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## REVISED AGENDA

### Planning and Development Committee

**Date:** January 11, 2021  
**Time:** 6:00 PM  
**Location:** Online Video Conference

#### Members

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

#### Participate Virtually

Advance registration is required to participate in the virtual public meeting. Please email [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) no later than Friday, January 8, 2021 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 by 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, January 8, 2021 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

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

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

Send written submissions or request notification of future meetings to:

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

1. **CALL TO ORDER**

1.1. APPOINTMENT OF VICE-CHAIR

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Meeting Draft Minutes - December 7, 2020

3.2. Planning and Development Committee Meeting Draft Minutes - December 9, 2020

4. **MATTERS TO BE CONSIDERED**

4.1. RECOMMENDATION REPORT (WARD 8)

Sign Variance Application to permit one (1) billboard sign with electronic changing copy sign faces

3663 Platinum Drive

Applicant: Christ Roubekas

File: SGNBLD 20-2491 VAR W8

4.2. REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW (WARD 9)

Application to remove the holding provision to permit an apartment building

6550 Glen Erin Drive

Owner: BCIMC Realty Corporation (QuadReal)

File: H-OZ 20/003 W9

Bill 139

4.3. INFORMATION STATUS AND RECOMMENDATION REPORT FOR REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 (WARD 7)

Application to remove the "H" holding provision to permit a 36 storey apartment building with 366 units (Phase 1 of the parcel redevelopment)

185 Enfield Place, south of Burnhamthorpe Road West and west of Hurontario Street

Owner: The Canada Life Assurance Company

File: H-OZ 18/002 W7

4.4. REMOVAL OF THE "H" PROVISION FROM ZONING BY-LAW 0225-2007 (WARD 3)

Application to remove the "H" provision to permit two detached dwellings and 32 townhomes 3111 and 3123 Cawthra Road, east side of Cawthra Road, north of Dundas Street East

Owner: Maple Valley Development Corporation Inc.

File: H-OZ 19/009 W3

4.5. RECOMMENDATION REPORT (ALL)

A By-law to amend the City's Building By-law 203-2019, to waive building permit application fees associated with temporary outdoor patios for retail sales and display and outdoor recreational and entertainment establishment from November 16, 2020 until December 31, 2021

4.6. PUBLIC MEETING INFORMATION REPORT (WARD 11)

Rezoning application to permit 10 four storey back to back townhomes  
86 Thomas Street, west of Joymar Drive and north of Thomas Street  
Owner: Forgione Investments  
File: OZ 20/011 W11

4.7. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units  
958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue  
Owner: Peel Housing Corporation  
File: OZ 20/005 W1

4.8. PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses  
16, 34 and 36 Elm Drive West, southwest corner of Elm Drive West and Hurontario Street  
Owner: Solmar (Edge 3) Corp.  
File: OZ 20/015 W7

5. ADJOURNMENT



City of Mississauga

# Corporate Report



<p>Date: December 18, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: SGNBLD 20-2491 VAR W8</p>
	<p>Meeting date: January 11, 2021</p>

## Subject

### **RECOMMENDATION REPORT (WARD 8)**

**Sign Variance Application to permit one (1) billboard sign with electronic changing copy sign faces**

**3663 Platinum Drive**

**Applicant: Christ Roubekas**

**File: SGNBLD 20-2491 VAR W8**

## Recommendation

1. That the report dated December 18, 2020 from the Commissioner of Planning and Building regarding variances to the Sign By-law to permit one (1) billboard sign with electronic changing copy sign faces under File SGNBLD 20-2491 W8, Christ Roubekas, 3663 Platinum Drive, be received for information.
2. That the request to permit one (1) billboard sign with electronic changing copy sign faces be refused.

## Background

The applicant has requested a variance to the Sign By-Law 0054-2002 as amended, to permit one (1) billboard sign with electronic changing copy sign faces (Appendix 1). Planning and Building Department staff do not support the variance as proposed. In accordance with Resolution 0020-2015, applications for sign variances that are refused by staff may be appealed by applicants to the Planning and Development Committee (PDC) for further consideration.

In addition, in accordance with Recommendation PDC-0065-2017 all proposed billboard signs with electronic changing copy (electronic billboard signs) are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* and brought to PDC for consideration. The Guidelines include, but are not

limited to, minimum distances of electronic billboard signs from residential zones and driver decision points such as intersections.

The purpose of this report is to provide the information regarding the application and the rationale for the recommendations.

## Comments

### Site Location

The subject property is located on the east side of Ninth Line, between Platinum Drive to the south and Eglinton Avenue West to the north, on lands zoned **E2** (Employment). The site currently accommodates a car wash and automotive detailing facility. The adjoining vacant lot to the north, zoned **C5** (Commercial), is the subject of an active site plan application, SP 19/25 W8 for a gas station with a drive-through restaurant. The adjacent vacant lot to the east, zoned **E2** (Employment) is the subject of an active site plan application SP 19/106 W8 for a six (6) storey hotel. There is an existing private school on lands zoned **E2** (Employment) at the southeast corner of Platinum Drive and Ninth Line. There are other surrounding vacant properties to the east and south which are zoned **C3** (Commercial) and **E2** (Employment).

At the northeast corner of Eglinton Avenue West and Ninth Line and continuing east beyond Ridgeway Drive are existing townhomes and other forms of low-rise residential development.

On the west side of Ninth Line, from Platinum Drive to the north of Eglinton Avenue West, there are vacant lands zoned **D** (Development) and **PB1** (Parkway Belt) as well as existing detached dwellings on large lots zoned **D** (Development). Further west, beyond these is Highway 407.



Aerial Image of Subject Property

## History

Although electronic billboard signs are not permitted in the Sign By-Law, one (1) traditional billboard sign is permitted for an individual industrial free standing establishment where there is no ground sign on the property. There are currently two (2) existing ground signs on the property, one along the Ninth Line frontage and the other along the Platinum Drive frontage, that were issued permits in 2018.

## Proposal

The applicant has requested a variance to the Sign By-law to permit one (1) billboard sign with electronic changing copy along the Ninth Line frontage. The applicant has indicated that the ground sign along the Ninth Line frontage will be removed and replaced with the proposed electronic billboard sign, leaving one existing ground sign along the Platinum Drive frontage.



Image of Existing Conditions

## Analysis

The proposed electronic billboard sign does not meet some of the criteria listed in the Council approved document entitled, Guidelines for the Review of Billboard Signs with Electronic Changing Copy, in the following areas:

- Minimum distance of 120 m (394 ft.) to a driver decision point including intersections where the speed limit is less than 80km/h whereas, the distance from the proposed electronic billboard sign to the intersection of Ninth Line and Platinum Drive is less than 80 m (263 ft.)
- Minimum distance of 250 m (820 ft.) to lands zoned for residential use whereas, the distance from the proposed electronic billboard sign to the townhouse development at the northeast corner of Eglinton Avenue West and Ninth Line is less than 170 m (558 ft.)
- Minimum setback of 7.5 m (25 ft.) from the property line along a street frontage whereas 3.18 m (12 ft.) is proposed to the property line along Ninth Line

The applicant has indicated his intention to eliminate the existing ground sign along the Ninth Line frontage. However, in accordance with the Sign By-Law, both existing ground signs including the one along Platinum Drive will have to be removed if a billboard sign of any kind is to be installed on the property. It is important to note that only third party advertising is permitted

on billboard signs and therefore, the proposed electronic billboard sign cannot be used for the tenant advertising currently displayed on the existing ground signs. Planning and Building staff are concerned that this may impact the willingness of the applicant to remove the ground signs which were only recently approved in 2018.

The applicant has demonstrated a willingness to relocate the proposed electronic billboard sign in order to achieve the minimum setback of 7.5 m (25 ft.) from the property line along Ninth Line. Although the relocation results in an increased distance separation of 190 m (623.4 ft.) from the existing townhomes, it is still less than the 250 m (820 ft.) minimum specified in the Guidelines. This would result in a reduced distance separation of 60 m (197 ft.) from the intersection of Ninth Line and Platinum Drive, which is half of the 120 m (394 ft.) specified in the Guidelines.

Maintaining a minimum distance of 250 m (820 ft.) from an electronic billboard sign to residential uses allows for an appropriate visual buffer to such sensitive land uses, and reduces the visual impact on the existing or planned character of a residential area.

Maintaining a minimum distance of 120 m (394 ft.) to driver decision points such as intersections, contributes to traffic safety.

The applicant has requested that the matter be given consideration by Planning and Development Committee (PDC).

## Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

## Conclusion

The requested variance to permit a billboard sign with electronic changing copy sign faces should be refused. The proposed sign does not meet some of the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

## Attachments

Appendix 1: Applicant's request and letter of rationale

Appendix 2: Applicant's Urban Design Impact Assessment



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Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building  
Prepared by: Erinma Chibututu, Urban Designer

July 7, 2020

City of Mississauga  
Planning and Building Department, Sign Unit  
300 City Centre Drive  
MISSISSAUGA ON  
L5B 3C1

To Whom it May Concern;

RE: Application for Variance  
3663 Platinum Drive (E2 Zoning Designation)

Dear Sir/Madam;

On behalf of the owner and Due to Construction Media, please find attached our sign application for the above referenced address. Included with the application are the following items:

1. Sign Application Form
2. Letter of Authorization
3. Site Plan
4. Sign Diagrams and Specifications Package
5. Context Map Package with Distance Measurements
6. Sign Renderings and Photos
7. 3D Images Package

The parcel is currently occupied by AutoSpa Car Wash Detailing business with a ground sign that includes an electronic changing sign component. The application is to replace the existing ground sign with a billboard ground sign with electronic changing copy. The proposed sign display will be targeting traffic travelling in both directions (NW and SE) along the Ninth Line roadway.

As per attached context maps you will note the following:

- Approx. 200 m to the southeast along Ninth Line are 4 large industrial buildings occupying tenants such as TOA Canada Corporation, Hot Freight Internationals Inc., SunTek Window Films and Safety Express Head Office;
- Approx. 105 m to the east is Sherwood Heights Private School (note the school building is significantly setback from the Ninth Line roadway at a distance greater than 95 m);
- To the north is an adjacent, undeveloped parcel with approximately 70 m of frontage along the Ninth Line (it is our understanding the future plans for this corner site at Ninth Line Eglinton Ave will be a gas station);
- Further north and across Eglinton Avenue W (approx. 194 m) is a condominium complex;
- Directly across the street to the west is a heavily treed parcel that is unoccupied and further west, at approx. 221 m is the edge of the Express Toll Route; and
- Behind AutoSpa to the east are undeveloped parcels and it is our understanding there will be additional industrial establishments erected once the property gets developed.

As you review the application, we ask that you take into consideration the following planning rationale:

- The existing ground sign with electronic changing component has been there for a number of years. During that time, we are not aware of any concerns or issues;

- As per attached signage diagrams and specifications, the proposed display will be v-shaped so that both displays will be angled/oriented towards the roadway and away from adjacent uses. In addition, the display will not exceed 7.62 m in height and will not exceed 20 square meters in area;
- The distance to the condominium complex is significant at 190+ m;
- The proposed billboard ground sign with electronic changing copy is to be placed at approximately the same location and footprint as the existing ground sign. As a result, there will be no net increase to the number of ground signs for this established freestanding industrial establishment and display will be no closer than 7.5 m from the street line;
- The posted speed limit along this portion of the Ninth Line is 70 km/hour and the distance to the controlled intersection of Ninth Line and Eglinton Ave is approx. 130 m, which is greater than the minimum requirement distance of 120 m. There are no other important decision-making points for drivers near the proposed electronic billboard location;
- The character of the streetscape along Ninth Line to the south of Eglinton Avenue W is predominantly industrial in nature, other than the private school which is located in the middle of the industrial area and is an anomaly in the area;
- There are no significant features such as heritage buildings, important views and vistas, natural features, public art and/or unique architectural style in this area;
- The proposed electronic billboard is not visible to the traffic travelling along the Express Toll route due to the distance of 220 m +, the mature forest of trees located in between the proposed sign and Toll route and the Express Toll route is situated at a lower elevation than the Ninth Line roadway; and
- The proposed billboard ground sign with electronic changing copy will continue to add color and vibrancy to this industrial area as does the current ground sign with electronic changing sign component.

Based on the above planning rationale, it is our opinion that the proposed billboard ground sign with electronic changing copy will seamlessly take the place of the existing ground sign with current electronic changing sign component, with no negative impacts to the surrounding businesses and community.

Thank you for your consideration of this variance application and we look forward to your feedback upon review.

Sincerely,

Chris Roubekas  
c/o Due to Construction Media

September 11, 2020

City of Mississauga  
 Planning and Building Department, Sign Unit  
 300 City Centre Drive  
 MISSISSAUGA ON  
 L5B 3C1

Attention: Ms. Erinma Chibututu

RE: Urban Design Impact Assessment  
 Application for Variance - 3663 Platinum Drive (E2 Zoning Designation)

Dear Ms. Chibututu;

On behalf of the owner and Due to Construction Media, please find the following information as part of an urban design impact assessment for the sign application for the above referenced address:

Required Information:

2.1 Please find attached context maps/plans that shows the context around the proposed sign.

2.2 Please note that the context maps/plans show the following features:

- All existing and approved developments
- Sensitive land uses including but not limited to residential buildings, residential uses within mixed use developments, schools, hospitals
- Street names, roads and highways
- Street trees, landscape areas, sidewalks and all existing features on the boulevards
- Street furniture, light standards, traffic lights, bus stops and shelters

Please that the context maps/plans do not show the following features as these features are not to be found within the surrounding area of the proposed sign:

- Existing and approved billboard and ground signs (please note the one existing ground sign seen on the maps/plans is the one that will be removed should this application be successful)
- Public art installations
- Cultural Heritage Resources including Heritage designated and listed buildings, parks, monuments and features of historical significance
- Public and private open space and amenity areas
- Significant views and vistas where applicable

2.3 Please see attached 3D images of the proposed billboard sign with electronic copy within the context as described above. The images have been taken from 4 different directions.

- 2.41 As per attached context maps/plans, the character of the streetscape along Ninth Line to the south of Eglinton Avenue W as well as surrounding area is predominantly industrial in nature, other than the private school which is located in the middle of the industrial area and is an anomaly in the area. To the north is an adjacent, undeveloped parcel with approximately 70 m of frontage along the Ninth Line (it is our understanding the future plans for this corner site at Ninth Line & Eglinton Ave will be a gas station). Approximately 200 m to the southeast along Ninth Line are 4 large industrial buildings occupying tenants such as TOA Canada Corporation, Hot Freight Internationals Inc., SunTek Window Films and Safety Express Head Office. Directly

across the street to the west is a heavily treed parcel that is unoccupied. The scale and range of heights of the industrial buildings are one to two stories. There are also upcoming developments in the immediate area with retail commercial units being built to the immediate north west of the Auto Spa and industrial buildings that are 3+ stories high (Erin Mills Development Corporation) that will be situated kitty corner to the school. There are no significant features such as heritage buildings, important views and vistas, natural features, public art and/or unique architectural style in this area. In addition, the proposed electronic billboard is not visible to the traffic travelling along the Express Toll route due to the distance of 220 m +, the mature forest of trees located in between the proposed sign and Toll route and the Express Toll route is situated at a lower elevation than the Ninth Line roadway.

2.42 The proposed billboard ground sign with electronic changing copy will continue to add color and vibrancy to this industrial area just as the current ground sign with electronic changing sign component has been doing. The existing ground sign with electronic changing component has been there for a number of years and we are not aware of any concerns or issues. The proposed billboard ground sign with electronic changing copy is to be placed at approximately the same location and footprint as the existing ground sign. As a result, there will be no net increase to the number of ground signs for this established freestanding industrial development and display will be no closer than 7.5 m from the street line. As per application, the proposed display will be v-shaped so that both displays will be angled/oriented towards the roadway and away from adjacent uses, thus eliminating any potential negative impacts to surrounding uses. Furthermore, the distance to the condominium complex is significant at 190+ m.

Based on the above information, it is our opinion that the proposed billboard ground sign with electronic changing copy will seamlessly take the place of the existing ground sign with current electronic changing sign component, with no negative impacts to the surrounding businesses and community.

Thank you for your consideration of this variance application and we look forward to your feedback upon review.

Sincerely,

Chris Roubekas  
c/o Due to Construction Media



# City of Mississauga

# Corporate Report



Date: December 18, 2020  To: Chair and Members of Planning and Development Committee	Originator's file: H-OZ 20/003 W9
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: January 11, 2021

## Subject

### **REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW (WARD 9)**

**Application to remove the holding provision to permit an apartment building**

**6550 Glen Erin Drive**

**Owner: BCIMC Realty Corporation (QuadReal)**

**File: H-OZ 20/003 W9**

**Bill 139**

## Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision from the text of By-law 0225-2020 and the "H" symbol from the zoning maps, under File H-OZ 20/003 W9, BCIMC Realty Corporation (QuadReal), 6550 Glen Erin Drive, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

## Background

On July 3, 2019, Council adopted Resolution 0166-2019 to approve official plan amendment and rezoning applications submitted by BCIMC Realty Corporation, under file OZ 17/10 W9. On April 22, 2020, Council adopted Resolution 0113-2020 to amend the recommendation report in order to add an "H" holding provision within the implementing zoning by-law. By-law 0116-2020 was further passed by Council on May 20, 2020 zoning the subject property H-RA4-49. Upon removal of the "H" holding provision the by-law will permit a 12 storey apartment building with a floor space index of 2.12.

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning.

As part of this approval, Council required the "H" holding provision be added to the zone to allow time for the development agreement and Section 37 agreement to be executed.

The "H" holding provision was to remain in effect until the following is completed:

1. Execution of a Development Agreement in a form and on terms satisfactory to the City of Mississauga
2. Fulfil the Section 37 bonus zoning requirement for the approved development

## Comments

Section 36 of the *Planning Act* provides the legislative framework for a municipality to add and remove an "H" holding provision. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected landowners by pre-paid first class mail for this application.

The conditions for removing the "H" holding provision has been fulfilled as follows:

- The development agreement, which includes the Section 37 community benefit provision, has been executed
- The Section 37 community benefit has been paid

## 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

The conditions to remove the "H" holding provision have now been satisfied. The "H" holding provision can be removed from the by-law and the "H" holding symbol can be removed from the zoning map once the Development Agreement has been executed.

## Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Existing Zoning and General Context Map
- Appendix 3: Proposed Site Plan
- Appendix 4: Proposed Rendering

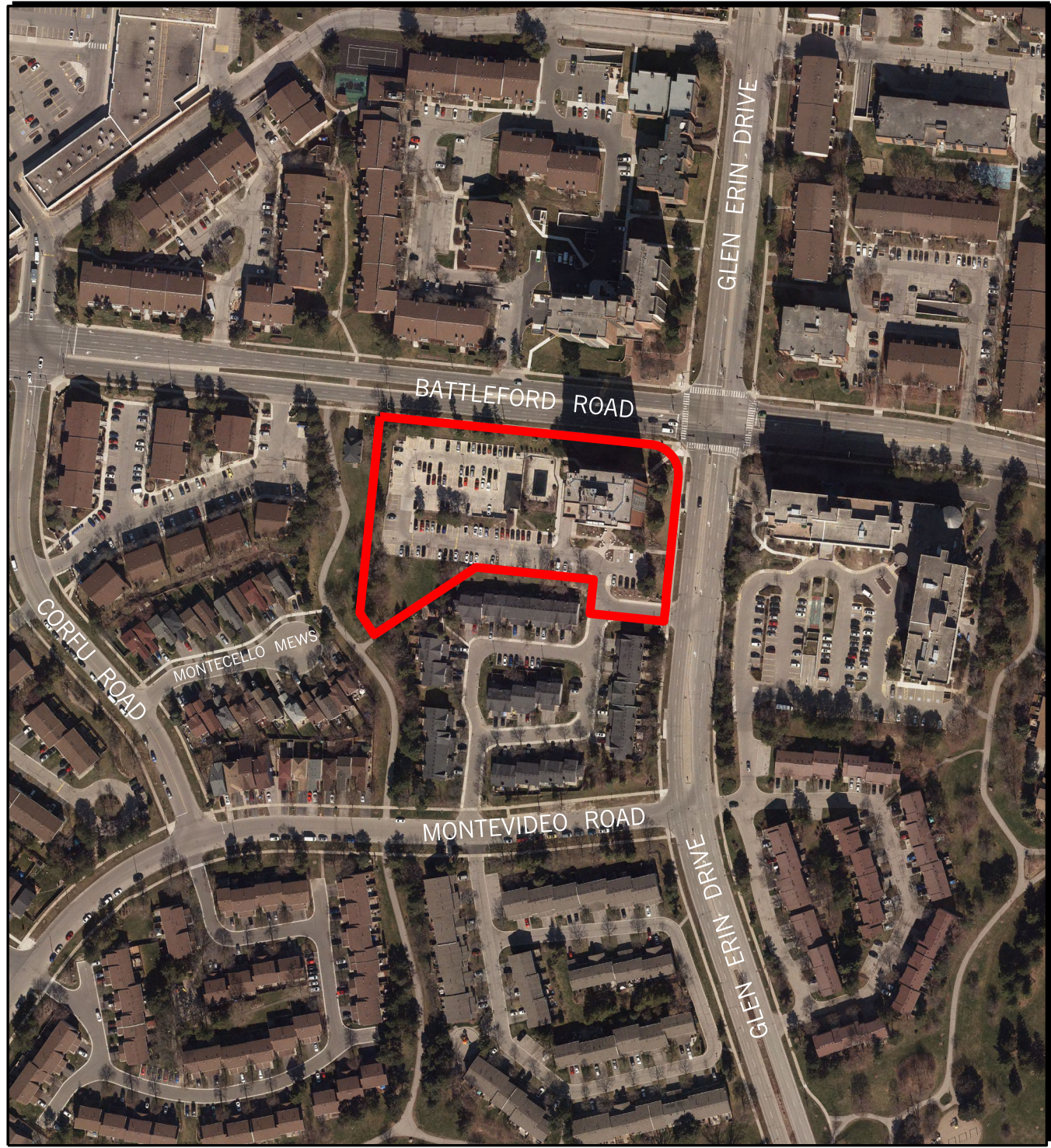


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Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lorie Sterritt, Development Planner





LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: 2020



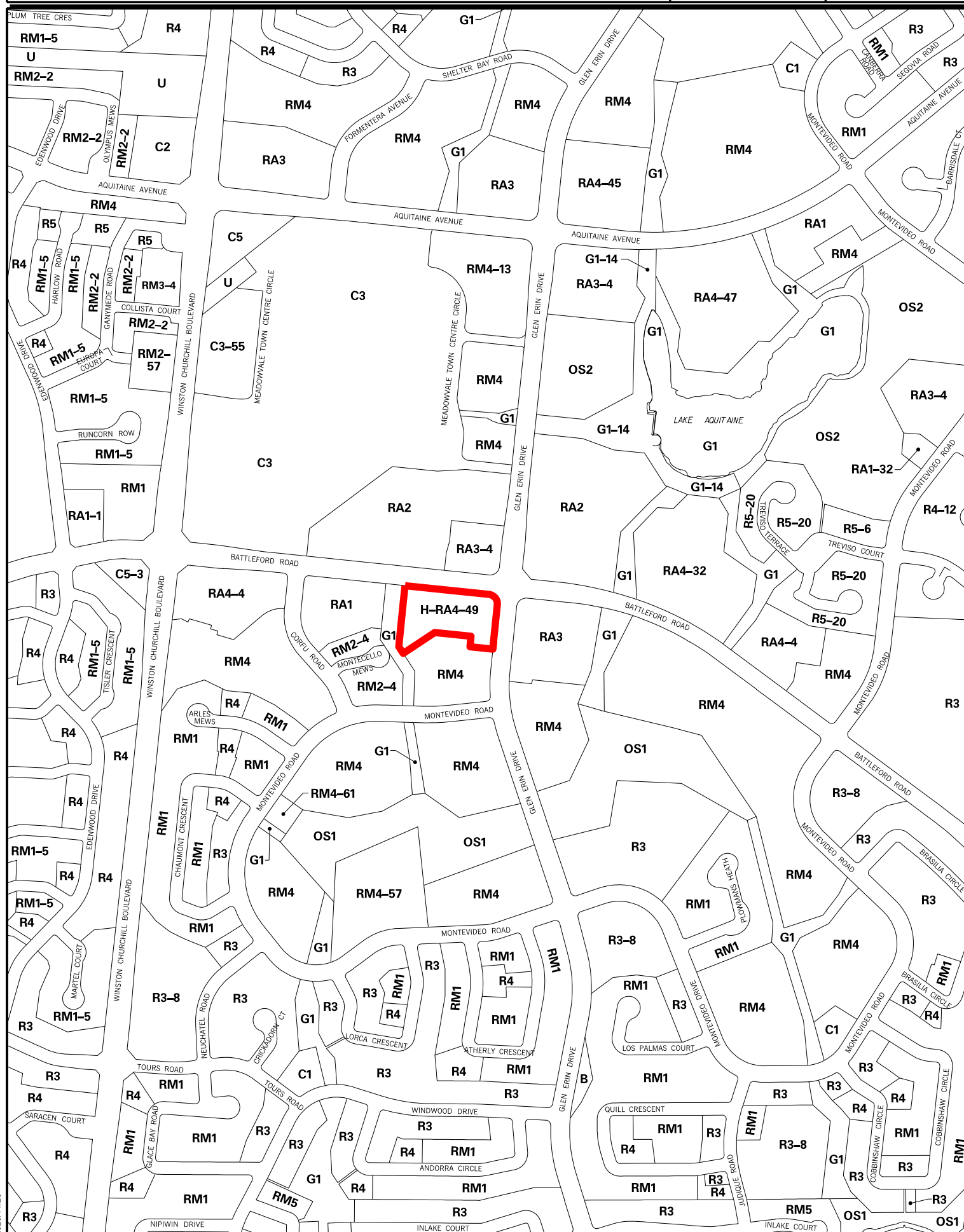
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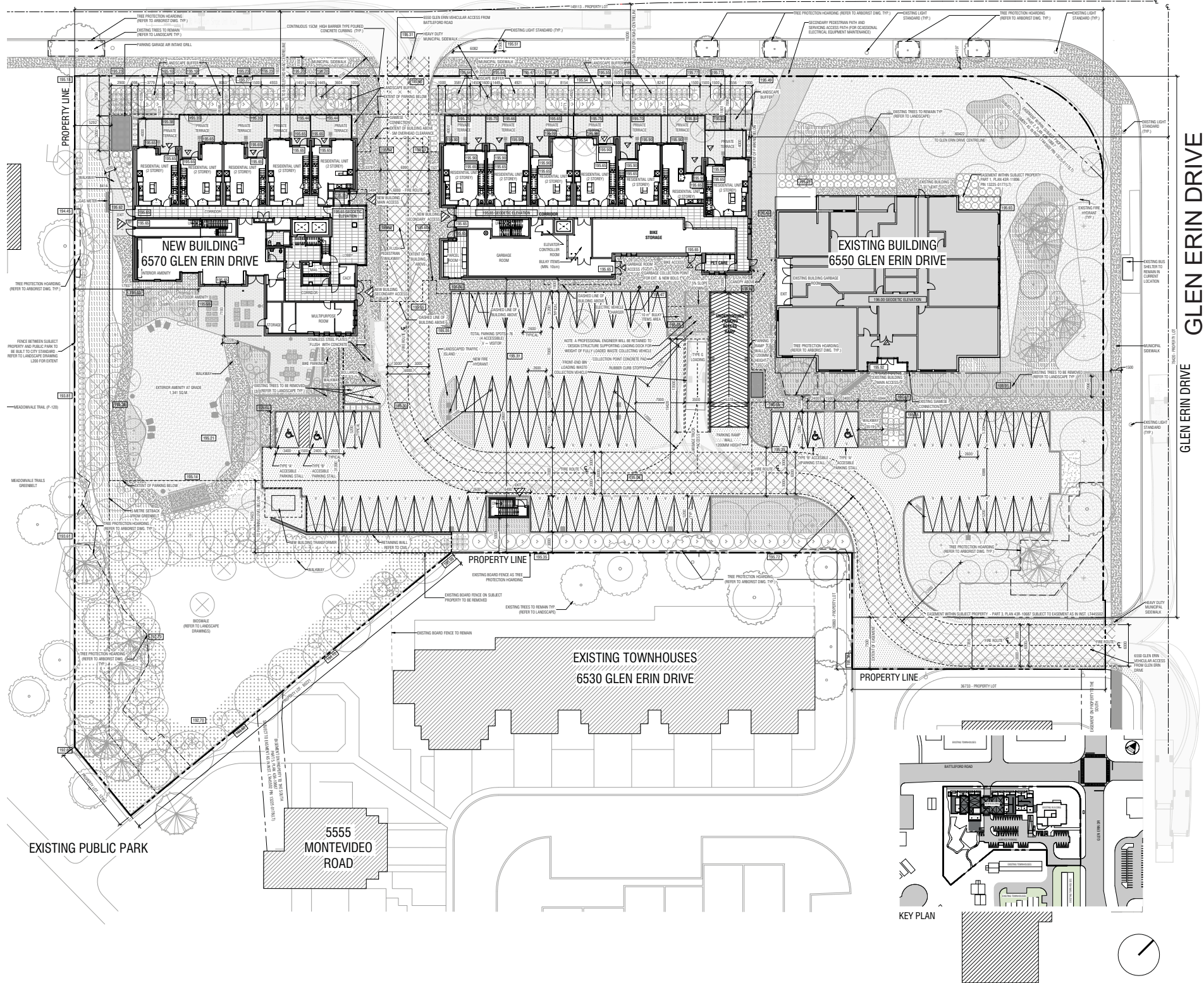
FILE NO: **H-OZ 20/003 W9**



Produced by  
CPS, Geospatial  
Solutions











# City of Mississauga

# Corporate Report



Date: December 18, 2020  To: Chair and Members of Planning and Development Committee	Originator's file: H-OZ 18/002 W7
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: January 11, 2021

## Subject

### **INFORMATION STATUS AND RECOMMENDATION REPORT FOR REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 (WARD 7)**

**Application to remove the "H" holding provision to permit a 36 storey apartment building with 366 units (Phase 1 of the parcel redevelopment)**

**185 Enfield Place, south of Burnhamthorpe Road West and west of Hurontario Street**

**Owner: The Canada Life Assurance Company**

**File: H-OZ 18/002 W7**

## Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision application, under File H-OZ 18/002 W7, The Canada life Assurance Company, 185 Enfield Place, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

## Background

The current zoning for the subject lands came into force and effect on June 20, 2007, as part of Council's approval of city wide Zoning By-law 0225-2007. This approval zoned the subject lands **H-CC2(2)** that included an "H" provision requiring the execution of a Development Agreement before the holding provision can be removed from the site.

The current official plan and zoning by-law permissions for the site allow for unlimited height and density and a mix of residential and commercial uses.

Appendix 1 provides detailed information on the area context, proposed development and planning regulations.

Upon removal of the "H" holding provision, the by-law will allow for the property owner to develop the parcel and, in particular, the southern half of the parcel for a 36 storey rental

apartment building with 336 units (Phase 1). Currently, the City is processing a site plan for this proposal under file SP 18/96 W7. In the future, a second site plan application will be required for the development of the northern portion of the site (Phase 2).

## Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of the "H" provision and allows municipalities to amend a by-law to remove the "H" holding provision. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail of this application



Aerial photo of 185 Enfield Place

The conditions for removing the "H" holding provision will be fulfilled as follows:

The owner will execute and enter into a Development Agreement, satisfactory to The Corporation of the City of Mississauga, addressing and agreeing to, amongst other things, the installation or placement of all required municipal works, municipal walkways, land dedications and the provision of required securities.

It is anticipated that the Development Agreement will be finalized and brought to Council in the winter of 2020, and then the by-law may follow to remove the "H" holding provision. The



development agreement will address the installation of the streetscape along Enfield Place (street trees, unit paving, benches) and the provision of securities to ensure the required works are completed.

## 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

The conditions to remove the "H" holding provision will soon be satisfied. The "H" holding provision can be removed once the Development Agreement has been executed.

## Attachments

Appendix 1: Detailed Information



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

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

## **Detailed Information and Preliminary Planning Analysis**

**Owner: The Canada Life Assurance Company**

**185 Enfield Place**

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## 1. Site and Neighbourhood Context

### Site Information

The property is located at the eastern portion of an existing block in between the north and south portions of Enfield Place. The site has public street frontage on three sides and is located directly across the street from Matthews Gate. The site currently contains a parking lot.



Image of existing conditions facing north  
(Source: Google Maps)

Property Size and Use	
Approximate Frontages: Enfield PI (North)	48.0 m (157.48 ft.)
Enfield PI (South)	82.3 m (270.1 ft.)
Enfield PI (East)	79.1 m (259.5 ft.)
Approximate Depth:	100.0 m (328.1 ft.)
Gross Lot Area:	0.80 ha (1.98 ac.)
Existing Uses:	Parking lot

### Surrounding Land Uses

The surrounding land uses are:

- North: Sussex Centre, Burnhamthorpe Road East
- East: 32 storey apartment building, office building, Hurontario Street
- South: 24 storey apartment building, 23 storey apartment building
- West: 19 storey apartment building, Kariya Drive and Kariya Park



Aerial Photo of 185 Enfield Place

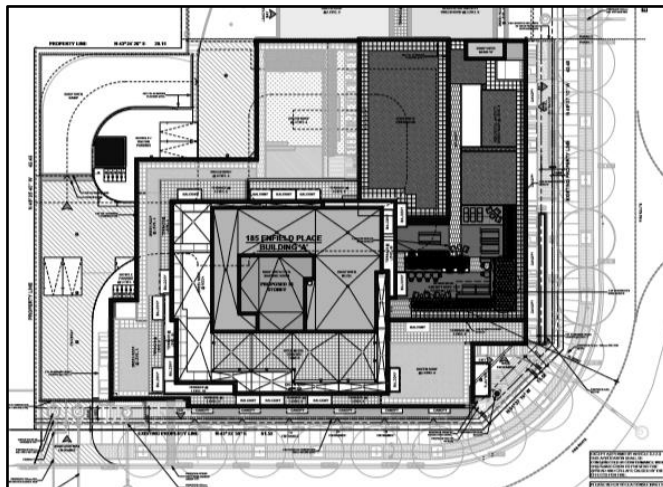
### Infrastructure

The application will execute an amended boulevard streetscape treatment along Enfield Place in accordance with the City's Downtown standard detail.

## 2. Project Details and Concept Plan

Upon removal of the "H" holding provision, the lands will permit the development of the southern portion of the parcel for a 36 storey rental apartment building with 366 units.

Development Proposal		
Application submitted:	Received: August 17, 2018 Deemed complete: August 24, 2018	
Developer/ Owner:	The Canada Life Assurance Company	
Applicant:	Urban Strategies	
Number of units:	366 units	
Proposed Gross Floor Area:	23 788.4 m <sup>2</sup> (256,058.18 ft <sup>2</sup> ) (256,056.2?)	
Height:	36 storeys	
Floor Space Index:	7.30 (Phase 1)	
Anticipated Population:	801* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	421	366
visitor spaces	73	55
Total	494	421



Site Plan of  
Proposal



Applicant's rendering of proposed 36 storey rental  
apartment building (phase 1)

### 3. Land Use Policies, Regulations & Amendments

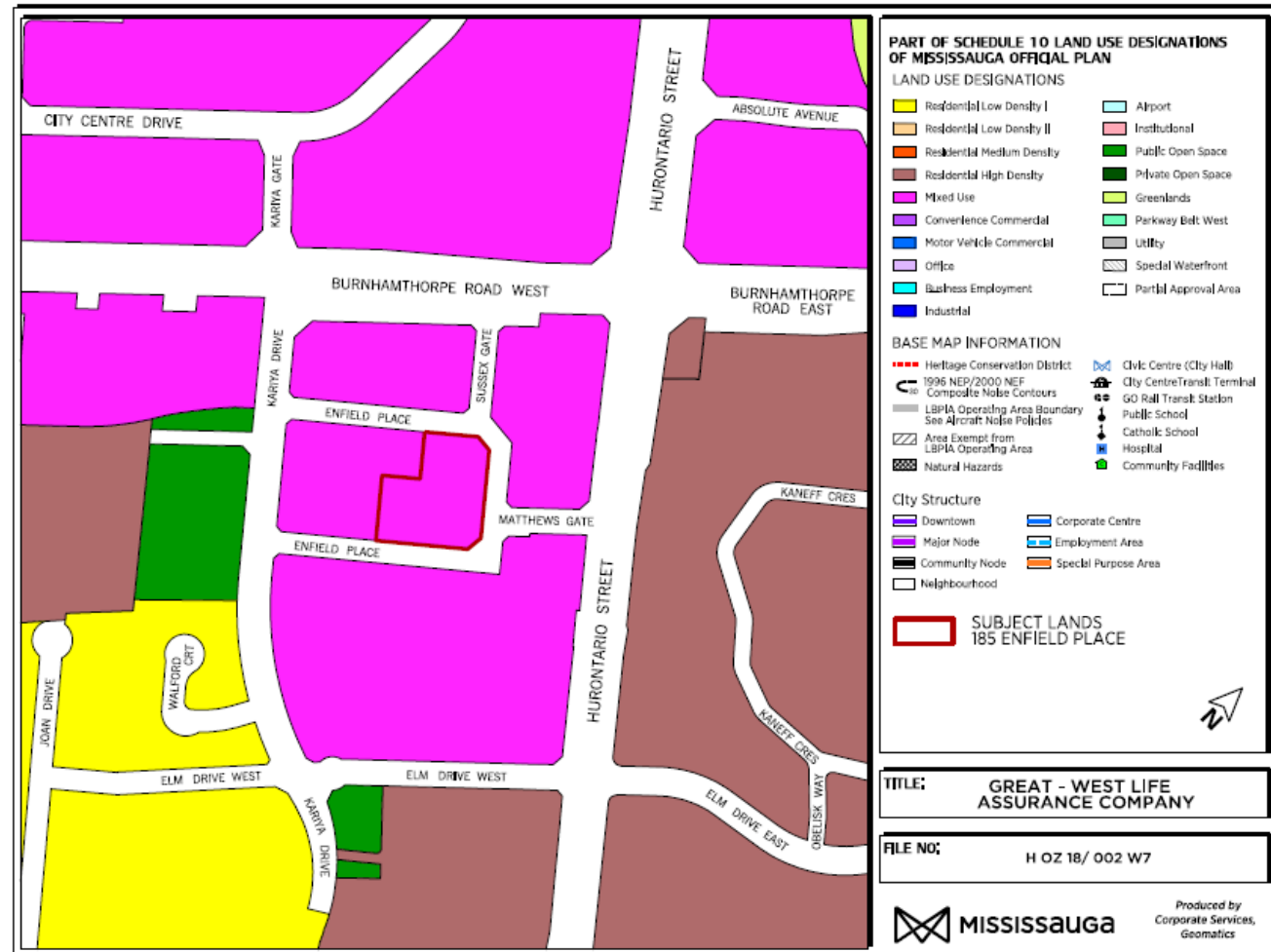
#### Mississauga Official Plan

##### Existing Designation

**Downtown Mixed Use** which permits all forms of high density residential development, offices, retail commercial uses, civic and cultural facilities, hotel and conference facilities, restaurants, entertainment facilities, community infrastructure and parkland.

(Note: There is no change to the Official Plan or designations)

##### Excerpt of Mississauga Official Plan





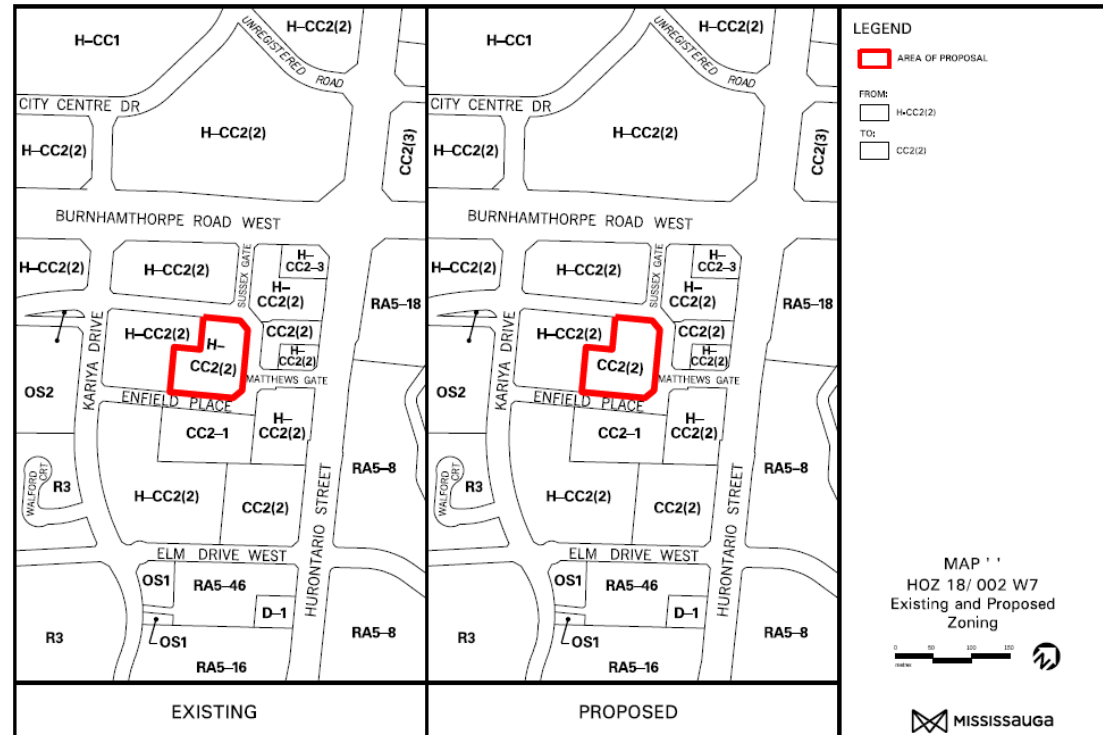
## Mississauga Zoning By-law

## Existing and Proposed Zoning

H-CC2(2) (City Centre Mixed Use), which restricts development until an executed servicing and development agreement is entered into for all required municipal works including streetscape improvements and provision of parkland, along with all securities.

Once the "H" holding provision is lifted, CC2(2) permits apartment dwellings, long-term care dwellings and retirement dwellings, offices, medical offices, restaurants and retail commercial uses. The zoning map will be updated to remove the H provision from the zone category and map.

## Excerpt of Zoning By-law 0225-2007



# City of Mississauga

## Corporate Report



<p>Date: December 18, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: H-OZ 19/009 W3</p> <hr/> <p>Meeting date: January 11, 2021</p>
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### Subject

#### **REMOVAL OF THE "H" PROVISION FROM ZONING BY-LAW 0225-2007 (WARD 3)**

Application to remove the "H" provision to permit two detached dwellings and 32 townhomes 3111 and 3123 Cawthra Road, east side of Cawthra Road, north of Dundas Street East

Owner: Maple Valley Development Corporation Inc.

File: H-OZ 19/009 W3

### Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" provision application, under File H-OZ 19/009 W3, Maple Valley Development Corporation Inc., 3111 and 3112 Cawthra Road, be received for information, and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

### Background

On March 26, 2019, the Local Planning Appeal Tribunal issued an order approving the rezoning of the subject lands to **H-R5-49** (Detached Dwellings - Typical Lots) and **H-RM8-15** (Back to Back and/or Stacked Townhouses). Upon removal of the "H" holding provision, the by-law will allow the development of two detached dwellings and 32 common element condominium townhomes.

The applicant is currently satisfying conditions of draft plan approval to create two detached dwelling lots and six blocks under File T-M16001 W3. A site plan application is currently under review for the townhome dwellings under File SP 18/133 W3.

### Comments

Section 36 of the Planning Act provides the legislative framework for the removal of the "H" holding provision and allows municipalities to amend a by-law to remove the "H" holding

provision. A formal public meeting is not required, however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

The conditions for removing the "H" holding provision are in the process of being fulfilled as follows:

The provision of any outstanding technical plans, studies and reports to the satisfaction of the City of Mississauga ("City") and Region of Peel ("Region") including:

1. Updated functional servicing report including grading and servicing plan;
2. Current Environmental Site Screening Questionnaire and Declaration (ESSQD);
3. Updated noise impact study;
4. Updated shadow study;
5. Provision of noise, servicing, access and right-of-way requirements to the Region;
6. Confirmation that the lands to be dedicated to the City meet applicable Ministry of Environment, Conservation and Parks requirements; and,
7. Establishment of satisfactory access and interconnection arrangements with the proposed development at 3105 Cawthra Road.

The applicant has submitted the required reports/studies to the satisfaction of the City and will enter into a subdivision agreement.

If approved, staff will table the removal of the "H" provision by-law for Council's consideration at the same time that a by-law authorizing staff to enter into a subdivision agreement with the applicant will be considered.

## 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

The conditions to remove the "H" holding provision are in the process of being fulfilled. The "H" holding provision can be removed once the subdivision agreement has been executed.



## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Existing Zoning and General Context Map



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

Prepared by: Adam Lucas, Development Planner



## LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: Spring 2020



## TITLE:

MAPLE VALLEY DEVELOPMENT CORP.

## FILE NO:

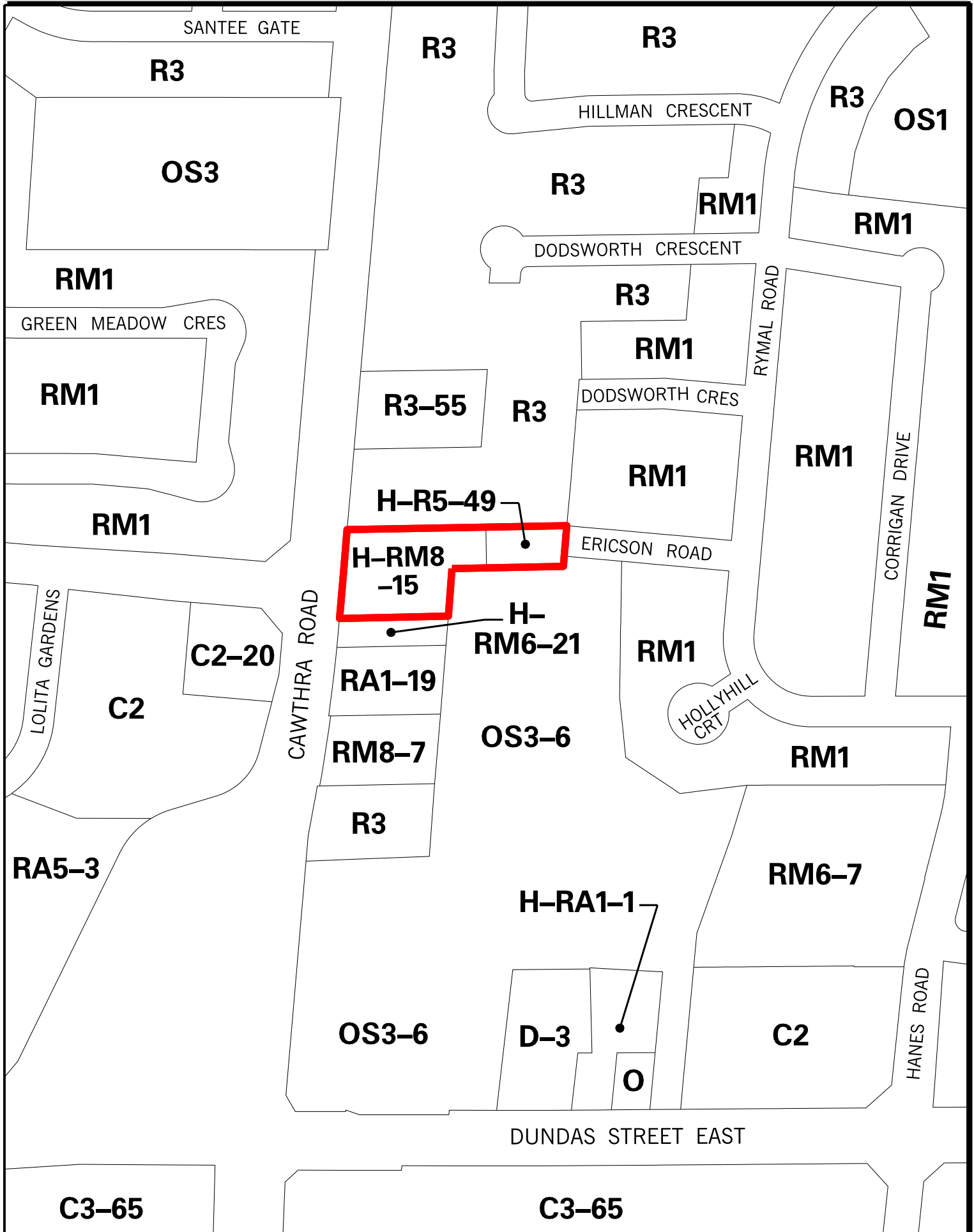
HOZ 19/ 009 W3



MISSISSAUGA

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CPS, Geospatial  
Solutions





# City of Mississauga Corporate Report



Date: December 17, 2020  To: Chair and Members of the Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: January 11, 2021

## Subject

**A By-law to amend the City's Building By-law 203-2019, to waive building permit application fees associated with temporary outdoor patios for retail sales and display and outdoor recreational and entertainment establishment from November 16, 2020 until December 31, 2021**

## Recommendation

That the City's Building By-law 203-2019 be amended respecting construction, demolition and change of use permit, inspections and related matters (The Building By-law) to waive building permit application fees for tents fees associated with temporary outdoor retail sales and display and temporary outdoor recreational and entertainment establishments until December 31, 2021, as defined in Zoning By-law 0225-2007, as amended, commencing retroactively on November 16, 2020 until December 31, 2021

## Report Highlights

- The Building Code Act authorizes Council to administer the Act and determine an appropriate fee structure to maximize cost recovery in providing building permit and inspection services.
- Waive building permit fees associated with temporary tents as identified within Temporary Use By-law 0307-2020

## Background

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

Ontario's Building Code Act, 1992 sets the regulatory framework for the construction, renovation and change of use of buildings. It sets out or authorizes technical standards; administrative procedures; enforcement powers; and mechanisms for dispute of appeals and new product and system approvals.

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

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

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

In accordance with Part IX of the Building By-law, a 21-day public notice must be provided prior to the public meeting, as well as to any persons and organizations that requested notice in the last five years. Upon discussions with the Office of the City Clerk, no persons or organizations has requested notice.

## **Present Status**

Building permit fees for temporary tents are collected in accordance with the rates identified in Building By-law 0203-2019. These fees are in addition to the administrative charges required to process an electronic building permit application. A building permit would only be required for tents which are greater than 60m<sup>2</sup> (645 ft<sup>2</sup>) in size or within 3m (9.5 ft) of a structure.

## **Comments**

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

## Financial Impact

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

## Conclusion

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

## Attachments

Appendix 1: The Building By-law 203-2019, as amended

Schedule A – Permit Fees and Refunds

Schedule B – Building Classifications and Permit Fees

Schedule C – Forms

Schedule D – Plans and Specifications

Schedule E – Prescribed Inspections



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

Prepared by: Ezio Savini, Director Building Division



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0208-2019

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

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

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

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

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

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

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

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

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

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

## **PART III - PERMIT APPLICATION**

### **General**

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



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

#### **Permit to Construct**

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

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

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

#### **Permit to Demolish**

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

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

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

#### **Conditional Permit**

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

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

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

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

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

### Occupancy Permit – Certain Buildings of Residential Occupancy

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

### Permits – Sewage Systems

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

### PART IV: ISSUING PERMITS

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

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

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

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

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

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

## **PART VII - ALTERNATIVE SOLUTIONS**

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

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

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

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

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

## **PART X - FEES**

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

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

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

**PART XII - REFUNDS**

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

**PART XIII - FENCING**

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

**PART XIV - TRANSFER OF PERMITS**

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

**PART XV - PENALTY**

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

**PART XVI – MISCELLANEOUS**

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

**PART XVII – SCHEDULES**

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

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

**PART XVIII - REPEAL**

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

**PART XIX - SHORT TITLE**

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

**PART XX - EFFECTIVE DATE**

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

ENACTED and PASSED this 11 day of ~~DECEMBER~~ DECEMBER, 2019.

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

*Karen Rae*

ACTING

MAYOR

*[Signature]*

CLERK

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-1"

Effective January 1, 2020 to December 31, 2020

Permit Fees and Refunds

1. FEES

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

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

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

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

1.1 CLASS OF PERMIT

PERMIT FEE

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

See Schedule "B-1" for classifications and permit

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

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

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

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

\$415.00 for each blocks of units

1.1.4 Sewage System

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



### Permit Fees and Refunds

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

### Permit Fees and Refunds

## 2. REFUNDS OF PERMIT FEES

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

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-2"

Effective January 1, 2021 to December 31,  
2021

Permit Fees and  
Refunds

1. FEES

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

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

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

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

1.1 CLASS OF PERMIT

PERMIT FEE

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

See Schedule "B-2" for classifications and permit

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

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

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

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

\$427.00 for each blocks of units

1.1.4 Sewage System

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

**Permit Fees and  
Refunds**

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

## Permit Fees and Refunds

### 2. REFUNDS OF PERMIT FEES

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

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE  
"A-3"

Effective January 1, 2022 to December 31,  
2022

Permit Fees and  
Refunds

1. FEES

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

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

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

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

1.1 CLASS OF PERMIT

PERMIT FEE

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

See Schedule "B-3" for classifications and permit

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

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

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

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

\$440.00 for each blocks of units

1.1.4 Sewage System

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

**Permit Fees and Refunds**

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

### Permit Fees and Refunds

## 2. REFUNDS OF PERMIT FEES

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



THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

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

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

(2) PERMIT FEES

(A) Building Classification

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

**New Buildings and Additions**

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

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

**(B) ALTERATIONS:**

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

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

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

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

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

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

(E) PLUMBING AND DRAIN COMPONENTS:

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

(F) Signs

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

All Signs

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

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

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



THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

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

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

(2) PERMIT FEES

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

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

**(B) ALTERATIONS:**

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

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

## SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

### Building Classifications and Permit Fees

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

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

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

(E) PLUMBING AND DRAIN COMPONENTS:

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

(F) Signs

FEES
\$/m <sup>2</sup> *
\$35.00 (minimum \$283.00)

All Signs

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

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

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



THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

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

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

(2) PERMIT FEES

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

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

**(B) ALTERATIONS:**

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

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

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc	\$594.00 each
Moving or relocating a building (portable classrooms, etc.)	\$304.00 each
Temporary tents	\$220.00 each
City temporary tents (see note #7)	\$220.00
Communication and transmission towers	\$416.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$309.00
(industrial, commercial, institutional, and multi-residential)	\$684 00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$416.00 each
Demising walls only	\$345.00 each
Fire alarm system	\$774.00
Fire suppression system	\$416.00
Electromagnetic locks	\$309.00 each
	Max. \$1,783 00
Decks, porches, basement walkout, etc. to single dwelling	\$172.00 each
Fireplaces, wood stoves, etc.	\$172.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$9 each Underground
and above ground storage tank	\$416 00 per tank
Balcony guard replacements (per m.)	\$17.00/
	Max. \$1,784.00
Balcony repair (concrete)	\$172/5 balconies
	Max. \$1,784.00
Retaining walls (per m.)	\$11/m
Shoring	\$13/linear metre
Public pools	\$416.00
New loading dock door	\$309/door
	Max. \$1,784.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m <sup>2</sup>
Heating, ventilation, air conditioning etc. work	
independent of building permit):	
Group A: Assembly occupancies	\$1.37
Group B: Institutional occupancies	\$1.37
Group C: Residential occupancies	\$1.37
Group D: Business and personal service occupancies	\$1.37
Group E: Mercantile occupancies	\$1 37
Group F: Industrial occupancies	\$1.37
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
(industrial, commercial, institutional, and multi-residential)	\$416.00
Commercial kitchen exhaust (including related make-up air)	\$416.00
Spray booth, dust collector etc.	\$416.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237 00
(industrial, commercial, institutional, and multi-residential)	\$416.00

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

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

(E) PLUMBING AND DRAIN COMPONENTS:

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

(F) Signs

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

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

**SCHEDULE  
"B-3"**

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

**Building Classifications and Permit Fees**

**NOTES:**

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

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "C"

FORMS

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

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

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



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

**SCHEDULE "D"**

**PLANS AND SPECIFICATIONS**

**General**

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

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

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

Submitted working drawings shall:

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

**Guidelines for Electronic Plans and Specifications**

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

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

THE CORPORATION OF THE CITY OF MISSISSAUGA  
BUILDING BY-LAW

SCHEDULE "E"

PERSCRIBED NOTICES / INSPECTIONS

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

SCHEDULE “E” (continued)

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

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

# City of Mississauga

# Corporate Report



Date: December 18, 2020  To: Chair and Members of Planning and Development Committee	Originator's file: OZ 20/011 W11
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: January 11, 2021

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 11)**

**Rezoning application to permit 10 four storey back to back townhomes**

**86 Thomas Street, west of Joymar Drive and north of Thomas Street**

**Owner: Forgione Investments**

**File: OZ 20/011 W11**

## Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the application by Forgione Investments to permit 10 four storey back to back townhomes, under File OZ 20/011 W11, 86 Thomas Street, be received for information.

## Background

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

## PROPOSAL

The rezoning application is required to permit 10 four storey back to back townhomes. The zoning by-law will need to be amended from **D** (Development) to **RM10-Exception** (Back to Back and Stacked Townhouses-Exception) to implement this development proposal.

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

## Comments

The property is located on the north side of Thomas Street, west of Joymar Drive within the Streetsville Neighbourhood Character Area. The site is currently vacant.



Aerial image of 86 Thomas Street



Applicant's rendering of the proposed townhomes fronting on Thomas Street

## 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 to the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms to the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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

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

## **AGENCY AND CITY DEPARTMENT COMMENTS**

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

## **Financial Impact**


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

## **Conclusion**

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

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Mila Yeung, Development Planner



## **Detailed Information and Preliminary Planning Analysis**

**Owner: Forgione Investments**

**86 Thomas Street**

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## 1. Site History

- November 2, 2006 – The lands were redesignated from **General Industrial** to **Residential Medium Density** through the Streetsville District Plan Review
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development)
- June 28, 2011 – Applications for an official plan amendment and rezoning, under file OPA/OZ 10/011, were received to permit four detached dwellings. The applications were closed at the applicant's request on November 2, 2015
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property was designated **Residential Medium Density** in the Streetsville Neighbourhood Character Area

## 2. Site and Neighbourhood Context

### Site Information

The property is located on the north side of Thomas Street, west of Joymar Drive in the Streetsville Neighbourhood Character Area. The property was previously occupied by a detached home, which was demolished in 2009. The site gradually slopes from northwest to southeast and contains no significant vegetation.

The property fronts onto Thomas Street, which is a major collector road that connects Queen Street South to Erin Mills Parkway and beyond in the west. The property is less than 250 m (820.2 ft) from the Streetsville Go Station.



Aerial Photo of 86 Thomas Street



Image of existing condition facing north

Property Size and Use	
Frontages:	39 m (127.8 ft)
Depth:	39 m (127.8 ft)
Gross Lot Area:	0.16 ha (0.41 ac)
Existing Uses:	Vacant

### Surrounding Land Uses

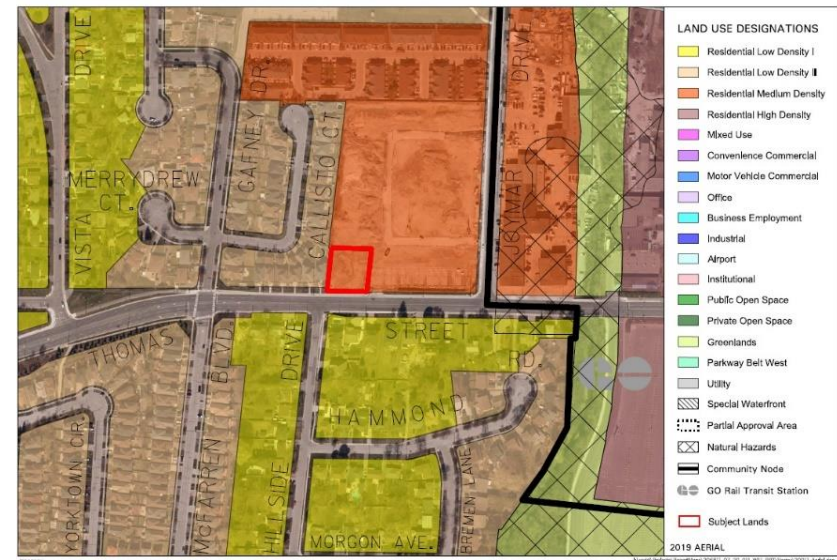
The property previously known as 80 Thomas Street surrounds the subject property to the north and east and was previously occupied by a large industrial building. Development applications on this adjacent property were approved in September 2020 for 14 semi-detached homes, 56

townhomes and 124 back to back townhomes and is currently under construction.

To the west of the site is a residential neighbourhood consisting of two storey detached homes. To the south of the subject property are a number of detached homes that front directly onto Thomas Street. The lands to the south were developed in the 1950s and 1960s, while the lands to the west were developed more recently, in the mid 2000s.

The surrounding land uses are:

- North: townhomes and back to back townhomes – currently under construction
- East: semi-detached homes – currently under construction
- South: Detached homes across Thomas Street



West: Detached homes

Aerial photo and land use of 86 Thomas Street

### **The Neighbourhood Context**

The Streetsville Neighbourhood Character Area surrounds the Streetsville Community Node Character Area, which is known for its distinct village character generally centered around the Queen Street South commercial core. The subject property is located near the west boundary (Joymar Drive) of the Streetsville Community Node and therefore benefits from its proximity to the variety of uses in the Community Node and the Streetsville GO Station. Similar to the redevelopment of the lands to the north and east of the subject property, the lands east of Joymar Drive are also in a state of transition, with development applications in process for residential uses to replace the existing commercial and industrial uses.

Existing residential neighbourhoods to the south and west of the subject lands are developed with mainly detached and semi-detached homes. These subdivisions vary in age (developed between the 1950s to mid 2000s) and therefore the character is diverse with a mix of building heights, setbacks and typologies.

### **Demographics**

Based on the 2016 census, the existing population of the Streetsville Neighbourhood area is 10,685 with a median age being 43 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). The population for this

area is forecasted to be 12,000 by 2031 and 12,100 by 2041. The average household size is 3 persons with only 5% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 3,150 units (82%) owned and 690 units (18%) rented with a vacancy rate of approximately 0.7%. The number of jobs within this Character Area is 1,010. The total employment, combined with the population, results in a Persons Per Job (PPJ) for Streetsville Neighbourhood of 27 PPJ per ha (11 PPJ per acre).

### **Other Development Applications**

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

- OZ 16/013 and SP 19/065 – 80 Thomas Street – applications approved for 14 semi-detached homes, 16 townhomes and 124 back to back townhomes in July 2020 and August 2020, respectively.
- OZ 18/012 – 51 - 57 Tannery Street and 208 Emby Drive – application submitted for 142 stacked back to back townhomes and 5 standard townhomes in June 2018.
- OZ 19/011 – 64 - 66 Thomas Street and 65 Tannery Street – application submitted for 239 back to back townhomes in July 2019.

These applications, if approved, will generate a population within the forecasted range anticipated for the neighbourhood and node.



### Community and Transportation Services

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

This area is well served by major City of Mississauga facilities such as Vic Johnson Community Centre and the Streetsville Memorial Park, both within a 750 m (2,460 ft.) radius of the site. Additionally, the Streetsville Rotary Park is located 786 m (2,578 ft.) from the site which contains a playground and Manor Hill Park is located 680 m (2,231 ft.) from the site and contains a soccer field, a softball diamond, and a playground.

At a larger distance, River Grove Community Centre and River Grove Community Park provide additional park and recreational options within 1.5 km (0.93 mi.) of the site.

As mentioned previously, the site is within 250 m (820.2 ft.) of the Streetsville GO Station, which provides one-way rush hour service, approximately every 30 minutes. The following major MiWay bus routes currently service the site on Thomas Street:

- Route 9: Rathburn - Thomas
- Route 49: McDowell
- Route 313: Streetsville Secondary - Meadowvale

### 3. Project Details

The application is to permit 10 four storey back to back townhomes, accessed from a private road.

<b>Development Proposal</b>
-----------------------------

Development Proposal		
Application submitted:	Received: July 20, 2020 Deemed complete: August 11, 2020	
Developer/ Owner:	Forgione Investments	
Applicant:	InfoPlan – Al Ruggero	
Number of units:	10 units	
Proposed Gross Floor Area:	2 958.8 m <sup>2</sup> (31,848.7 ft <sup>2</sup> )	
Height:	4 storeys	
Lot Coverage:	54%	
Floor Space Index:	1.8	
Landscaped Area:	30.6%	
Road Type:	private condominium road	
Anticipated Population:	30* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	17	18
visitor spaces	2.5	3
Total	20 spaces	21 spaces
Green Initiatives:	<ul style="list-style-type: none"> <li>• Use of permeable pavers</li> <li>• Some drought tolerant plant material specified</li> <li>• Several native plant species specified</li> <li>• Use of some recycled building materials such as recycled concrete</li> <li>• Other recyclable building materials will be considered where appropriate</li> </ul>	

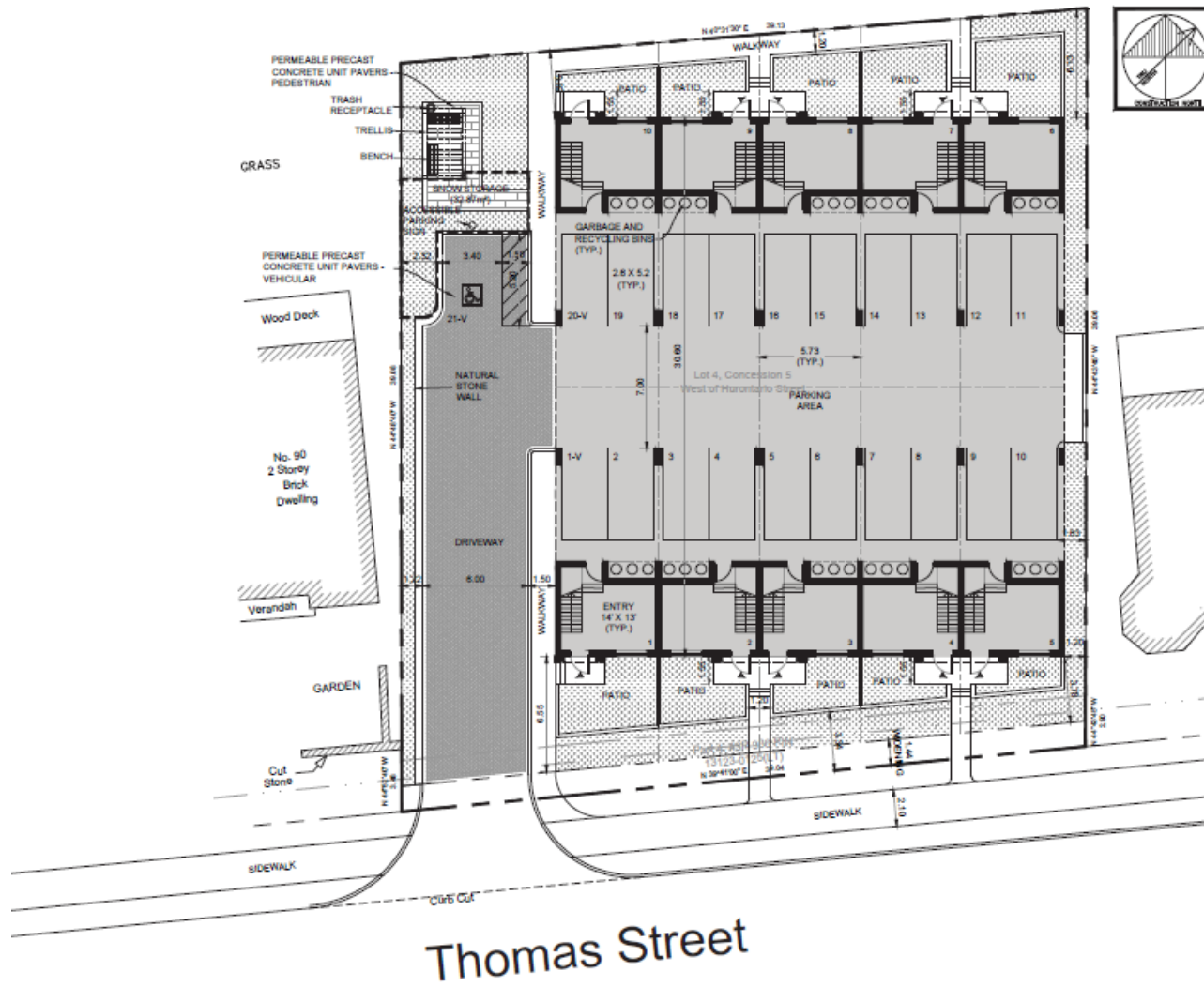
### Supporting Studies and Plans

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
- Noise Feasibility Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase II Environmental Site Assessment
- Grading and Servicing Plans
- Transportation Study
- Landscape Plans
- Tree Inventory and Preservation Plan
- Low Impact Features
- Drainage Plan



## Draft Site Plan, Renderings and Elevations



Site Plan



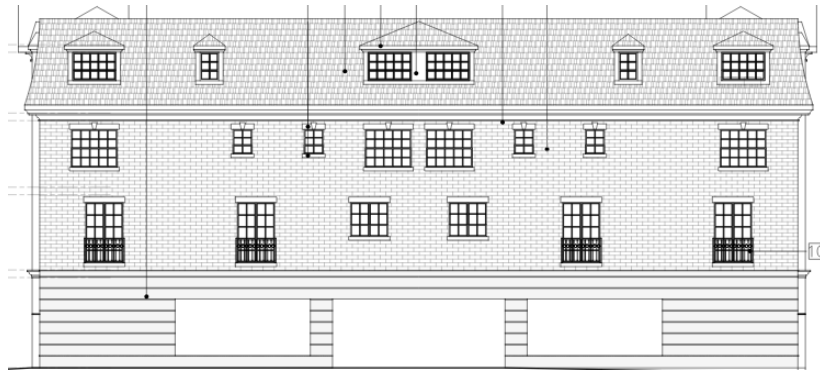
**Applicant's Rendering**



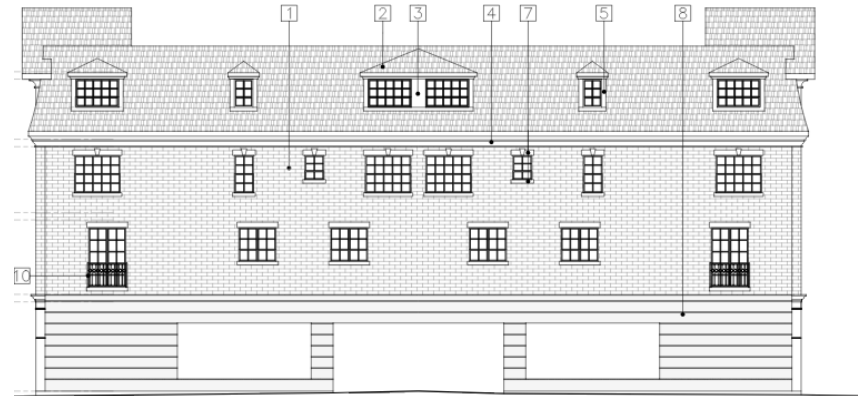
North Elevation



South Elevation



West Elevation



East Elevation

**Elevations**

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

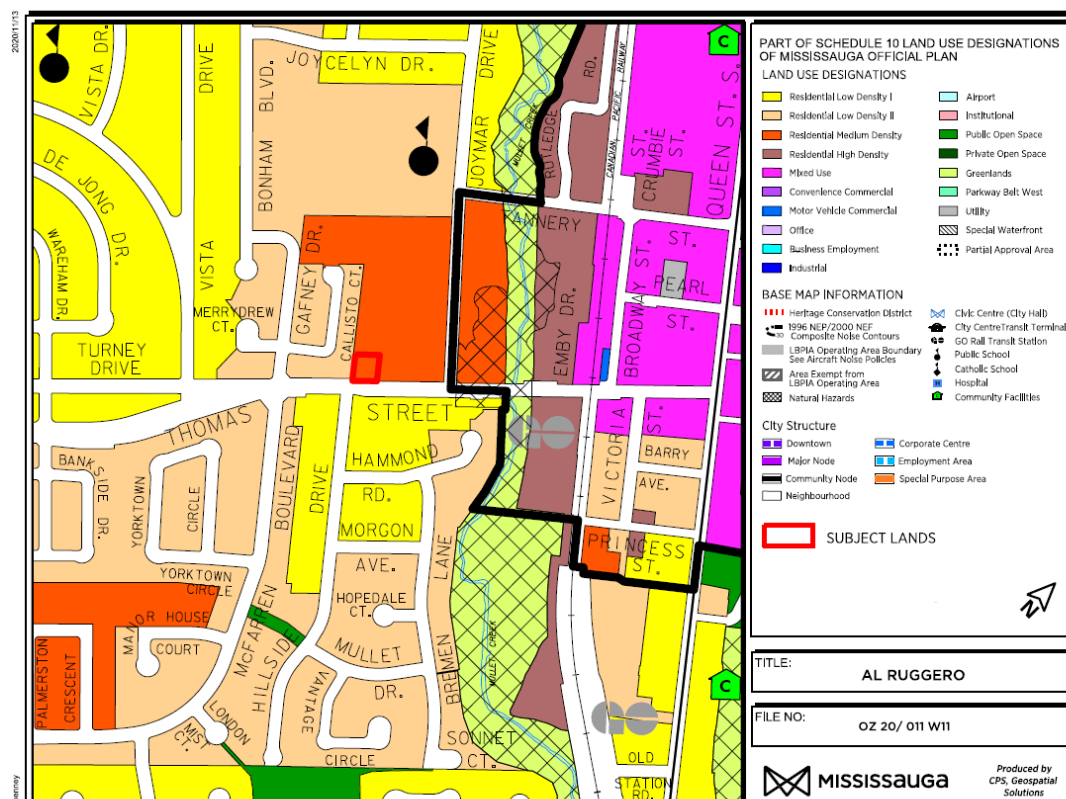
#### Existing Designation

The site is designated **Residential Medium Density** which permits all forms of townhouse dwellings, and within the Streetsville Character Neighbourhood, low-rise apartment buildings are also permitted.

An official plan amendment is not required.

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

#### Excerpt of Streetsville Neighbourhood Character Area



## Mississauga Zoning By-law

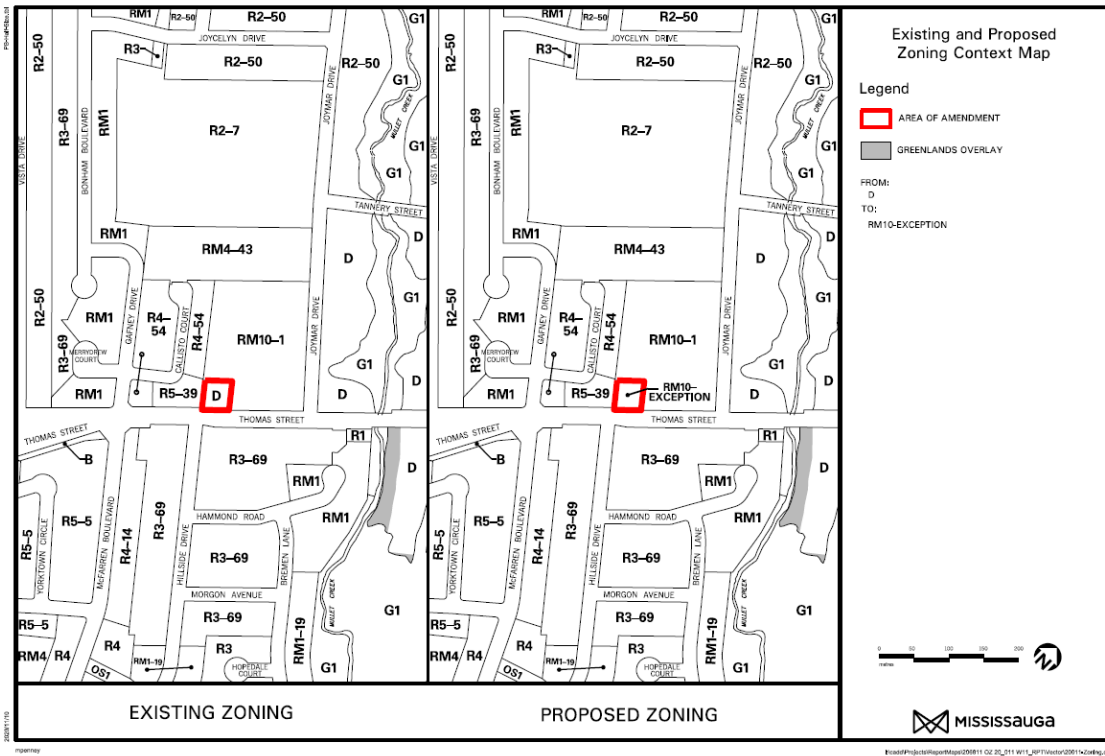
**Existing Zoning**

The site is currently zoned **D** (Development), which permits uses legally existing on the date of the passage of the Zoning By-law.

**Proposed Zoning**

The applicant is proposing an **RM10-Exception** zone (Back to Back and Stacked Townhouse - Exception) to permit 10 four storey back to back townhomes.

Through the processing of the application, staff may recommend a more appropriate zone.



## Proposed Zoning Regulations

Zone Regulations	Existing RM10 Regulations	Proposed RM10-Exception Zone Regulations
Maximum dwelling <b>height</b>	15.0 m (49.2 ft) and 3 storeys	12.7 m (41.7 ft) and 4 storeys
Minimum <b>front yard</b>	7.5 m (24.6 ft)	3.8 m (12.5 ft)
Minimum <b>interior side yard</b> that abuts a zone permitting <b>detached dwellings</b> and/or <b>semi-detached</b>	7.5 m (24.6 ft)	1.2 m (4 ft)
Minimum <b>rear yard</b>	7.5 m (24.6 ft)	3.8 m (12.5 ft)
Minimum <b>rear yard</b> where the front wall of the building abuts the <b>rear lot line</b>	9.0 m (29.5 ft)	3.8 m (12.5 ft)
Minimum internal setback from side wall of any <b>building</b> to a walkway	1.5 m (5 ft)	0.0 m (0.0 ft)
Minimum internal setback from a side wall of a <b>building</b> to a <b>condominium road</b> , sidewalk, or <b>parking space</b>	3.0 m (9.8 ft)	1.5 m (5 ft)
Minimum setback between a <b>parking space</b> and an <b>interior side lot line</b> and/or <b>rear lot line</b>	3.0 m (9.8 ft)	2.3 m (7.5 ft)
Minimum setback of a <b>parking structure</b> constructed above or partially above finished grade to any <b>lot line</b>	6.0 m (19.7 ft)	1.2 m (4 ft)
Minimum width of <b>condominium road</b>	7.0 m (23 ft)	6.0 m (19.7 ft)
Minimum <b>landscaped area</b>	40% of <b>lot area</b>	30.6% of <b>lot area</b>
Minimum <b>landscaped soft area</b>	50% of <b>landscaped area</b>	69.5% of <b>landscaped area</b>
Minimum <b>landscaped buffer</b> abutting and side and <b>rear lot line</b>	3.0 m (9.8 ft)	1.2 m (4 ft)
Minimum contiguous private outdoor space per unit	6.0 m <sup>2</sup> (65 ft <sup>2</sup> )	6.6 m <sup>2</sup> (70 ft <sup>2</sup> )
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		



## 5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform to this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		<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>
<b>Region of Peel Official Plan (ROP)</b>	<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> <p>To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities (ROP 5.3.1.3).</p> <p>Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this plan and the <i>area municipal official plans</i> (ROP 5.3.2.2).</p>

### Relevant Mississauga Official Plan Policies

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

The subject property is within 800 m (2,625 ft.) of the Streetsville GO Station and therefore may be located within a "planned" Major Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the Streetsville GO Station

MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

The lands are located within the Streetsville Neighbourhood Character Area and are designated **Residential Medium Density**. The **Residential Medium Density** designation permits all forms of townhomes.

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

	Specific Policies	General Intent
<b>Chapter 5 Direct Growth</b>	Section 5.1.6 Section 5.1.7 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.  Mississauga will protect and conserve the character of stable residential Neighbourhoods.  Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.  Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.  Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.
<b>Chapter 6 Value The Environment</b>	Section 6.2.7 Section 6.7.1.a	Mississauga will require development proposals to address the management of stormwater using <b><i>stormwater best management practices</i></b> .  The owners of lands proposed for development will submit information as required by the City to identify the potential for contamination.
<b>Chapter 7</b>	Section 7.1.6	Mississauga will ensure that the housing mix can accommodate people with diverse housing

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Complete Communities</b>	Section 7.2.1 Section 7.2.2 Section 7.2.3	<p>preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.3.5.5 Section 9.5.1.9 Section 9.5.1.12	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Private open space and/or amenity areas will be required for all development.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p>
<b>Chapter 11</b>	Section 11.2.5.5	In addition to the Uses Permitted in all Designations, lands designated Residential Medium

	Specific Policies	General Intent
<b>General Land Use Designations</b>		Density will also permit the following uses: <ul style="list-style-type: none"> <li>All forms of townhouse dwellings</li> </ul>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1 Section 16.24.2.3 Section 16.24.4	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.  Lands designated Residential Medium Density will also permit low-rise apartment dwellings.  A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.

## 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**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<p>Student Yield:</p> <p>2 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Vista Heights P.S.</p> <p>Enrolment: 753 Capacity: 780 Portables: 0</p> <p>Dolphin Sr. P.S.</p> <p>Enrolment: 625 Capacity: 541 Portables: 4</p> <p>Streetsville S.S.</p> <p>Enrolment: 859 Capacity: 1,008 Portables: 0</p>	<p>Student Yield:</p> <p>1 Junior Kindergarten to Grade 8 1 Grade 9-12</p> <p>School Accommodation:</p> <p>St. Joseph Elementary School</p> <p>Enrolment: 314 Capacity: 478 Portables: 0</p> <p>St Aloysius Gonzaga Secondary School</p> <p>Enrolment: 1,736 Capacity: 1,656 Portables: 0</p>

## 7. Community Comments

No community meetings were held and one written comment was received by the Planning and Building Department.

The following comments will be addressed in the Recommendation Report, which will come at a later date.

- The proposed development does not integrate well with the existing properties
- The proposed development will create an overlook condition into existing backyards
- The proposed development will produce negative impacts on the existing neighbourhood

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 14, 2020)	<p>There is an existing 300 mm (11.8 in) diameter watermain, 300 mm (11.8 in) sanitary sewer, and another 375 mm (14.8 in) sanitary sewer located on Thomas Street.</p> <p>A satisfactory Functional Servicing Report (FSR) is required to determine the adequacy of the existing services for the proposed development as the submitted FSR is incomplete.</p> <p>All site servicing drawings are required for review and all servicing and grading drawings shall reflect the Region's and Local Municipality's road widening requirements.</p> <p>Curbside collection will be permitted off of Thomas Street for the units fronting Thomas Street. All units in the development must front a street for collection. Cart storage must be provided at grade for each unit.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 23, 2020 and September 2, 2020)	<p>Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>Both School Boards require their standard warning clauses to be placed within the Servicing Agreement and/or the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements</p>

Agency / Comment Date	Comments
City Community Services Department – Park Planning Section (September 2, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Community Services notes that Streetsville Rotary Park (P-375), zoned C4-51, is located 786 m (2,578 ft.) from the property, and contains a playground. Streetsville Memorial Park (P-114), zoned G1, is located approximately 750 m (2,460 ft.) from the property, and contains a softball diamond, a soccer field, a playground, a picnic area, and Streetsville Memorial Hall. Manor Hill (P-319), zoned OS1, is located 680 m (2,231 ft.) from the property, and contains a soccer field, a softball diamond, and a playground.</p> <p>Street tree contributions to cover the cost of planting street trees, up to 60 mm caliper, will be required for every 10 metres of frontage on Thomas Street in accordance with current City standards.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, C.P.13, as amended) and in accordance with City's Policies and By-laws.</p>
Fire Prevention (September 24, 2020)	<p>The lane accessing the site is required to be a fire access route. A minimum 3.0 m (9.8 ft.) horizontal clearance is required between building and the fire access route. The current proposal does not comply and would not be approved during the site plan approval process.</p> <p>Indicate the Ontario Building Code (OBC) classification and if the building will be sprinkler protected and if a standpipe system is required. Also indicate the number of streets the building is required to face.</p>
City Transportation and Works Department (November 12, 2020)	<p><b><u>Stormwater</u></b> A Functional Servicing and Storm Water Management Report, prepared by nexTrans Consulting 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"> <li>• demonstrate the feasibility of the proposed storm sewer;</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><b><u>Traffic</u></b> A traffic impact study (TIS), prepared by Nextrans Consulting Engineers and dated June 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p>



Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• An updated Traffic Impact Study addressing all staff comments;</li> <li>• Turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Satisfactory plans illustrating an access interconnection through the lands to the East (80 Thomas Street);</li> <li>• Provide the future property lines due to the road allowance widening towards the ultimate 26 metre right-of-way of Thomas Street as identified in the Official Plan;</li> <li>• Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently;</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b>  A Phase Two Environment Site Assessment (ESA) (FE-P 20-10069), dated March 4, 2020, prepared by Fisher Environmental Ltd has been received.  The Phase Two ESA was conducted without the completion of Phase One ESA. Therefore, some historical site information and/or neighboring property information could be missing, and not all Areas of Potential Environmental Concerns could be identified.</p> <p>The applicant is required to provide further information prior to recommendation report:</p> <ul style="list-style-type: none"> <li>• Phase One ESA along with the reliance letter;</li> <li>• Phase Two ESA reliance letter</li> <li>• Written clarification regarding sampling program at the site;</li> <li>• The Temporary Discharge to Storm Sewer Commitment Letter</li> <li>• A written document, prepared by a Professional Engineer which includes a plan to decommission the wells or proof of decommissioning if already completed.</li> <li>• Clarification regarding land dedication</li> </ul> <p><b><u>Noise</u></b>  A Noise Feasibility Study prepared by HGC Engineering dated June 8, 2020 has been received for review. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail (CPR) traffic. Further information is required on a subsequent submission to ensure that the noise levels in the common outdoor amenity areas is achieved.</p> <p><b><u>Engineering Plans/Drawings</u></b>  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>
Greater Toronto Airport	According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations over the

Agency / Comment Date	Comments
Authority (GTAA) (September 16, 2020)	subject property are affected by the following obstacle zoning restrictions: the Approach Surface for Runway 06R. The maximum allowable development elevation under this restriction ranges from approximately 395 metres ASL (Above Sea Level) at the eastern boundary to approximately 397 metres at the western boundary. Based on the information provided, the proposed townhouse units would be within the allowable height limits associated with the Regulations.
Bell Canada (October 30, 2020)	<p>As a condition of approval, the owner agrees to convey any easements deemed necessary by Bell Canada and where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities and/or easements at Owners own cost.</p> <p>At detail utility design stage, the owner is to confirm the provisions of communication/telecommunications infrastructure needed to service the development. It is the responsibility of the owner to provide entrance/service duct from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the owner may be required to pay for the extension of such network infrastructure. If the owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.</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"> <li>- City Economic Development Office – Economic Development (August 19, 2020)</li> <li>- City Economic Development Office – Arborist-Streetscape (September 29, 2020)</li> <li>- Community Services – Heritage Planning (August 17, 2020)</li> <li>- Community Services – Public Art (September 13, 2020)</li> <li>- Community Service – Forestry (August 17, 2020 and August 19, 2020)</li> <li>- Enbridge (October 13, 2020)</li> <li>- Canadian Pacific Railway (November 2, 2020)</li> <li>- Rogers Cable (November 4, 2020)</li> <li>- Credit Valley Conservation (October 15, 2020)</li> <li>- GO Transit - Metrolinx (August 28, 2020)</li> <li>- Alectra Utilities (August 25, 2020)</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Community Service – Culture Planning</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Counseil Scholaire Viamonde</li> <li>- Canada Post Corporation</li> <li>- Streetsville BIA – Ratepayers Association</li> </ul>

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

- Is the proposal compatible with the existing and planned character of the area given the proposed massing, setbacks, landscape buffers, site access and height?
- Are the proposed zoning by-law exception standards appropriate?
- Resolution for the proposed waste collection process for townhomes not fronting on Thomas Street
- Resolution of the proposed fire route
- Resolution of outstanding engineering issues raised by the Transportation and Works Department pertaining to grading and servicing, traffic, environmental and noise

### **Development Requirements**

There are engineering matters including: grading, environmental, engineering, servicing, noise 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)**

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the

eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning pertaining to size of development as the proposed gross floor area is 2,958.8 m<sup>2</sup> (31,848.7 ft<sup>2</sup>) which is less than the minimum 5,000 m<sup>2</sup> (53,821 ft<sup>2</sup>) size requirement.

# City of Mississauga

# Corporate Report



<p>Date: December 18, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ 20/005 W1</p> <hr/> <p>Meeting date: January 11, 2021</p>
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## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units**

**958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue**

**Owner: Peel Housing Corporation**

**File: OZ 20/005 W1**

## Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Peel Housing Corporation to permit a seven storey rental apartment building containing 151 units, under File OZ 20/005 W1, 958-960 East Avenue, 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 seven storey rental apartment building containing 151 units. The applicant is proposing to amend the official plan designation from **Mixed Use** and **Residential Low Density II** to **Residential High Density**. The zoning by-law will also need to be amended from **RM8-14** (Back to Back and/or Stacked Townhouses- Exception) and **R3-75** (Detached Dwellings – Exception) to **RA2-Exception** (Apartments –Exception) to implement this development proposal.

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

## Comments

The property is located at the southwest corner of East Avenue and Lakeshore Road East within the Lakeshore Corridor area of the Lakeview Neighbourhood Character Area. The site is currently occupied by two vacant residential rental buildings that are two storeys in height and contain 30 units.



Aerial image of 958 – 960 East Avenue



Applicant's rendering of the proposed apartment building elevation fronting Lakeshore Road East

## LAND USE POLICIES AND REGULATIONS

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

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

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

Originator's file: OZ 20/005 W1

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, use of an "H" holding provision in the proposed zoning by-law and ensuring the proposal is compatible with the character of the area, and respects the policies and principles of Mississauga Official Plan.

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Peel Housing Corporation**

**958-960 East Avenue**

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## 1. Site History

- November 2, 1966 - building permit application submitted to permit a two-storey residential development on the subject property
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The majority of the subject lands were zoned **RM9** (Horizontal Multiple Dwellings) which permitted horizontal multiple dwellings. A small triangular parcel of land at the southeast corner of the site, part of the former Byngmount Beach school site, was zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings as well as schools and essential emergency services
- November 14, 2012 – Mississauga Official Plan came into force which designated the majority of the lands **Mixed Use** and a small corner of the site as **Residential Low Density II**, in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved, as part of a larger south Mississauga review concerning detached dwellings, city initiated zoning amendments which rezoned the southeast corner of the site from **R3** (Detached Dwellings) to **R3-75** (Detached Dwellings – Exception) and established a maximum height for a flat roof of 7.5 m (24.6 ft.) and then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to transportation and urban form. The LAP also included Built Form Standards as an appendix.
- February 15, 2019 – The Local Planning Appeal Tribunal approved a City initiated amendment that changed the zoning from **RM9** (Horizontal Multiple Dwellings) to **RM8-14** (Back to Back and/or Stacked Townhouses – Exception). The zoning reflected a reorganization of zoning categories and did not affect any land use regulations on the property.
- July 30, 2020 – Joint federal-provincial funding announced an affordable housing project consisting of 151 units on the property.

## 2. Site and Neighbourhood Context

### Site Information

The subject property is located at the southwest corner of Lakeshore Road East and East Avenue, within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by two vacant residential rental buildings that are two storeys in height and contain a total of 30 bachelor and one bedroom units, along with surface parking and outdoor amenity space. These buildings were operated by the Peel Housing Corporation.



Existing Conditions – facing south from Lakeshore Road East

Property Size and Use	
Frontage:	136 m (447 ft.)
Depth:	64 m (210 ft.)
Gross Lot Area:	.78 ha (1.9 ac.)
Existing Use:	Vacant townhouse complex

The site is encumbered by a number of municipal and regional easements that require building setbacks and restrict development. The largest easement is located on the western side of the property, and is necessary to provide servicing infrastructure to the water treatment plant.

In order to accommodate the proposed development, Peel Housing Corporation will acquire a small triangular parcel of land from the Region of Peel at the southeast corner of the site. In addition, a small parcel of land at the southwest corner of the site, will be transferred to the City to accommodate any future multi-modal connection between Byngmount Avenue

and East Avenue. Both of these land parcels have been incorporated into the development application.

The Region of Peel will also grant an easement along the southern border of the site, over lands associated with the paramedic station, in order to allow permanent access to the proposed development.



Easements restrict the developable area on the site. Land transfers with Region & City are required along southern property limits.

### Surrounding Land Uses

The surrounding area contains a range of land uses, including: low density residential dwellings, commercial and mixed-uses along Lakeshore Road East, industrial buildings that were part

of the former Lakeview Industrial Area, municipal infrastructure including the Lakeview Water Treatment Plant and Region of Peel Paramedic Centre as well as parkland such as the Lakeview Promenade park.

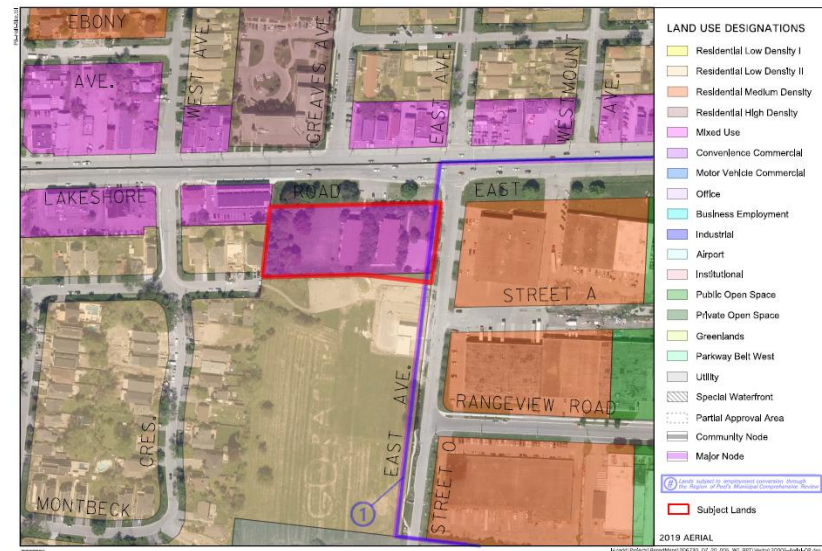
The surrounding land uses are:

**North:** A 5 storey rental apartment building at the northwest corner of Lakeshore Road East and Greaves Avenue. There are also a number of 2 storey mixed-use buildings, typically with ground floor commercial uses and residential uses on the second floor, and 1 storey automotive commercial buildings.

**East:** One storey buildings currently accommodating employment uses. These properties were redesignated in 2018 to permit residential medium density uses with a maximum height of 8 storeys fronting Lakeshore Road and taller buildings behind of 9-15 storeys.

**South:** Region of Peel Paramedic Centre, and the Lakeview Water Treatment Plant.

**West:** Detached homes fronting Byngmount Avenue and a 3 storey mixed residential and commercial building fronting Lakeshore Road East.



Aerial Photo of 958-960 East Avenue with  
current Official Plan designation overlay

### The Neighbourhood Context

The subject property is located on the eastern edge of an established residential neighbourhood characterized by detached homes that were initially built in the 1940s but has been experiencing considerable renovations and rebuilding in recent years.

The subject property is located on the western edge of the Lakeview Waterfront Major Node which is planned as a mixed use community with residential uses, open spaces, cultural and recreational amenities and employment opportunities. Existing businesses along Lakeshore Road East and Rangeview Road currently remain as they are subject to employment conversion through the Region of Peel's

Municipal Comprehensive Review. Planning for the remaining lands within the Major Node is primarily being addressed through development applications submitted by Lakeview Community Partners.

The subject property is within the Lakeshore Corridor as identified in the local area plan. Development along Lakeshore Road East has evolved over time and reflects different building heights, setbacks, landscaping, land uses and parking requirements. Lakeshore Road is identified as a Corridor in the Mississauga Official Plan (MOP) Urban System and as Higher Order Transit Corridor in the MOP Long Term Transit Network.

### **Demographics**

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over).

The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% (source CMHC).

### **Other Development Applications**

In the general vicinity of the subject property the following development application is being processed:

- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a 4 storey building with ground floor commercial uses and 12 residential units.

Within the broader area the following larger development applications are in process or were recently approved:

- OZ 20/018 – northeast corner of Lakeshore Road East and Dixie Road. Official plan amendment and rezoning applications were recently submitted to permit a residential condominium building with a height of 8 to 15 storeys, containing 242 units with 3 levels of underground parking and ground floor commercial space
- OZ 18/009 – northwest corner of Lakeshore Road and Dixie Road. Official plan amendment and rezoning applications were approved by the Planning and Development Committee in December 2019 for a residential development containing 397 units in buildings ranging from 4 to 12 storeys with ground floor commercial uses.
- OZ 19/003 – redevelopment of the Ontario Power Generating site. Official plan amendment and rezoning applications are under review to create a mixed use community including 8,050 residential units and commercial, employment, institutional and park uses.
- OZ 20/009 – southwest corner of Lakeshore Road East



and Enola Avenue. Official Plan amendment and rezoning applications are under review to permit a residential condominium building with a height of 12 storeys, containing 195 units with ground floor commercial uses.

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue. A site plan application is under review for a 4 storey rental apartment building consisting of 68 residential units with 586 m<sup>2</sup> (6,300 ft<sup>2</sup>) of ground floor commercial uses.

### Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by City of Mississauga parks such as AE Crooks Park and Douglas Kennedy Park, all of which are within approximately a half kilometer (1,640 ft.) radius of the subject property. The following MiWay bus routes currently service the subject property:

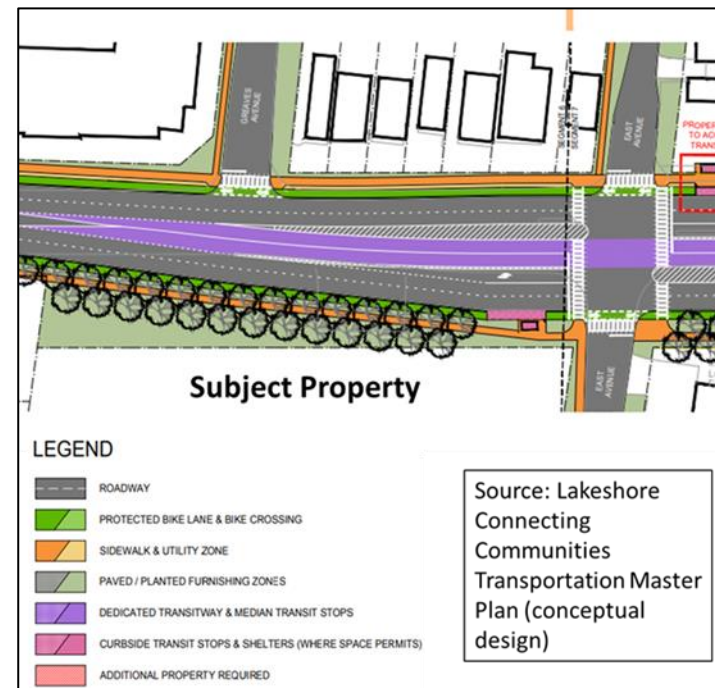
- Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the subject property, this route provides access to the Mississauga BRT.
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and Hurontario LRT.

Existing bus stops are located on the south side of Lakeshore Road East adjacent to the subject property at East Avenue and on the north side of Lakeshore Road East at Greaves Avenue.

### Lakeshore Road Transportation Master Plan

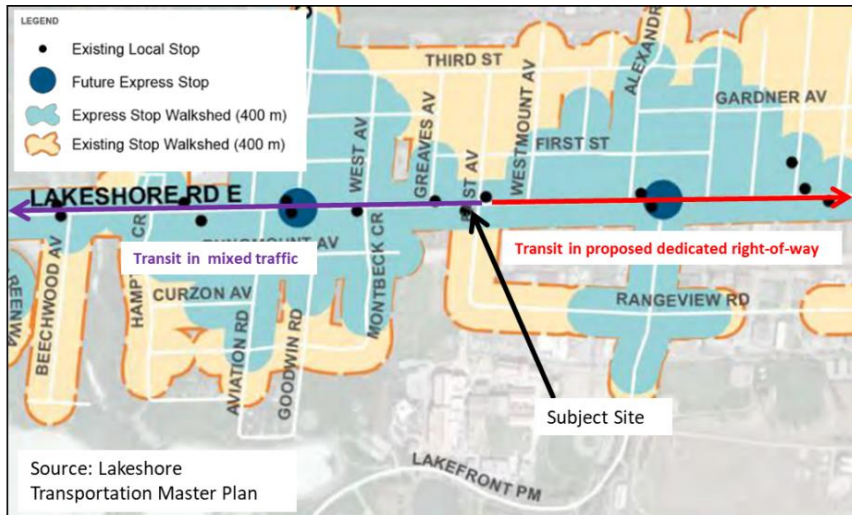
The Lakeshore Connecting Communities Transportation Master Plan, which was endorsed by Council in June 2019, recommended as part of a Phase 2 implementation strategy that express buses in exclusive lanes be developed between East Avenue and the Etobicoke Creek.

The express bus service is to transition into mixed transit in front of the subject property. Land within the City owned right-of-way in front of the subject property could also accommodate a protected bike lane, sidewalk, paved/planted furniture zone including a potential double row of trees.



The conceptual location for the express service transit stop, where transit has an exclusive lane, is at Lakefront Promenade. The proposed stop is approximately 400 m (1,312 ft.) to the east of the subject property and is within the typical benchmark distance that is often used to determine a Major Transit Station Area.

The City is currently initiating the next step in the process of implementing the Master Plan and is undertaking a Transit Project Assessment Process / Environmental Assessment and Preliminary Design.



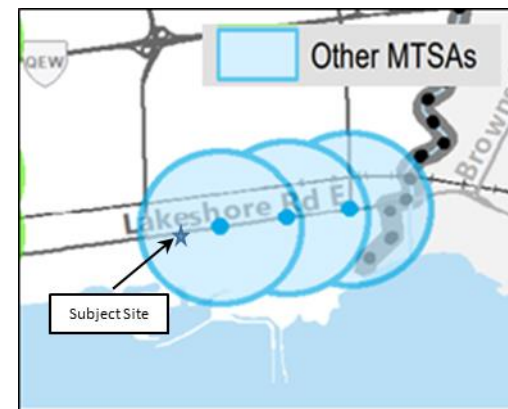
The subject property is in close proximity to proposed higher order transit (bus in a proposed dedicated right-of-way)

### Major Transit Station Area Assessment

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing transit-

supportive densities to Major Transit Station Areas (MTSA), particularly those on transit priority corridors.

MTSAs include land around any existing or planned higher order transit station or stop within a settlement area. They are defined in the Growth Plan as the area within an approximate 500 to 800 m (1,640 to 2,625 ft.) radius of a transit station, representing about a 10 minute walk.



The subject property is within a radius of 800 m (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

Although Lakeshore Road East is not identified as a priority transit corridor in the Growth Plan, it is planned to accommodate higher order transit (bus service in a dedicated right-of-way) from East Avenue to the City of Toronto border. The proposed transit stop at Lakefront Promenade and surrounding area (including the subject site) are expected to be within an MTSA as per the draft Region of Peel MTSA boundaries.

The Region is in the process of developing MTSA policies that will be implemented subject to Provincial approval. Once approved, the City will conform to these policies by preparing its own detailed policies through amendments to the MOP.

### Design Charrette and Associated Studies

The Region of Peel originally acquired the Byngmount Beach Public School property for future water plant expansion; however, due to the size of the property, opportunities for additional uses were identified (e.g. paramedic station, affordable housing).

On July 3, 2014, Regional Council received a report entitled “Byngmount Beach Property Redevelopment”, which referenced a study prepared by MHBC Planning that reviewed redevelopment options for the site. As part of the work program the consultant facilitated a community charrette on April 5, 2014. The main ideas / comments included:

- Preservation of green spaces
- Access to the waterfront
- Low to mid-rise development to protect views to the lake
- Provision of affordable housing

The MHBC report assessed two concepts which both included a stand alone paramedic station. Concept 1 was a lower density option that included 104 units in a 3 storey building and 136 units in a mixed-use 4 storey building. Concept 2 had a higher density consisting of 163 units in a 4 storey building and 286 units in a mixed-use 6 storey building. The consultants identified Concept 2 as the optimal development

option for the site.

In September 2017, the Board of Directors for the Peel Housing Corporation received a report entitled “Redevelopment of 958/960 East Avenue” which referenced a study prepared by MHBC that undertook additional analysis and evaluated three options including a preliminary financial analysis.



The analysis identified Option 1: One mid-rise building of 5 to 7 storeys, with 156 apartment units and 157 surface parking spaces as the preferred option.

The current development application’s proposed height and massing is similar to Option 1, however, some of the surface parking has been removed (i.e. spaces originally proposed behind the Region of Peel Paramedic Centre), and are replaced with underground parking beneath the apartment building. In addition, the study noted that the short-term retail demand for the site was considered to be minimal in 2014.



### 3. Project Details

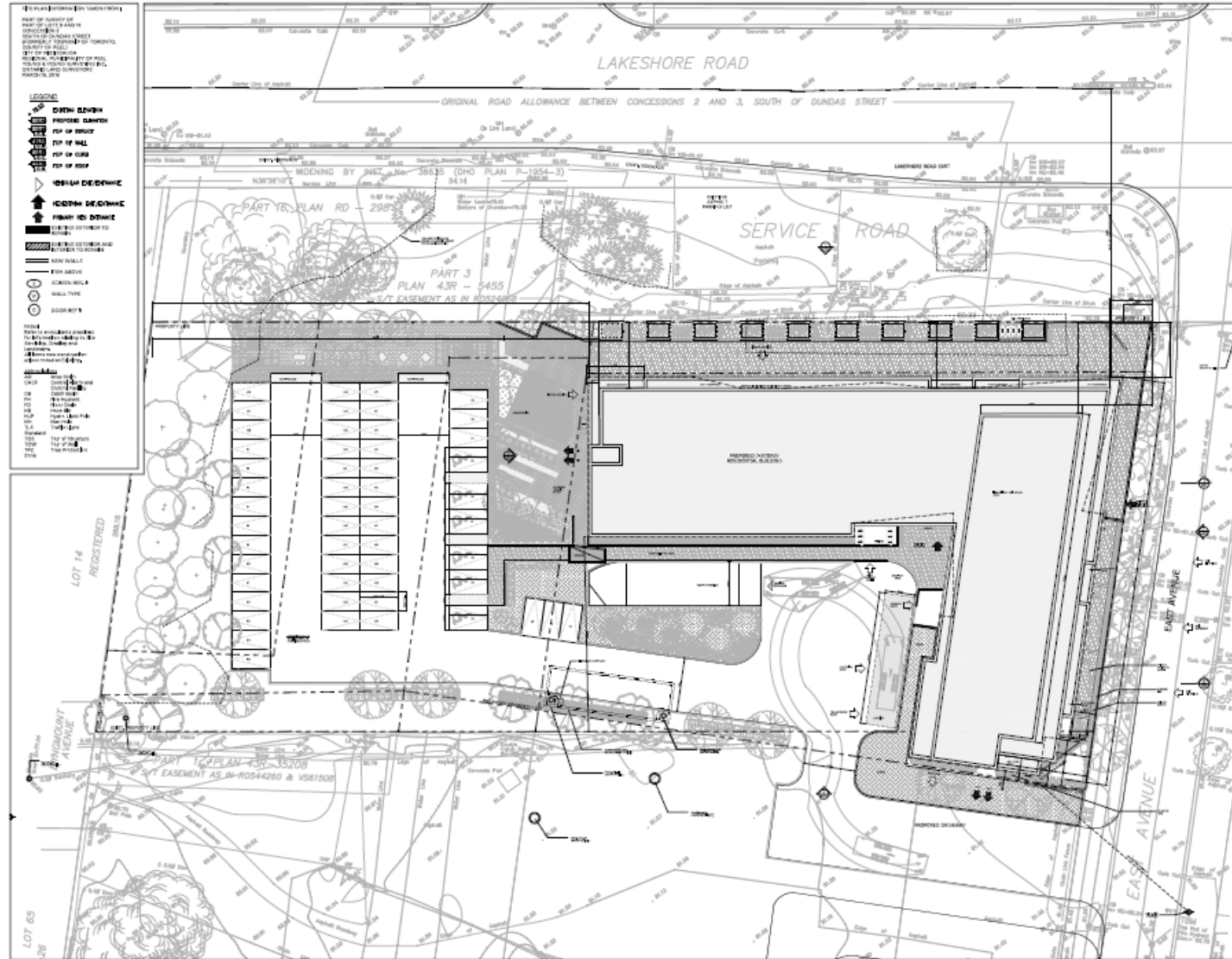
The applications are to amend the official plan and zoning by-law to permit a 7 storey rental apartment building containing 151 units, with a stepback at the 5<sup>th</sup> floor. The building will be owned and operated by Peel Housing Corporation.

Development Proposal		
Applications submitted:	Received: May 12, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	Peel Housing Corporation	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	151 units	
Proposed Gross Floor Area:	13 310 m <sup>2</sup> (143,272 ft <sup>2</sup> )	
Height:	7 storeys / 22.5 m (73.8 ft.) Step back at 5 <sup>th</sup> storey of 1.5 m (4.9 ft.)	
.Floor Space Index:	1.8	
Landscaped Area:	30 %	
Anticipated Population:	331* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	195	119
visitor spaces	<u>30</u>	<u>38</u>
Total	225	157
Green Initiatives:	<ul style="list-style-type: none"> <li>• Green roof</li> <li>• Permeable pavers</li> </ul>	

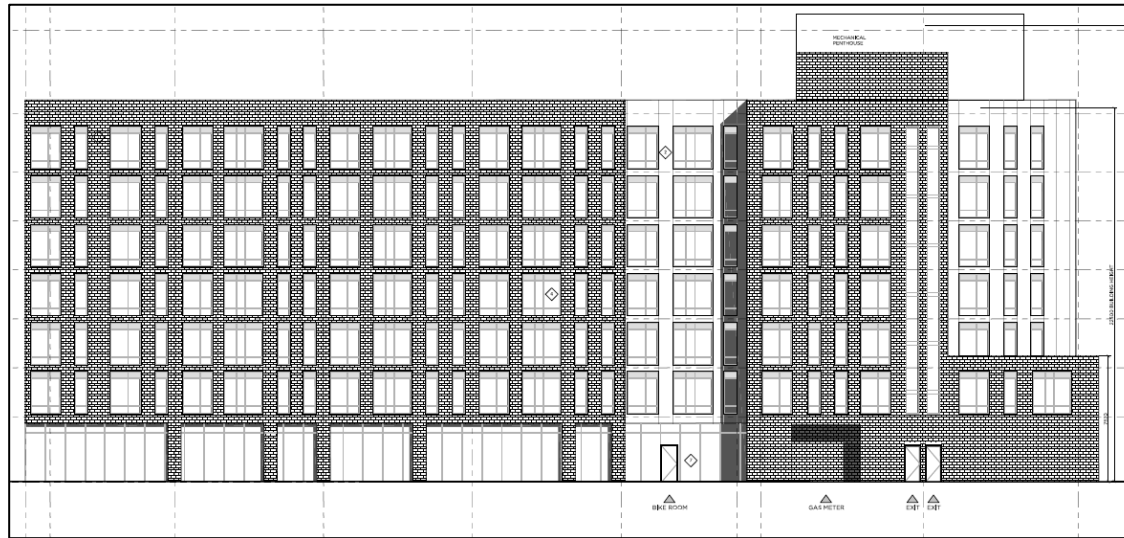
### Supporting Studies and Plans

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>:

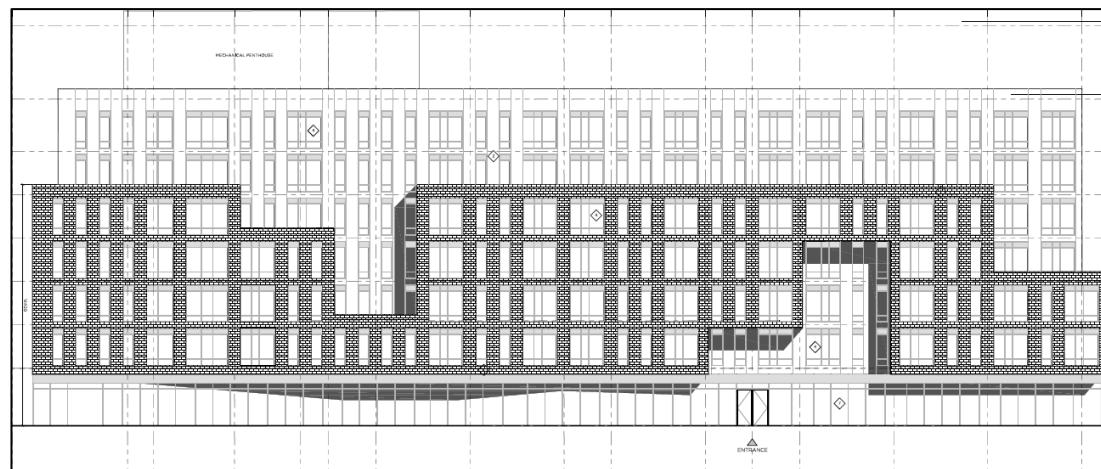
- Survey
- Context Plan
- Concept Site Plan
- Floor & Roof Plans
- Building Elevations
- Cross Sections
- Site Servicing and Grading
- Site Servicing Sections
- Noise Impact Study
- Pedestrian Wind Assessment
- Shadow Impact Analysis
- Arborist Report
- Tree Protection Plan & Notes
- Environmental Impact Study
- Planning Justification Report
- Transportation Study
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment (Phase I & II)
- Parcel Registry Document
- Existing and Draft Reference Plans
- Draft Official Plan & Zoning Amendments



Conceptual Site Plan



South Building Elevation



North Building Elevation



East Building Elevation



West Building Elevation



Applicant's Rendering  
(Looking Southwest from intersection of Lakeshore Road East and East Avenue)

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The majority of the site is designated **Mixed Use** and a small triangular parcel of land located at the southeast corner of the site is designated **Residential Low Density II**.

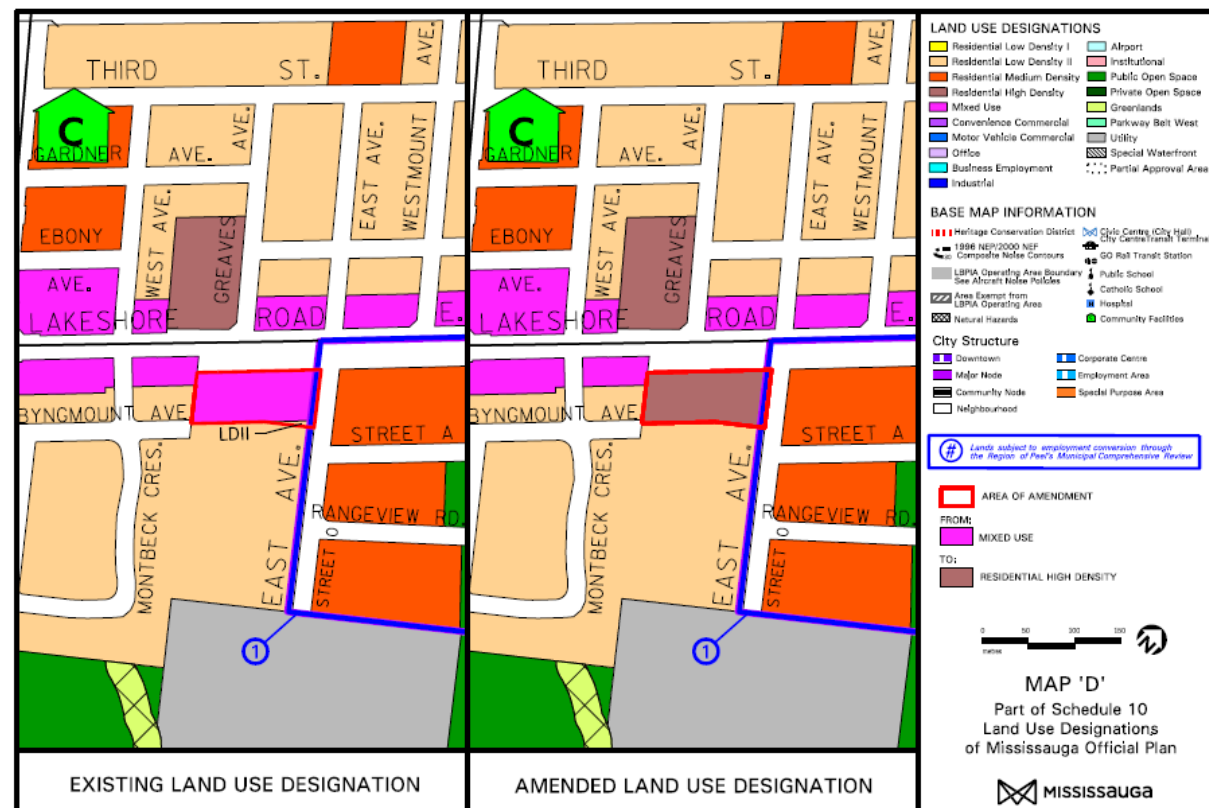
#### Proposed Designation

The **Residential High Density** designation is proposed to allow an apartment building. A maximum height of 7 storeys is proposed for the site on Map 3 Lakeview Local Area Plan Height Limits.

Identification of the site as being part of the Green System is to be removed on Schedule 1 Urban System, and Schedule 1A Green System. Identification of the site as being an Educational Facility is to be removed on Schedule 4 Parks and Open Space. These amendments are required to provide clarity and reflect existing and proposed development on the property.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report. Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Lakeview Neighbourhood Character Area Land Use





**Mississauga Zoning By-law****Existing Zoning**

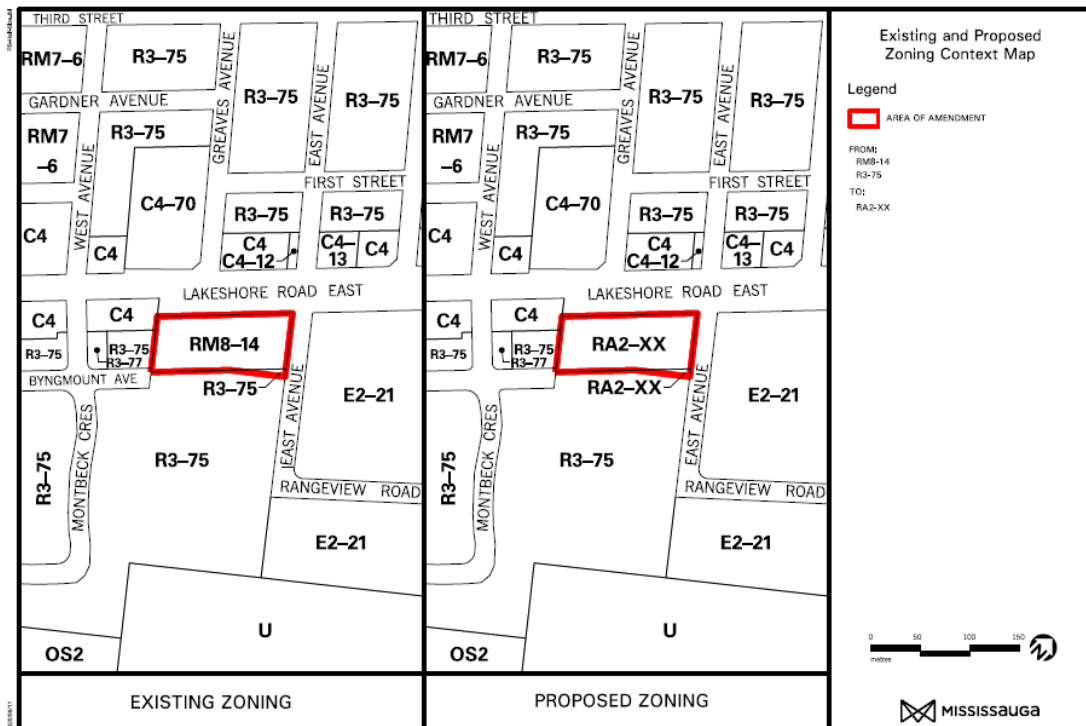
The majority of the site is currently zoned **RM8-14** (Back to Back and/or Stacked Townhouses – Exception), which permits back to back and/or stacked townhouses with additional regulations pertaining to form and location of the building on the lot.

A small parcel of land at the southeast corner of the site is currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings subject to additional regulations pertaining to infill development. Essential Emergency Services (e.g. existing paramedic station) are also permitted in this zone.

**Proposed Zoning**

The applicant is proposing to rezone the entire site to **RA2 – Exception** (Apartments - Exception) to permit the proposed apartment building.

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





**Proposed Zoning Regulations**

<b>Zone Regulations <sup>(1)</sup></b>	<b>RA2 Zone Regulations</b>	<b>Proposed Amended RA2-Exception Zone Regulations</b>
Minimum <b>front yard</b> , abutting East Avenue	9.5 m (31.2 ft.)	3.0 m (9.8 ft.)
Minimum <b>exterior side yard</b> , abutting Lakeshore Road East	9.5 m (31.2 ft.)	7.5 m (24.6 ft.)
Minimum <b>interior side yard</b> , abutting a zone permitting detached dwellings <sup>(2)</sup>	25.5 m (83.7 ft.)	1.0 m (3.3 ft.)
Resident <b>parking space</b> ratio (note: visitor parking spaces are calculated separately)	1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.78 spaces per unit
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells to any <b>lot line</b>	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum <b>landscaped area</b>	40%	30%
Minimum depth of a <b>landscaped buffer</b> abutting a lot that is a <b>street line</b> (i.e. East Avenue)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a lot line that is abutting lands with an a Residential Zone <sup>(2)</sup>	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Minimum aisle width within a <b>parking structure</b>	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> <sup>(3)</sup>	4.5 m (14.8 ft.)	Not apply
<sup>(1)</sup> The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA2 zoning regulations that the applicant has proposed amending have been identified. <sup>(2)</sup> Although abutting use is a paramedic station, it is zoned R3-75 which permits detached dwellings and this regulation therefore applies <sup>(3)</sup> This regulation is proposed in the event that Byngmount Drive is extended adjacent to the site and associated surface parking.		

## 5. Summary of Applicable Policies

The *Planning Act* requires that the 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 and in some cases have been paraphrased. The table should be considered a general summary of the

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS), 2020</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b);</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 shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate housing options required to meet the social,</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>health, economic well-being including special needs requirements (PPS 1.4.3 b.)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</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 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas and will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3);</p> <p>Although the subject lands are not located on a priority transit corridor (i.e. not identified on Schedule 5) they are within a major transit station area. The</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Growth Plan indicates that for all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. (Growth Plan 2.2.4.9).</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</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>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional Approval and a Regional Official Plan Amendment is not required. 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> <p>The majority of relevant policies are found in Sections 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

## Relevant Mississauga Official Plan Policies

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

The subject property is located within approximately 500 m (0.31 miles) radius of a potential Major Transit Station Area (MTSA) proposed at Lakeshore Road East and Lakefront Promenade. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current MOP policies in effect continue to apply and will be used to review development proposals.

The lands are located within the Lakeview Neighbourhood and

are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial and service uses. Residential uses are permitted if they are combined with other permitted uses. Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

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

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

	Specific Policies	General Intent
<b>Chapter 4 Vision</b>	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
<b>Chapter 5 Direct Growth</b>	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9 Section 5.3 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.2	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.  Mississauga will protect and conserve the character of stable residential Neighbourhoods.  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

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.7	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.10.3	As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment. A detailed noise impact study will be required.
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;



	<b>Specific Policies</b>	<b>General Intent</b>
	Section 7.2.6 Section 7.2.7 a and b Section 7.2.8 Section 7.2.10	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>Mississauga will directly assist all levels of government in the provision of rental housing by: a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing.</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.</p>
<b>Chapter 8</b> <b>Create a Multi-Modal City</b>	8.2.2.3 8.2.2.5 8.4.3 8.5	<p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies.</p>
<b>Chapter 9</b> <b>Build A Desirable Urban Form - Introduction</b>	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.1.11 Section 9.1.15	<p>It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p>

	Specific Policies	General Intent
		<p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities</p>
<b>Chapter 9</b> <b>Build A Desirable Urban Form – Intensification Areas</b> <i>Note: The Lakeview Local Area Plan - Desirable Urban Form Section includes policy 10.2.10, which states the Intensification Areas policies of the Plan will apply to development within the Core Area of the Lakeshore Corridor (which includes the subject lands)</i>	Section 9.2.1.1 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.9 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 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17 Section 9.2.1.19 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.34 Section 9.2.1.35	<p>Development will create distinctive places and locales.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. The public realm and the development interface with the public realm will be held to the highest design standards. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections. Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p>Development will face the street. Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. For non-residential uses, at grade windows will be</p>

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 9.2.1.36 Section 9.2.1.37	<p>required facing major streets and must be transparent.</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. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</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. 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> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.</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 for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.</p>
<b>Chapter 9</b> <b>Build A Desirable Urban Form – Non-Intensification Areas</b>  <i><b>Note: Although the Lakeview Local Area Plan, includes policy 10.2.10 which states that the Intensification Areas policies of the Plan will apply to the subject site, given the property is located within a Neighbourhood element of the City Structure (where intensification is not to be the focus) these policies have been</b></i>	Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6	<p>Where increases in density are considered in Neighbourhoods they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Tall buildings will generally not be permitted.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and</p>

	Specific Policies	General Intent
<i>noted in order to provide general policy context</i>		active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.
<b>Chapter 9 Build A Desirable Urban Form – Additional Policies</b>	Section 9.2.3.2 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.9 Section 9.4.1.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.1.12 Section 9.5.2.2 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.11 Section 9.5.2.12 Section 9.5.3.2 Section 9.5.3.3 Section 9.5.3.4 Section 9.5.3.6 Section 9.5.3.7 Section 9.5.3.8 Section 9.5.3.17 Section 9.5.4.4 Section 9.5.4.5 Section 9.5.5.1 Section 9.5.6.1	<p>All development will utilize sustainable design practices</p> <p>Development will be designed to achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.</p> <p>Development will support transit and active transportation by: a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building façades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p>

	Specific Policies	General Intent
		<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>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.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting; c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture.</p> <p>Site development will be required to: a. incorporate stormwater best management practices; b. provide enhanced streetscape; c. provide landscaping that complements the public realm; d. include the use of native non-invasive plant material; e. protect and enhance habitat; f. preserve significant trees on public and private lands; g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form.</p> <p>Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.</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 buildings to the street; and c. ensure public safety.</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Principal building entrances should be covered with a canopy, awning, recess or similar</p>

	Specific Policies	General Intent
		<p>device to provide visual prominence and pedestrian weather protection.</p> <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear. Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.</p> <p>Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment. Mechanical equipment vents and metering devices will be integrated into the building design.</p> <p>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way. Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
<b>Chapter 10</b>	Section 10.4.3	Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p>

	Specific Policies	General Intent
		<p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor.</p> <p>Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.</p>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1 Section 16.1.1.2	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.</p>
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>



**Relevant Lakeview Local Area Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 1.0 How To Read The Plan</b>	Section 1.0	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan.
<b>Chapter 5 Vision</b>	Section 5.1.2 Section 5.1.3 Section 5.2.2 Section 5.2.3	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> <li>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.</li> <li>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.</li> </ul> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.</p>
<b>Chapter 6 Direct Growth</b>	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. Intensification will be sensitive to the existing character of the residential areas and planned context. Intensification will occur through infilling or redevelopment. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront.
<b>Chapter 7</b>	Section 7.2.2 Section 7.2.3	The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways. Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.
<b>Chapter 8 Complete Communities</b>	Section 8.1.2 Section 8.1.3	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.
<b>Chapter 9 Multi- Modal City</b>	Section 9.0 Section 9.2.2 Section 9.2.3 Section 9.2.5 Section 9.4.1	Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following: a. Byngmount Avenue, east to Rangeview Road. When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 9.4.5 Section 9.4.7	<p>Development applications will be accompanied by transportation and traffic studies that will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan.</p> <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.</p>
<b>Chapter 10 Desirable Urban Form</b>	Section 10.0 Section 10.2 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.10 Section 10.3.5	<p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</p> <p>Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.</p> <p>The Intensification Areas policies of the Plan will apply to development within the Core area. Criteria for apartment development will include, among other things: a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms.</p>
<b>Chapter 12 Land Use Designations</b>	Section 12.3.1	Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.
<b>Maps</b>	Map 1 (Precincts) Map 2 (Road Network) Map 3 (Height Limits)	<p>Subject property is within the Lakeshore Corridor - Core area</p> <p>Byngmount Road potential extension identified as a Future Multi-modal Connection</p> <p>Subject property is identified as having a height limit of 2-4 storeys</p>
<b>Built Form Standards</b>	Introduction	The Built Form Standards are to be used during the design and review of development applications. This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of

	Specific Policies	General Intent
		the Area Plan; The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establish and illustrate general requirements to achieve a high quality urban form, site development and public realm.
<b>Built Form Standards – Lakeview Character Areas: Built Form Types</b>	Section 2.2.5.1 Section 2.2.5.2 Section 2.2.5.3 Section 2.2.5.4 Section 2.2.5.5	<p><b>Building Heights:</b> The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m.</p> <p><b>Building Separation Distances:</b> There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments. A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m</p> <p><b>Floor Plates:</b> A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m<sup>2</sup>, including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</p> <p><b>Transition to Lower Forms:</b> Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.</p> <p>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</p> <ol style="list-style-type: none"> <li>The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;</li> <li>To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and</li> <li>The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.</li> </ol> <p>Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width.</p> <p>Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's Urban Design Terms of Reference for Standards for Shadow Studies, June 2014. Shadow studies and wind studies will be required.</p>
<b>Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct</b>	Section 3.1 Section 3.2 Section 3.3 Section 3.4 Section 3.5 Section 3.6 Section 3.7 Section 3.8	<p>The principles of built form along Lakeshore Road East will include: i. A pedestrian oriented environment; ii. Closely spaced buildings fronting onto Lakeshore Road East; iii. Minimize access points; iv. No parking between the building and the street; v. Design that enhances a mainstreet retail environment; and vi. On-street parking along Lakeshore Road East where appropriate.</p> <p>The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m</p> <p><b>Building Heights:</b> The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses,</p>

	Specific Policies	General Intent
	Section 3.10	<p>cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East.</p> <p>The following criteria will apply to development in the Lakeshore Corridor Precinct: a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan; b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths; c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line; d. Building entrances will be located along Lakeshore Road East; e. Canopies, overhangs and signage will be designed so that they are located within the private property limits; f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p> <p>Transition to Lower Built Form and Open Space: To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required</p> <p>Rear Yard Landscape Buffer: A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p> <p>Pedestrian Realm/Streetscape: Building setbacks along Lakeshore Road East are to provide a consistent street edge.</p> <p>At Grade Commercial Requirements: To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East</p> <p>Access Points Consolidation: of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.</p> <p>Parking, Loading and Service Areas: The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.</p> <p>Place Making: Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. 3. East Avenue and Lakeshore Road East</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), *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.

The federal and provincial funding programs supporting the development of this project require rents to be set on average, at 80% of the Canada Mortgage and Housing Corporation (CMHC) average market rent for the area. Rents for any one unit cannot exceed 100% of the CMHC average market rent.

Peel Housing Corporation is proposing to redevelop their site (which currently contains 30 townhouse units that are at the end of their lifespan) with an apartment building that will contain 151 rental units. The development will have rents for 60% of the units set at 100% of the CMHC average market rent, while the remaining 40% of the units will have rents set at 60% of the CMHC average market rent. The federal and provincial funding is secured by twenty year agreements registered on title. The Region and Peel Housing Corporation are responsible for program compliance through ongoing monitoring and annual reporting to the Province for the life of these agreements.

The most recent CMHC average market rents available (i.e. October 2019) provide an indication of the rents that the proposed units would pay, and are summarized in the table below.

CMHC Average Market Rent For Mississauga South (Zone 19) For October 2019			
	One Bedroom	Two Bedroom	Three Bedroom
Average Market Rent (Zone 19)	\$1,243	\$1,418	\$1,499
60% of the Average Market Rent	\$746	\$851	\$899

The target tenant population is a mix of singles, seniors and families but specific tenants for the units have not yet been confirmed. The unit mix will include units for middle-income households as well as subsidized units for households on or eligible to be on the centralized waitlist.

Unit Breakdown			
Type	Number Of Units	Average Size	Comments
1 Bedroom	65	57 m <sup>2</sup> (614 ft <sup>2</sup> )	All are modifiable <sup>1</sup> units and some will be fully modified (e.g. roll-in shower)
2 Bedroom	74	80 m <sup>2</sup> (861 ft <sup>2</sup> )	All or majority being modifiable
3 Bedroom	12	122 m <sup>2</sup> (1,313 ft <sup>2</sup> )	All or majority being modifiable
Total	151		
<sup>1</sup> Modifiable means that there is a wheelchair turning radius in the kitchen, bathroom and bedroom			

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>16 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S. Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S. Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S. Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>3 Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Enrolment: 360 Capacity: 579 Portables: 0</p> <p>Saint Paul S.S. Enrolment: 489 Capacity: 807 Portables: 0</p>

## 7. Community Comments

A virtual community meeting was held by Ward 1 Councillor, Stephen Dasko on December 2, 2020 with approximately 50 people in attendance. As of the date of this report, over 45 emails and letters from residents have been received.

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.

- Support for rental housing, particularly one that accommodates a variety of income levels was expressed.
- Concern that the proposed building will set an unacceptable height precedent. The developer should abide by the Lakeview Local Area Plan and not contribute to a canyon of tall buildings along Lakeshore Road East.
- The building at 7 storeys is too high. The building should be kept low and terraced at the back in order to not cut off natural light. Anything above 4 storeys on Lakeshore Road East should have a significant stepback so as to protect skyviews.
- The height of the building has a negative impact on the Lakeshore Road East pedestrian experience.
- Surface parking should be reduced and replaced with open space. Reduced parking standards are supported by transit.
- The proposed development should include ground floor commercial or community uses which could improve the relationship between the building and surrounding neighbourhood. Without commercial and community uses, the building will be an insular block that stands apart from the area and will break-up the commercial strip.
- Development at ground floor along Lakeshore Road East requires a better relationship with the public realm. Changes to the soft interface between the building and street is required.
- The building should include balconies which can provide private outdoor space for residents.
- Concern that Byngmount Avenue could extend to East Avenue.
- Lakeshore Road is a transit corridor and should be allowed to develop and provide residents with easy access to transit.
- More community input is required and a fulsome public engagement process should be undertaken.



## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 19, 2020)	<p>In its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required. There is sufficient servicing capacity to accommodate the proposed development.</p> <p>Region will provide front-end collection of garbage and recyclable materials subject to conditions being met prior to approval of the applications. At the site plan stage all requirements listed in Section 2.0 and 4.0 of the Waste Collection Design Standards must be included. Public Health has no objections to the application.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 26, 2020 and May 25, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that Council Resolution 152-98 applies and that prior to final approval of a servicing and or development agreement the City shall be advised by the school board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement</p>
City Community Services Department – Park Planning Section (May 26, 2020)	<p>Community Services notes that the subject site is located 243 m (797 ft.) southwest of A.E. Crooks Park (P-023) which contains a parking lot, ice rink, picnic area, spray pad, washrooms, softball diamond lit, wading pool and a play site. The park is zoned "OS2" (Open Space - City Park). The site is also located 380m (1246 ft.) southeast of Douglas Kennedy Park (P-021) which contains a baseball diamond lit, concession stand, parking lot and washroom. The Park is zoned "OS2 - City Park".</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions: 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> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (July 10, 2020)	<p>Fire has requested the concept plan include all dimensions, fire department connections, fire hydrants and confirmation that the building only faces one street in order to confirm compliance with OBC and by-law 1036-81. At the site plan stage a variance will be required to permit the hydrant feed to run under a building to service the fire hydrant in the rear of the building.</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist	Tree removal permission is required to injure or remove trees on private property. The approval of the Tree Permission application is required prior to the earliest of the demolition permit/erosions and sediment control permit/site plan approval. An upgrade streetscape is not required.
Economic Development Office (July 15, 2020)	The Economic Development Office encourages the applicant to consider incorporating employment on the ground floor, thereby providing ground floor related mixed uses (office, retail, etc.) within 25 metres (82 feet) of Lakeshore Road East as part of the Lakeshore Corridor Precinct - Core Area.
City Transportation and Works Department (September 23, 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><b><u>Stormwater</u></b></p> <p>A Functional Servicing Report (FSR), prepared by Fabian Papa &amp; Partners., dated March 18, 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, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to extend the storm sewer on Byngmount Ave. through the adjacent Region of Peel lands 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"> <li>• demonstrate the feasibility of the storm sewer outlet;</li> <li>• develop an acceptable strategy to accommodate external drainage from the adjacent property, if any;</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and</li> <li>• demonstrate that the soil conditions meet the MECP requirements</li> </ul> <p><b><u>Traffic</u></b></p> <p>A Traffic Impact Study (TIS), prepared by Trans-Plan Transportation Engineering and dated March 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. The TIS requires to be revised and resubmitted addressing grammatical errors found within the report and the site circulation review that is currently being proposed. At this time the report recommends a flag person anytime someone uses the vehicle loading area, which is not a feasible solution to address vehicle circulation.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Revised Traffic Impact Study addressing all staff comments;</li> <li>• Revisions to the Site Plan addressing Traffic comments;</li> <li>• Draft R-Plan for the conveyance of lands;</li> <li>• Establish an easement with the property located to the south for a shared access</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>The following reports have been received:</p> <p>Phase One ESA (project # 181-11306-00), dated October 2018; Phase Two ESA (project # 181-11306-00), dated December 2018, both prepared by WSP;</p> <p>The applicant is required to provide further technical information prior to recommendation report to:</p> <ul style="list-style-type: none"> <li>• Reliance letter for both reports;</li> <li>• Clarification regarding further assessment of the extent of EC/SAR impact;</li> <li>• Clarification regarding land transfer to PHC from Region of Peel. These lands were not covered by environmental site assessment. If these lands form a part of this development application, an addendum to the existing Phase One ESA must be prepared to include assessment of these lands;</li> <li>• Temporary Discharge to Storm Sewer Commitment Letter;</li> </ul> <p><b><u>Noise</u></b></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 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><b><u>Engineering Plans/Drawings</u></b></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' Holding provision and related Development Agreement will be required to capture any municipal infrastructure works such as municipal storm sewer extension and municipal easement through the adjacent Region of Peel lands to service this site. In addition, the applicant is to make the appropriate arrangements to acquire a portion of lands at the south east corner of the property from The Region of Peel in order to complete the proposal. A Draft reference plan is also to be provided</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Alectra Utilities</li> <li>- Conseil scolaire Viamonde</li> <li>- Canada Post</li> <li>- Rogers Communications</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Bell Canada</li> <li>- Trillium Health Partners</li> </ul>

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- Can modifications be made to the proposal so that the use of an "H" holding provision is not required?
- What are the expected traffic and parking impacts?

### Development Requirements

There are engineering matters including: noise, 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. In addition, the need for an "H" holding provision and related Development Agreement may be required.

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

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to address housing affordability for low and moderate income households.

# City of Mississauga Corporate Report



<p>Date: December 18, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: OZ 20/015 W7</p>
	<p>Meeting date: January 11, 2021</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 7)**

**Rezoning application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses**

**16, 34 and 36 Elm Drive West, southwest corner of Elm Drive West and Hurontario Street**

**Owner: Solmar (Edge 3) Corp.**

**File: OZ 20/015 W7**

## Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Solmar (Edge 3) Corp. to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses under File OZ 20/015 W7, 16, 34 and 36 Elm Drive West, be received for information.

## Background

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

## PROPOSAL

The application is to permit a 12 storey apartment building on the southeasterly corner of the subject lands, which will be attached to a permitted 50 storey apartment building on the northeasterly corner of the property. All lands are owned by the applicant. 102 additional dwelling units and ground floor commercial uses are proposed. The applicant is proposing to amend the zoning by-law from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone to implement this development proposal.

The remainder of the lands currently zoned **RA5-46** will retain that zone but will be amended to

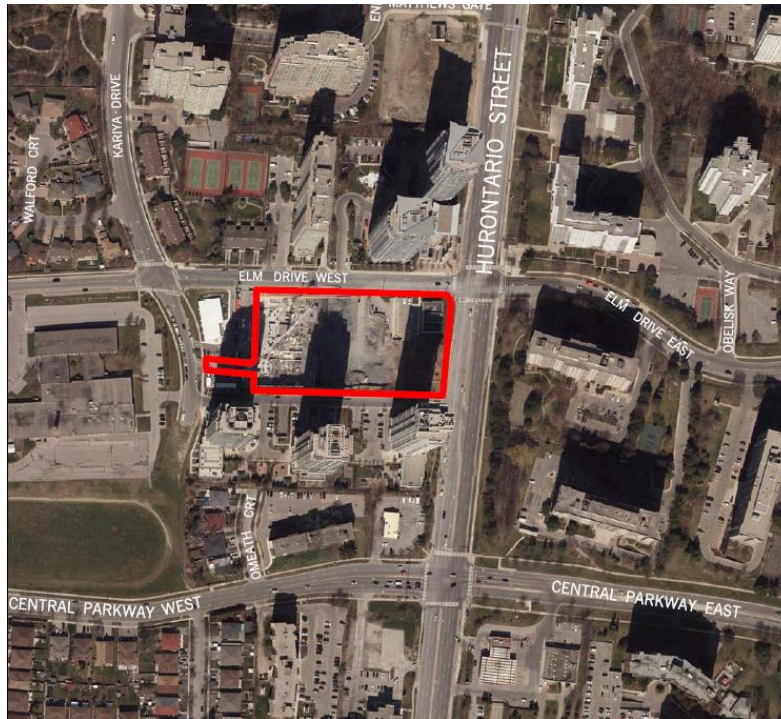
Originator's file: OZ 20/015 W7

reflect the changes to the regulations that apply to the subject site, such as number of units. Other regulations such as the overall FSI, landscaped area and amenity area, will also need to be adjusted.

During the ongoing review of this application, staff may recommend different zoning category to implement the proposal.

## Comments

The property is located southwest corner of Elm Drive West and Hurontario Street within the Downtown Fairview Character Area. The site is currently occupied by a one storey temporary sales centre and two apartments (35 and 40 storeys) that are currently under construction.



Aerial image of 16, 34 and 36 Elm Drive West



Applicant's Rendering

## LAND USE POLICIES AND REGULATIONS

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

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

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

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

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



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

### **AGENCY AND CITY DEPARTMENT COMMENTS**

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

## **Financial Impact**

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

## **Conclusion**

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

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Adam Lucas, Development Planner

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Solmar (Edge 3) Corp.**

**16, 34 and 36 Elm Drive West**

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## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D-1** (Development). **D-1** permits legally existing uses within existing buildings on the land.
- November 12, 2012 – Mississauga Official Plan came into force. The subject lands were designated **Residential High Density** in the Downtown Fairview Character Area.
- January 9, 2017 – Mississauga Official Plan Amendment No. 33 came into force. The subject lands were designated **Residential High Density – Special Site 1** in the Downtown Fairview Character Area.
- January 11, 2017 – Zoning By-law 0155-2016 came into force. The majority of the subject lands were zoned **RA5-46** (Apartments), which permits an apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the southwest corner of Elm Drive West and Hurontario Street. The built form in this area is predominantly

apartment buildings with a mix of commercial uses along Hurontario Street. The site is currently occupied by a one storey sales centre building and two apartment buildings (35 and 40 storeys) that are under construction.



Image of existing conditions facing south

Property Size and Use	
Frontages:	38.0 m (124.7 ft.)
Depth:	84.0 m (275.6 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	One storey sales centre building and two apartment buildings (under construction).

## Surrounding Land Uses

North of the subject lands is a 31 storey apartment building. To the east are two apartment buildings that are 19 and 24 storeys in height. To the south are three apartments ranging in height from 31 to 33 storeys. To the west is an elementary school that is under construction.

The surrounding land uses are:

North: Apartment building  
East: Apartment buildings  
South: Apartment buildings  
West: Elementary school



Aerial Photo of 16, 34 and 36 Elm Drive West

## The Neighbourhood Context

The subject lands are located in the Downtown Fairview Character Area. The surrounding area contains a number of 19 to 33 storey apartment buildings with a mix of ground related commercial uses along Hurontario Street.

## Demographics

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

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

### Other Development Applications

There are five active planning applications in the vicinity of and on the subject lands, as follows:

- SP 13/219 W7 – 30, 38, 44, 50, 58 and 64 Elm Drive West – 35 storey apartment building with ground floor day care use (under construction)
- SP 19/86 W7 – 34 Elm Drive West – 40 storey apartment building (under construction)
- OZ 20/007 W7 – 3575 Kaneff Crescent – official plan and zoning by-law amendment applications to permit a 29 storey apartment building
- OZ 20/001 W7 – 1 Fairview Road East – official plan and zoning by-law amendment applications to permit a 34 storey apartment building
- HOZ 13/006 W7/SP18-96 W7 – 185 Enfield Place – lifting of 'H' provision and site plan for 36 storey rental apartment building

An official plan and zoning by-law amendment was recently approved to permit a 36 storey apartment building at 3480 Hurontario Street.

### Community and Transportation Services

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

The area is well served by community facilities such as Stonebrook Park, Kariya Park and a future park at the southeast corner of Kariya Drive and Elm Drive West,

Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a 0.9 km (0.6 miles) radius of the subject land. The Mississauga Valley Community Centre is also approximately 1.2 km (0.7 miles) from the subject land.

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 miles) from the subject land. The following major Miway bus routes service the site:

- Route 2 – Hurontario
- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 103 – Hurontario Express

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

## 3. Project Details

The application is to permit a 12 storey apartment building on the subject land, which will be attached to a permitted 50 storey apartment building on the adjacent property to the north. Both properties are owned by the applicant. 102 additional dwelling units and ground floor commercial uses are proposed.

<b>Development Proposal</b>	
Application submitted:	Received: September 11, 2020 Deemed complete: October 13, 2020
Developer/ Owner:	Solmar (Edge 3) Corp.
Applicant:	SGL Planning and Design Inc.
Number of additional units:	102 units
Proposed additional Gross Floor Area:	8 000 m <sup>2</sup> (86,111.28 ft <sup>2</sup> )
Height:	12 storeys / 42.6 m (139.9 ft.)
Anticipated Population:	245* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater Retention</li> <li>• Bicycle parking</li> <li>• Green roofs</li> </ul>

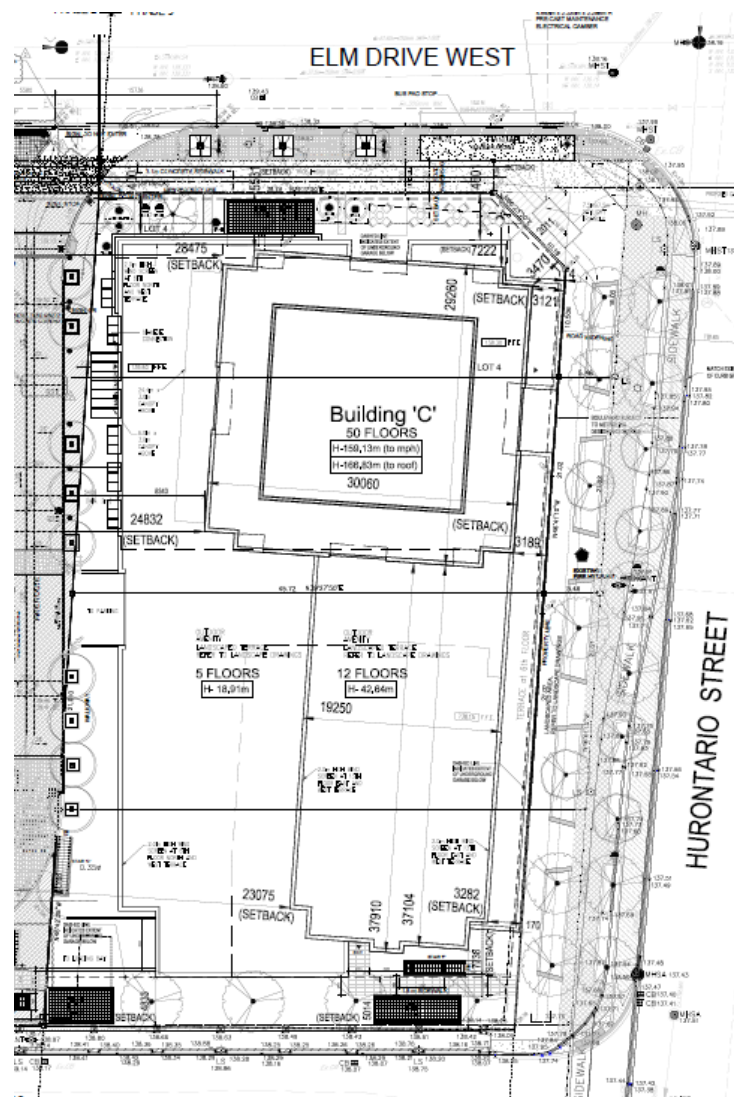
### Supporting Studies and Plans

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 Plans
- Planning Justification Report

- Arborist Report and Tree Preservation Plan
- Electrical Plans
- Functional Servicing and Grading Plans
- Stormwater Management Report
- Housing Report
- Landscape Plans
- Noise and Vibration Study
- Phase 1 Environmental Site Assessment
- Shadow Study
- Survey
- Traffic Impact Study
- Operations and Safety Assessment
- Transportation Demand Management
- Urban Design Brief
- Wind Study

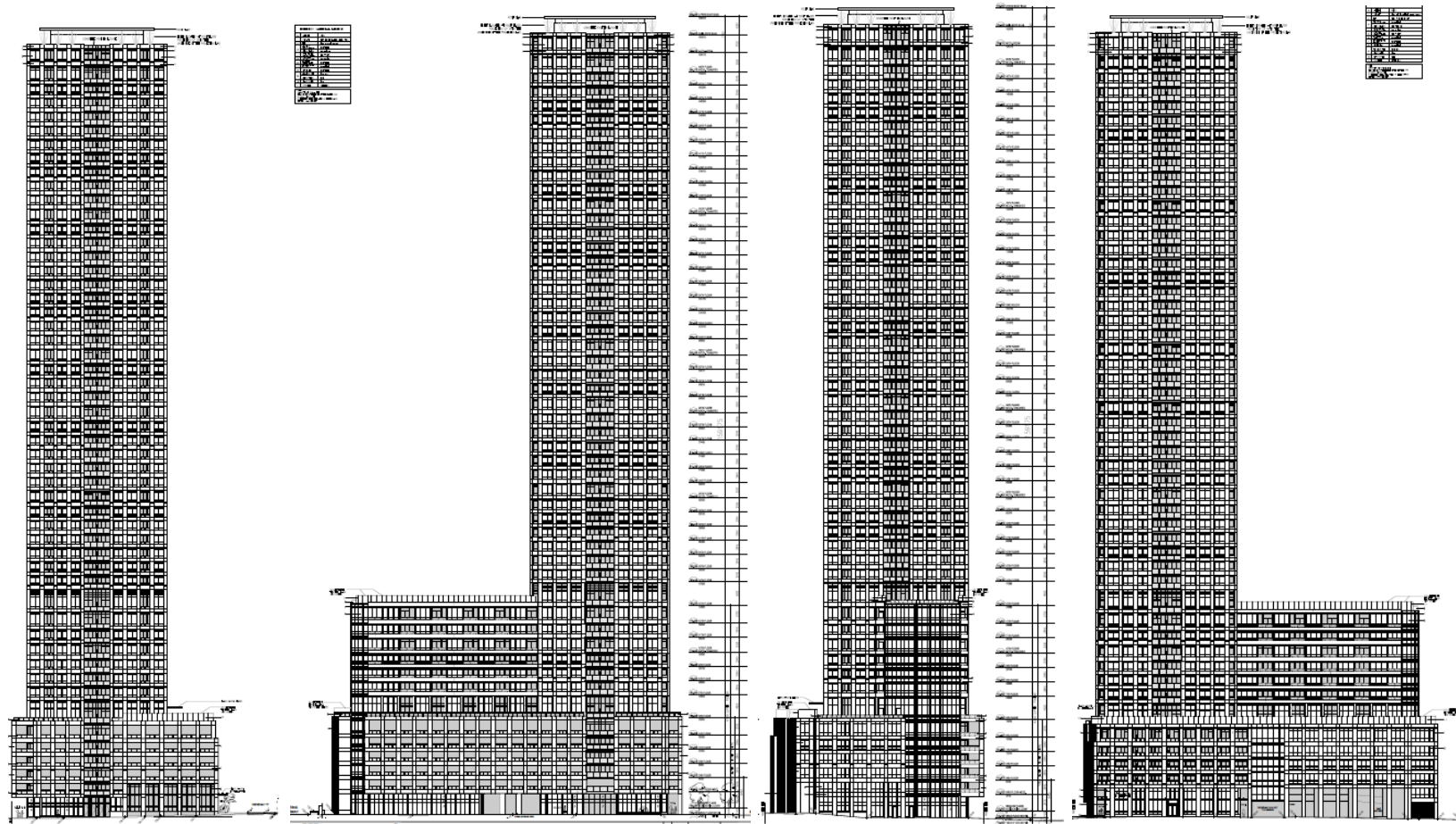
The application was reviewed by the Urban Design Advisory Panel (UDAP) on October 29, 2019 and scheduled to return in early 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.



Concept Plan







Elevations



**Applicant's Rendering**

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

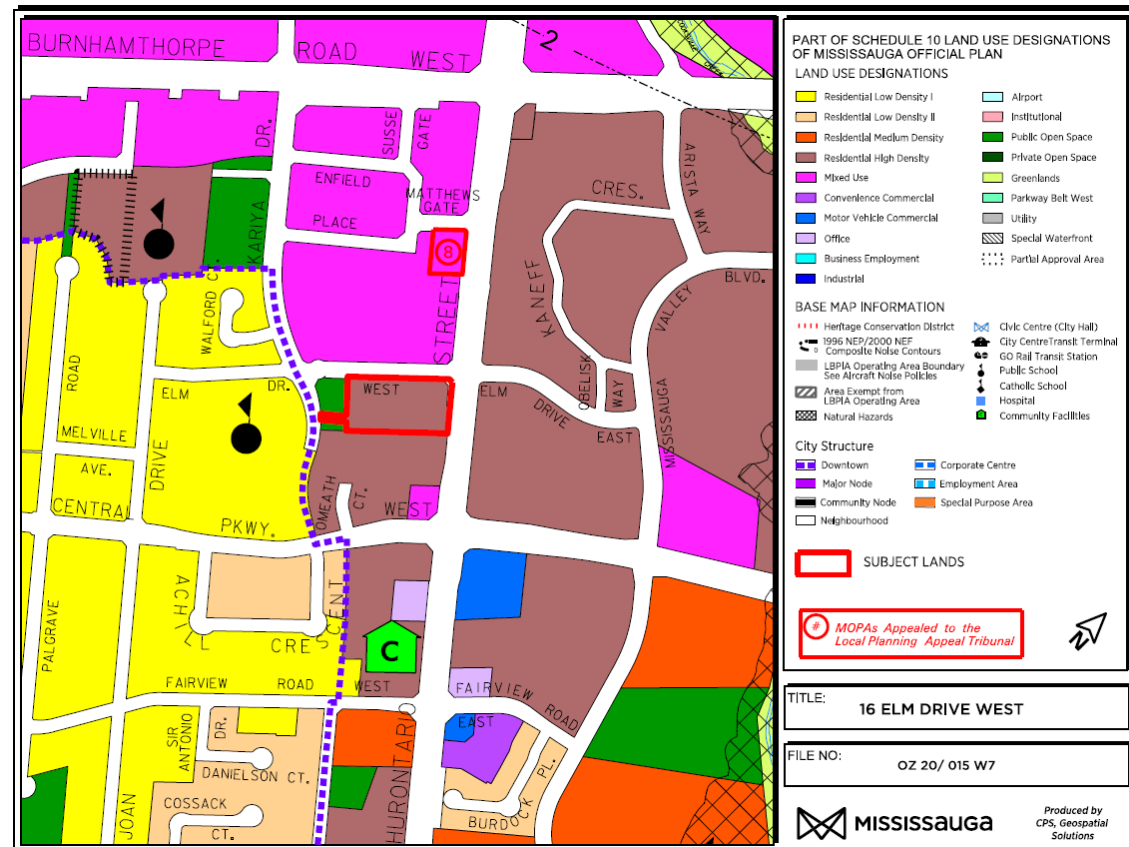
#### Existing Designation

The site is designated **Residential High Density – Special Site 1**, which permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys and a total FSI of 8.2. Commercial uses are also permitted. Access to the site will only be permitted from Kariya Drive and Elm Drive West.

An official plan amendment application is not required.

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

#### Excerpt of Downtown Fairview Character Area



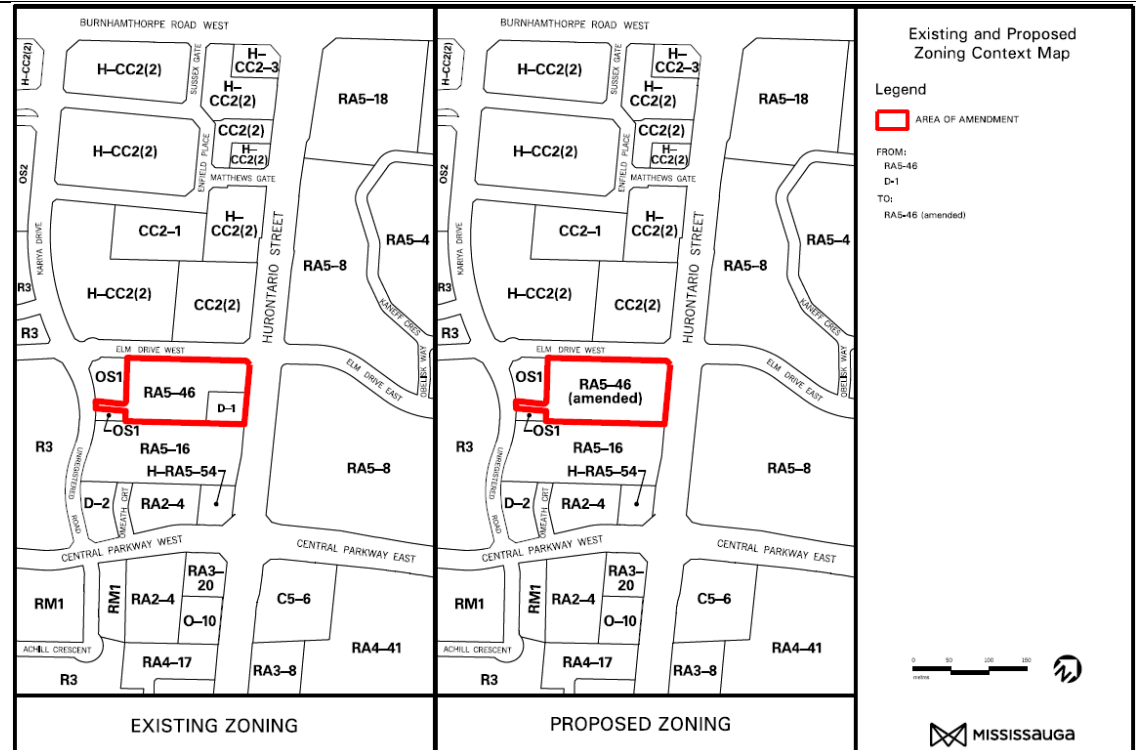
## Mississauga Zoning By-law

**Existing Zoning**

The subject property is currently zoned **RA5-46** (Apartments) and **D-1** (Development). The **RA5-46** zone permits apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted. The **D-1** zone permits legally existing uses within existing buildings on the land.

**Proposed Zoning**

A rezoning is proposed from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone, to permit a 12 storey apartment building on the subject property, which will be attached to a permitted 50 storey apartment building on the northerly half of the lands. 102 additional dwelling units and ground floor commercial uses are proposed.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA5-46 Zone Regulations</b>	<b>Proposed Amended RA5-46 Zone Regulations</b>
Additional permitted uses	<b>Retail Store</b> <b>Day Care</b>	<b>Retail</b> <b>Day Care</b> <b>Financial Institution</b> <b>Personal Service</b> <b>Establishment</b> <b>Office</b>
Maximum number of <b>dwelling units</b>	In Buildable Area 'A' identified on Schedule RA5-46: 350  In Building Area 'B' identified on Schedule RA5-46: 411  In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522	In Buildable Area 'A' identified on Schedule RA5-46: 350  In Building Area 'B' identified on Schedule RA5-46: 411  In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522  In new Buildable Area 'C3' to be identified on Schedule RA5-46: 102
Maximum total <b>gross floor area – apartment zone</b>	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m <sup>2</sup> (26,3177.6 ft <sup>2</sup> )  In Building Area 'B' identified on Schedule RA5-46: 28 500 m <sup>2</sup> (306,771.4 ft <sup>2</sup> )	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m <sup>2</sup> (26,3177.6 ft <sup>2</sup> )  In Building Area 'B' identified on Schedule RA5-46: 28,500 m <sup>2</sup> (306,771.4 ft <sup>2</sup> )

<b>Zone Regulations</b>	<b>RA5-46 Zone Regulations</b>	<b>Proposed Amended RA5-46 Zone Regulations</b>
	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36 000 m <sup>2</sup> (387,500.8 ft <sup>2</sup> )	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36,000 m <sup>2</sup> (387,500.8 ft <sup>2</sup> )  In new Buildable Area 'C3' to be identified on Schedule RA5-46: 8 000 m <sup>2</sup> (86,111.3 ft <sup>2</sup> )
Maximum <b>gross floor area – non-residential</b>	For a <b>retail store</b> : 675 m <sup>2</sup> (7,265.6 ft <sup>2</sup> )	For a <b>retail store, financial institution, personal service establishment and office</b> : 675 m <sup>2</sup> (7,265.6 ft <sup>2</sup> )
Maximum Tower Floor Plate	In Building Area 'C1' on Schedule RA5-46: 750 m <sup>2</sup> (8,072.9 ft <sup>2</sup> )	In Building Area 'C1' on Schedule RA5-46: 865 m <sup>2</sup> (9,310.8 ft <sup>2</sup> )
Minimum Height of Podium	In Building Area 'C2' on Schedule RA5-46: 9.1 m (29.9 ft.) and <b>2 storeys</b>	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.0 m (65.6 ft.) and <b>5 storeys</b>
Maximum Height of a Podium	In Building Area 'C2' on Schedule RA5-46: 20 m (65.6 ft.) and <b>5 storeys</b>	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 45 m (147.6 ft.) and <b>12 storeys</b>
Maximum <b>landscape area</b>	35% of <b>lot area</b>	30% of <b>lot area</b>
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		



## 5. Summary of Applicable Policies

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

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Plan (ROP)	<p>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>System</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

### Relevant Mississauga Official Plan Policies

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

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

The lands are located within the Downtown Fairview Character Area and are designated **Residential High Density – Special**

**Site 1.** The **Residential High Density – Special Site 1** designation permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum Floor Space Index (FSI) of 8.2, and commercial uses.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

The following policies are applicable in the review of this application. 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	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 5.3.1.13	
	Section 5.4.2	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 5.4.3	
	Section 5.4.4	Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)
	Section 5.4.8	
	Section 5.5.7	The Downtown will be developed to support and encourage active transportation as a mode of
	Section 5.5.8	

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

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

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

	Specific Policies	General Intent
		sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
<b>Chapter 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.2.2	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)

### 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.

In support of the application, a Housing Report has been submitted. The applicant is proposing to provide 10% (i.e. 10 units) affordable housing units within the 12 storey apartment addition.





**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>69 Kindergarten to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Elm Drive Public School</p> <p>Enrolment: 261 Capacity: 412 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>10 Kindergarten to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Bishop Scalabrini School</p> <p>Enrolment: 323 Capacity: 240 Portables: 12</p> <p>Father Michael Goetz Secondary School</p> <p>Enrolment: 1,202 Capacity: 1,593 Portables: 0</p>

## 7. Community Comments

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 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.

- Elm Drive already has too much traffic and the proposed development will make it worse
- The podium seems too high along Hurontario Street
- Will the applicant be providing affordable housing units

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 9, 2020)	The Region's 400 mm (15.7 in.) watermain and 375 mm (14.8 in.) sanitary sewer have been installed and commissioned.  A functional servicing report is required to determine the adequacy of the existing services for the proposed development prior to approval.
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 30, 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 (November 18, 2020)	In comments dated November 18, 2020, this Department indicated that the subject site is located 447 m (1,466 ft.) from Kariya Park (P-231) which contains a Japanese Garden, a covered shelter and a bridge. The Park is zoned <b>OS2</b> (Open Space - City Park).  Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Transportation and Works Department (November 24, 2020)	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.  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: Stormwater  A Functional Servicing Report, prepared by Schaeffers Consulting Engineers, dated August 11, 2020, and a Storm Water Management Report, prepared by Schaeffers Consulting Engineers, dated August 2020, were submitted in support of the

Agency / Comment Date	Comments
	<p>proposed development. The purpose of these reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</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"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by Poulos and Chung and dated August 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 traffic impact study and require further clarification on this.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• an updated Traffic Impact Study addressing all staff comments;</li> <li>• review the driveway access to ensure both Elm Drive West and the internal driveway can operate efficiently;</li> <li>• the Traffic Impact Study does not consider the extension of Kariya Drive and the trip distribution that may impact the development;</li> <li>• further clarification on peak hour analysis and trip distribution methodology;</li> <li>• further clarification regarding the Horizon Year;</li> <li>• the addition of further information and tables to be included in the body of the report;</li> <li>• land dedication towards the ultimate 50 m (164 ft.) right-of-way; and</li> <li>• address any traffic concerns from the Community related to the proposed development.</li> </ul> <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) (1906-E138) dated November 4, 2019, prepared by Soil Engineers and a Record of Site Conditions (RSC # 226656) have been received.</p> <p>The applicant is required to provide further documentation prior to recommendation report, including:</p> <ul style="list-style-type: none"> <li>• a reliance letter for the ESA reports;</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• clarification regarding land dedication; and</li> <li>• a Temporary Discharge to Storm Sewer Commitment Letter.</li> </ul> <p>Noise</p> <p>A Noise and Vibration Feasibility Study prepared by HGC Engineering (Ltd), dated July 24, 2020, was submitted for review. The Noise and Vibration Study evaluates the potential impact both to and from the proposed 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 assess the impacts of noise levels from existing and proposed stationary sources on this development.</p> <p>Engineering Plans/Drawings</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"> <li>- Light Rail Transit Office</li> <li>- City Fire Prevention</li> <li>- Greater Toronto Airport Authority</li> <li>- City Community Services Department – Heritage</li> <li>- City Community Services Department – Arborist</li> <li>- Trillium Health Partners</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Enbridge Gas</li> <li>- Go Transit – Metrolinx</li> <li>- Canada Post</li> <li>- Rogers Cable</li> <li>- Bell Canada</li> </ul>

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?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Does the proposal address concerns relating to traffic?

### **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.