum hourly concentration of NO₂ between

2012 and 2018. However, the maximum 1-hour and 98th percentile of the 24-hour average concentrations of NO₂ decreased from the 2003-2005 CAS concentrations. Results from both CASIA and CAS for the maximum 1-hour and 98th percentile of the 24-hour average concentrations of NO₂ are well below the 2020 AAQC. A summary of the CASIA NO₂ monitoring results in comparison to the CAS NO₂ monitoring results is provided **Table 1**.

Table 1. NO₂ CASIA and CAS Results Summary Table

Pollutant	Statistical Form	2020 AAQC (ppb)	CAS	CASIA					
			2003-2005 (ppb)	2012 (ppb)	2013 (ppb)	2014 (ppb)	2016 (ppb)	2017 (ppb)	2018 (ppb)
NO ₂	98 th percentile of the 24-hour average concentrations	100	40	19.8	24.3	27.0	19.3	19.3	18.0
NO ₂	Maximum 1-hour concentrations	200	134	65.0	56.0	80.0	65.0	52.0	51.0

Particulate Matter (fine fraction) - PM_{2.5}

CASIA monitoring results indicate a decrease in the 3-year average of the 98th percentile daily concentrations of PM_{2.5} from 2015 to 2018. Both CAS and CASIA data show that the 3-year average of the annual 98th percentile daily concentrations of PM_{2.5} were at or below the CAAQS 2020 standard of 27 µg/m³. A summary of the results is provided in **Table 2**.

Table 2. PM_{2.5} CASIA and CAS Results Summary Table

Pollutant	Statistical Form	2020 CAAQS (µg/m ³)	CAS	CASIA				
			2003-2005 (ppb)	2014 (µg/m ³)	2015 (µg/m ³)	2016 (µg/m ³)	2017 (µg/m ³)	2018 (µg/m ³)
PM _{2.5}	3-yr average of the annual 98 th percentile of the daily 24-hour average concentrations	27	27	27	27	25	23	22

Summary and Closure

The CASIA monitoring results indicate that there have been decreases in NO₂ and PM_{2.5} concentrations between 2014 and 2018. Measured concentrations of NO₂ remain below the Ontario AAQCs. The three year average annual 98th percentile daily concentration of PM_{2.5} has been measured to exceed the CAAQS for 2014/15 and less than the standard for 2016 - 2018. It is noted that the exceedances of PM_{2.5} concentrations is not unique to the Clarkson Airshed. In fact, the PM_{2.5} ambient concentrations occasionally exceed the CAAQS in much of Southwestern Ontario.

CASIA does not monitor for VOCs and as such no results are presented for VOC concentrations in the Clarkson area. In the absence of more recent VOC monitoring data, the conclusions provided in the Clarkson Main Report (based on historical data from the CAS) remain the same.

Terms of Reference (ToR)

Clarkson TSA Air Quality Study

The City of Mississauga is developing land use policies for the TSA to support intensification of the area. It is recognized that with possible redevelopment of this area and introduction of new sensitive land uses, there would be a need to assess air quality impacts on proposed new sensitive developments, especially given the historical state of air quality in the area. The air quality studies are intended to be used to assess the compatibility of proposed development blocks within the TSA. The ToR is prepared by taking into consideration the state of the historic air quality in the area and relevant air quality guidelines and reference documents, including:

This assessment is required to consider the possible introduction of sensitive land uses within the Southdown Employment area of the Clarkson TSA.

- The Environmental Protection Act R.S.O. 1990 Chapter E19;
- Ministry of the Environment, Conservation and Parks (MECP) Regulation 419/05 - Local Air Quality;
- MECP D-Series of Guidelines for Land Use Compatibility;
- Ontario's Ambient Air Quality Criteria (AAQC); and,
- The Clarkson Airshed Study¹ and updated Clarkson ambient monitoring reports (2012 – 2018) prepared by Clarkson Airshed Industrial Association (CASIA).

Follow-up air quality monitoring was recommended in the original Clarkson Airshed Study¹ undertaken by the Province. At the conclusion of the monitoring study, benzene, dichloromethane, and acrolein were identified as air contaminants that exceeded their respective Ambient Air Quality Criteria (AAQCs). Since the conclusion of the Clarkson Airshed Study, there has been a general improvement in the air quality of the region², however, there is no sufficient monitoring data to conclude that benzene, dichloromethane, or acrolein are currently below acceptable levels. This Terms of Reference is divided into two parts: Air Quality Monitoring and Dispersion Modelling, both of which are intended to help better characterize the status of air quality in the area. It is the intension of the City to rely on the findings of such studies to guide their decision making and approval process for the proposed intensification within the Clarkson TSA, including the introduction of sensitive land uses such as: schools, daycares, places of worship, healthcare facilities and residential land uses.

Ambient Air Quality Monitoring Program

Ambient air quality monitoring should be performed in accordance with the Ontario Ministry of the Environment, Conservation and Parks (MECP) *Operations Manual for Air Quality Monitoring in Ontario* (the Manual). The following outlines the recommendations for the Clarkson Ambient Air Quality Monitoring Program:

- The air monitoring system should be sited as per the recommendations of the Manual, in consideration of the specific requirements for particulate matter, sulphur dioxide, nitrogen

¹ Clarkson Airshed Study - A Scientific Approach to Improving Air Quality – Updated 2009

oxides, and VOCs (specifically: benzene, dichloromethane, and acrolein). The air monitoring system should be located in the southern portion of the Clarkson TSA such that the conditions of the Manual (e.g., setback distances from emission sources) can be achieved. The optimal location for the monitoring would be in the southwest quadrant of the intersection of Southdown Road and Royal Windsor Drive. Variation from this proposed siting, or from the Manual, should be reviewed and approved by the City prior to installation of monitors.

- Monitoring should be conducted for nitrogen oxides, total suspended particulate matter (TSP), sulphur dioxide (SO₂), benzene, dichloromethane, and acrolein. Monitoring should be conducted such that each contaminant can be compared against the relevant AAQC statistical averaging periods (i.e., hourly, daily, and annual averages and percentile values).
- Sampling equipment should be selected in consideration of the contaminants being measured and the requirements of the Manual. The Manual provides several equipment options for each air contaminants.
- Monitoring should be conducted for a minimum of six months, and should include the summer period
- Data collection should be conducted following the frequency outlined in the Manual for both continuous (e.g., NO_x) and non-continuous (e.g., PM and VOCs) sampling.

Based on the surface area of the Clarkson TSA and sources of air contaminants in the area, the results from the ambient air monitoring program will generally be representative of the entire study area. As such, execution of separate ambient air monitoring programs may not be required for each individual development within the study area, however, information gathered from ambient air quality monitoring may need to be updated from time to time to better characterize the state of air quality in the area.

Results of the monitoring study are to be compared against Ontario's AAQC, for the relevant averaging periods, using appropriate statistical analysis (see AAQC). The results of the ambient air monitoring study is considered to be representative of ambient air quality concentrations within the Clarkson TSA.

² Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study, Dillon Consulting, 2019

Dispersion Modelling Study

For each proposed development block (See **Figure 1**), a dispersion modelling study is to be performed to assess air quality at that specific block. Significant sources may include both industrial and transportation sources. The significant sources will change based on the development block being considered as determined by a licensed professional and to the satisfaction of the City.

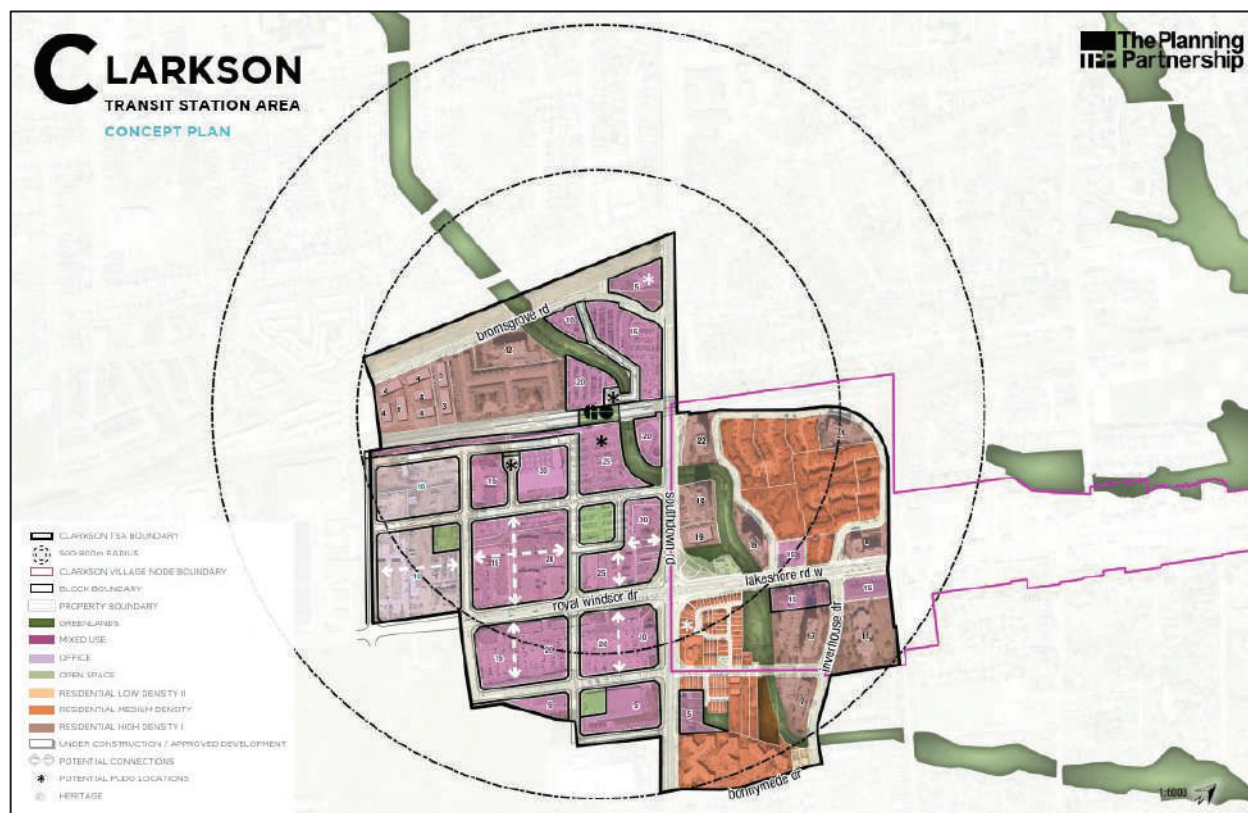


Figure 1 – Proposed Development Blocks – Clarkson TSA

Industries within the study area should be classified and assessed as per the MECP's D-Series of Guidelines. Where the proposed development is within the Potential Area of Influence of an industry, an assessment of compatibility should be performed, which is to include dispersion modelling as applicable.

The potential air quality impacts of major roadways and/or railways within 500 m of the proposed development should be considered for inclusion in the dispersion modelling study, as applicable. Determination of the requirements for a dispersion modelling study for transportation-related sources (e.g., road and rail) should be determined by a licensed professional and confirmed by the City.

Dispersion modelling should be conducted in accordance with the MECP's "Guideline A-11 Air Dispersion Modelling Guideline for Ontario", including the following project-specific considerations:

- Consideration should be given to large sources in proximity to Lake Ontario. Any active source

exceeding 50 m in height within 1 kilometre of the lake should be assessed with an appropriate shoreline fumigation model. Examples of shoreline fumigation models include, SCREEN3, CALPUFF, and Shoreline Dispersion Model (SDM).

- The dispersion modelling study should consider the built forms of each development in the final build-out of the Clarkson TSA when determining the impact of building effects. Where no built form has been established, consideration should be given to general building massing when performing the modelling and maximum building heights as per the preferred concept plan.
- All elevated points of reception (e.g., balconies, windows, air handling units) should be included as discrete receptor points within the dispersion modelling.

The results of the dispersion modelling should be combined with the results of the ambient air monitoring study to determine the predicted cumulative concentrations of each contaminant, where applicable (Note: this would be the case for a scenario in which contribution of an air contaminant source is not accounted for in the ambient air monitoring data). For contaminants which are not included in the monitoring study, ambient concentration data should be obtained from the relevant MECP or Environment and Climate Change Canada monitoring station. The 90th percentiles of ambient concentrations are to be used to provide a conservative measure of the background concentrations. The cumulative concentration (i.e., modelled concentration + 90th percentile background) should be summarized using the appropriate statistical method and compared to the AAQC.

If the cumulative concentration of a contaminant is below the relevant AAQC, it can be concluded that air quality is likely to be acceptable for that contaminant. Should the cumulative concentration of all contaminants be below the relevant AAQCs, and the compatibility assessment show that land uses are compatible as per the MECP's Guideline D-6, no further action would be required. Should the cumulative concentration of a contaminant exceed the relevant AAQC, further consideration is required. In such situations the frequency and magnitude of the exceedances is to be quantified and the results be reviewed by a qualified human-health risk assessment expert in order to determine appropriate implications and consideration of any mitigation measures for the proposed development / intensification. The results and analysis of the air quality studies are to be peer reviewed by a licensed professional representing the City of Mississauga and review comments / deficiencies are to be addressed prior to issuance of the studies for City's decision making and approval process.

Southdown Local Area Plan – City Initiated OPA: Conformity to Provincial, Regional and Mississauga Official Plan Policies:

The proposed amendment aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as outlined below:

Provincial Policy Statement (2020):

Section 1.2.6 of the Provincial Policy Statement, provides directions on managing and directing land uses while ensuring land use compatibility and prioritizing public health and safety.

Sub-Section 1.2.6.1 states that, “Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures”

Amendment 1 (2020) to the Growth Plan (2019)

The Growth Plan (2019) and its recently released Amendment 1 (2020) provides direction to municipalities for conversions within Provincially Significant Employment Zones (PSEZs) located in MTSAs. While doing so, it provides guidance to determine the appropriateness of such conversions by ensuring they do not encroach upon existing industries, are compatible and address all associated negative impacts. Sub-section 7(c) of 2.2.5 Employment, states that, “Municipalities will plan for all employment areas within settlement areas by providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility”.

While, sub-section 8 states that, “The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”

Region of Peel Official Plan

The current Regional Official Plan provides an overarching direction to support and implement planning policies within Mississauga. Sub-section 2.2.3.3.7 of the Section 2.2.3 Air Quality states that it is the policy of the Regional Council to “Support the development of area municipal official plan policies including, but not limited to, setbacks for residential developments, transportation corridors and the separation of sensitive land uses from both planned and existing sources of harmful emissions.”

Additionally, Section 5.1.3 General Policies for the Region Structure provides direction for appropriate planning of conflicting land uses while maintaining appropriate separation distances and ensuring that associated negative impacts to public health and safety are addressed. Sub-section 5.1.3.1 states that it is the policy of the Regional Council to, “Plan for major facilities (such as transportation and infrastructure corridors, airports, sewage treatment facilities, waste management system and industrial and aggregate facilities) and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants.”

Mississauga Official Plan

The proposed amendment reinforces the current policies and objectives of the Mississauga Official Plan.

Chapter 6 and Chapter 19 provide specific policies for determining land use compatibility and requirements for implementation, respectively.

Notably, sub-section 6.1.10 of Section 6.1 Value the Environment states that, “In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those cases where:

- a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or,
- b. a facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges.

The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.”

While, sub-section 6.5.5 of Section 6.5 Air Quality states that, “When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.”

These policies apply citywide and provide general direction to staff to determine whether proposed land uses are appropriate and compatible with the existing uses. Building on the existing policy framework, the proposed amendment will provide a stronger basis for ensuring that any new sensitive uses proposed within the Southdown Employment Area are safe for future residents without compromising the functionality of the surrounding industries and operations.

City of Mississauga Memorandum



Date: November 20, 2020

To: Mayor and Members of Council

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

Meeting date: December 7, 2020

Subject: **December 10, 2020 Regional Council Agenda Comments on Growth Management**

Please see comments below on the Region of Peel's Council Agenda for December 10, 2020, prepared by the Planning and Building Department. This memo provides comments on the Regional Growth Allocation, a subsequent memo will provide comments on Major Transit Station Area and Inclusionary Zoning once those reports are released.

2051 DRAFT GROWTH ALLOCATION

Growth Forecasts are developed from the Province Down

- When the initial *Growth Plan for the Greater Golden Horseshoe* was released in 2006, it largely shifted the responsibility of regional growth forecasting to the province. This continues today.
- *Growth Plan* population and employment targets consider market trends and Provincial government objectives regarding where growth *should* occur.
- Regional governments, such as Peel, are required to allocate the growth numbers provided by the Province to the area municipalities.
- For communities with greenfield land, such as Caledon, growth targets play a more important role in physical planning as it determines how much land can be converted from a rural designation to an urban state.
- Growth targets are still important for urban municipalities as they help to identify infrastructure requirements and are used for financial planning.

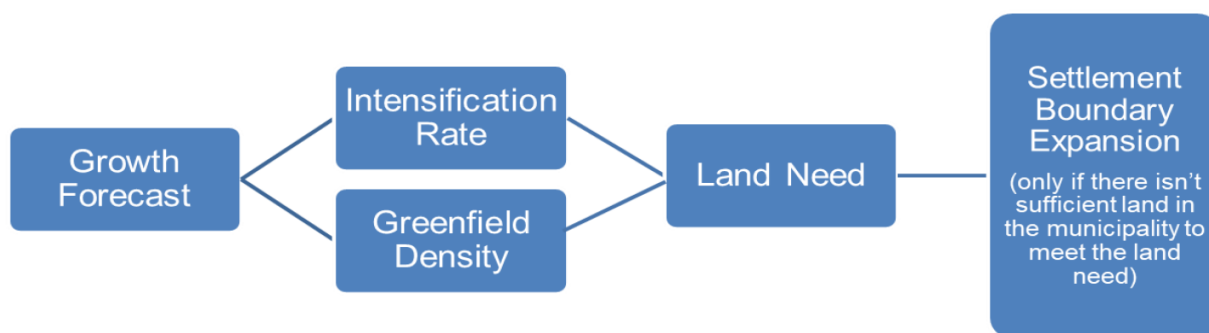
- The latest updates to *Growth Plan* require planning to a 2051 horizon, as opposed to the previous 2041. This additional ten years of growth will not have major impact on Mississauga, as is explained below, but it will lead to a significantly higher amount of new urban land to be designated in Caledon.

The Region's Draft Allocation has Mississauga reaching a population of 995k and employment of 590k at 2051

- As identified in the amended *Growth Plan*, the Region is required to allocate growth between the three area municipalities to achieve a target of 2.3M people and 1.07M jobs at 2051.
- Regional Staff will be presenting the following draft allocation to 2051 for Regional Council's consideration.

Municipality	Population			Employment		
	2016	2041	Draft 2051	2016	2041	Draft 2051
Peel	1,433,100	1,970,000	2,280,000	695,600	970,000	1,070,000
Mississauga	748,400	920,000	995,000	476,700	565,000	590,000
Brampton	615,700	890,000	985,000	191,600	325,000	355,000
Caledon	69,000	160,000	300,000	27,200	80,000	125,000

- There are four key decisions when allocating growth:
 1. What is the percentage of growth that will occur in (already urban) intensification areas vs. greenfield areas?
 2. Within the intensification share, how much will be located in Mississauga vs. Brampton, and to a lesser extent Caledon?
 3. What is the greenfield density target in terms of people+jobs per hectare (ppj/ha)? This is used to determine land need.
 4. Within each municipality, where is the growth likely to occur?
- The following graphic provides a simple illustration of the growth allocation and land need process.



Region's current assumption is that 55% of residential development will be in intensification areas

- The *Growth Plan* requires that a minimum of 50% of new residential development occur in existing built up areas. The Region's draft forecast is based on a 55% intensification rate. If a higher intensification rate is used more growth will be allocated to Mississauga and Brampton, if a lower rate is used more greenfield land will be designated in Caledon.
- City staff finds that the proposed 55% intensification rate is reasonable from the perspective of anticipated market needs.

Approximately half of future intensification growth in the Region is identified for Mississauga

- In recent years, Mississauga has received a majority of the Region's intensification growth. While this is expected to continue throughout the forecast period, Brampton's share of high rise development increases over the period to 2051 as its remaining greenfield land supply is absorbed.

Region has assumed an average density of 65 ppj/ha for new greenfield areas

- City staff have suggested to Regional staff that they examine higher greenfield density values than the proposed average of 65 ppj/ha. This can be studied as part of the fiscal impact work. Some recent developments across the Region are planned for higher densities higher than 65 ppj/ha (e.g. Ninth Line, Heritage Heights). We understand stormwater requirements and large institutional uses may be impediments to achieving higher densities in future greenfield areas.
- Peel would need an estimated 4,300 hectares of land designated for urban growth by expanding settlement boundaries in Caledon using the current 65 ppj/ha assumption. The land requirement could be reduced if a higher intensification rate and/or a higher greenfield density is used. City staff feel increasing the average greenfield density may result in less farmland to be converted, more compact communities and lower servicing costs while still being attractive to residents.

How will Mississauga's growth to 2051 be allocated within the City?

- City staff are currently working with Regional staff on allocating the growth forecast to character areas and traffic zones within Mississauga. This work relies on existing Official Plan (OP) and zoning permissions, current applications in the development pipeline, local area studies (e.g. Meadowvale, Lakeview, Uptown), MTSA studies (e.g. Clarkson, Cooksville), and transportation studies (e.g. Dundas Connects).
- These local growth forecasts are used to help plan infrastructure such as roads, parks, water/wastewater, etc. This helps ensure new infrastructure is constructed in alignment with development. City Council last approved local forecasts in 2013.
- Staff have not yet completed the local forecasts and will report back to Council at a later date once Mississauga's City-wide allocation is finalized. Staff note that there is a growing urgency for the City to update its growth forecasts in order to move ahead with some important projects. For example, projects that are relying on updated forecasts include: updating the Development Charges (DC) By-law, creating the new Community Benefits Charge (CBC) By-law, undertaking traffic modelling in the Downtown and other key growth areas, and preparing infrastructure plans and the provision of community services.
- The Region is also undertaking a comprehensive settlement area boundary expansion (SABE) study to determine the appropriate location of new growth within Caledon. Staff are following this process as well.

What changes will result from the proposed forecasts of 995,000 people and 590,000 jobs to 2051?

- In urban municipalities, such as Mississauga, the growth target helps establish the overall planning vision in the OP, however, the real estate market ultimately determines the amount and timing of development.
- Staff do not expect major changes to the City's OP growth structure as a result of the new targets. The City has been actively updating its OP policies to accommodate future growth in areas such as the Downtown, Uptown Node, Lakeview Node, mall-based nodes, Major Transit Station Areas and the Dundas corridor. These areas have significant opportunities to absorb growth and maximize infrastructure investments in addition to other nodes.
 - Other provincial policies regarding Major Transit Station Areas and housing diversity are likely to have a greater impact on land-use planning in Mississauga.
 - City Council will still have control over where to direct growth through OP and zoning policies i.e. new intensification areas will not be imposed on the City due to the added growth.

-
- Regardless of the greenfield density and intensification rate decided on, there will be thousands of hectares of land needed for urban expansion in Caledon. Regional Council will need to determine the most appropriate location for this growth considering servicing costs, community integration, environmental protection, and other factors.

If you have any questions, please contact Jason Bevan (5497) or Katherine Morton (8524).



Andrew Whitemore, M.U.R.P.
Commissioner, Planning and Building

cc. Leadership Team
Jason Bevan, Director, City Planning Strategies
Katherine Morton, Manager, Planning Strategies
Bashar Al-Hussaini, Planner, City Planning Strategies

City of Mississauga Corporate Report



Date: November 13, 2020 To: Chair and Members of Planning and Development Committee	Originator's file: CD.21.SIT
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: December 7, 2020

Subject

RECOMMENDATION REPORT (CITY WIDE)

Proposed Updates to Site Plan Control By-law 0293-2006

Recommendation

That the Report dated November 13, 2020 from the Commissioner of Planning and Building titled "Proposed Updates to Site Plan Control By-law 0293-2006" be adopted, and that Site Plan Control By-law 0293-2006, as amended, be further amended in accordance with the staff recommendations in this report.

Background

In June 2006, the City of Mississauga's Site Plan Control By-law was consolidated and updated. It is further updated based on periodic reviews by the Planning and Building Department, plans of subdivision and other land severances, and Council adopted recommendations with respect to development applications, land use studies or design guidelines.

The purpose of this report is to identify required updates to the Site Plan Control By-law, along with the rationale for each amendment.

Comments

Five amendments to the Site Plan Control By-law (SPC) are proposed. In order of the sections of the By-law, they are as follows:

Schedules 7 and 7B

Schedule 7 identifies that properties which front, flank and/or abut Mississauga Road are subject to site plan approval. It has come to staff's attention that land divisions occurred in 2006 and 2011 which resulted in the creation of lots with the municipal addresses of 1742, 1746 and 1754 Paddock Crescent, north of Mississauga Road and Burnhamthorpe Road West. As these

properties do not abut Mississauga Road, they should not be subject to site plan control. Schedules 7 and 7B must be amended to remove the shading from these lots to remove them from the by-law.

It is recommended that Schedules 7 and 7B be amended to remove the properties at 1742, 1746 and 1754 Paddock Crescent from the schedule.

Schedules 7 and 7C

Schedule 7 identifies that properties which front, flank and/or abut Mississauga Road are subject to site plan approval. Properties on Doulton Drive (Schedule 4) are also subject to site plan control. Recent property severances on Doulton Drive resulted in the creation of new lots which front onto or flank Mississauga Road. Although captured on Schedule 4 of the SPC By-law, the gap on Schedule 7C might lead to the incorrect assumption that the properties at 2351 Mississauga Road and 2208 and 2215 Doulton Drive are not subject to site plan control.

It is recommended that Schedules 7 and 7C be amended to add the properties at 2351 Mississauga Road and 2208 and 2215 Doulton Drive to the schedule.

Schedule 9

Schedule 9 of the SPC By-law applies to all development or redevelopment of properties in Streetsville. A technical change is required to remove the shading from a portion of Church Street, as City roads are not shaded on the site plan control mapping.

It is recommended that Schedule 9 be amended to remove shading from a portion of Church Street as currently shown on the schedule.

Schedule 12A

Schedule 12A "Downtown Core Built Form Standards January 22, 2013" was updated in 2020 to reflect the June 8th Local Planning Appeal Tribunal (LPAT) settlement for Mississauga Official Plan Amendment No. 8 and Zoning By-law 0050-2013. The current Schedule 12A will be deleted and replaced with the version entitled "Downtown Core Built Form Standards, 2020".

It is recommended that Schedule 12A, "Downtown Core Built Form Standards, January 23, 2013" be deleted and replaced with "Downtown Core Built Form Standards, 2020".

Schedule 14

Schedule 14 was added to the SPC By-law in 2014 when the employment area near Eglinton Avenue West and Ninth Line was primarily vacant land. Since that time, the area has developed and new local roads have been constructed. The existing schedule must be deleted and replaced to show the new road pattern.

It is recommended that Schedule 14 be deleted and replaced to show the current road network for the lands identified on the schedule.

COMMUNITY ENGAGEMENT

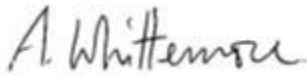
No community or public meetings are required under the provisions of the *Planning Act*.

Financial Impact

Not applicable.

Conclusion

It is recommended that the above noted changes be made to the Site Plan Control By-law. The amendments will reflect property splits along Mississauga Road, replace outdated Downtown Core Built Form Standards with the version that reflects the recent LPAT settlement for MOPA 8 and By-law 0050-2013 and update the road pattern on one of the Schedules.



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

Prepared by: Lisa Christie, Special Projects Planner