

City of Mississauga

Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/004 W5

Meeting date:
2019/09/16

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit 16 storey and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor

60 Bristol Road East, southeast corner of Hurontario Street and Bristol Road East

Owner: 151516 Canada Inc. (RioCan)

File: OZ 19/004 W5

Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, 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

RioCan is proposing to develop a portion of the existing plaza for two residential apartment buildings with ground floor retail and service commercial uses. The official plan needs to be amended from **Mixed Use** to **Residential High Density** and the zoning by-law amended from **C2-15** (Neighbourhood Commercial) to **RA5-Exception** to implement this proposal.

Comments

The property is located at the southeast corner of Hurontario Street and Bristol Road East within the Hurontario Neighbourhood Character Area. The site is part of a larger parcel that contains a neighbourhood commercial plaza. The development is proposed on a portion of the site that is currently vacant as a result of a fire on the property in October 2017. A Land Division application under file "B" 2/19 was approved on February 12, 2019 and the applicant is currently clearing conditions of the severance in order to sever the parcel from the plaza.



Aerial image of 60 Bristol Road East



Applicant's rendering of the proposed residential apartment building

LAND USE POLICIES AND REGULATIONS

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

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

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environmental 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 confirm with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt 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

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

and density, ensuring compatibility of the new buildings with the surrounding neighbourhood, and assessing the comments received through community consultation.

Attachments

Appendix: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 151516 Canada Inc. (RioCan)

66 Bristol Road East

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1. Site History

- May 15, 1989 – Site Plan Application under file SP 88-128 W5 approved a retail plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2-15** (Neighbourhood Commercial)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Hurontario Neighbourhood Character Area
- February 12, 2019 – Land Division application "B" 2/19 received approval to sever the northeast portion of the lot from the remainder of the property

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Hurontario Street and Bristol Road East and is located within the Hurontario Neighbourhood Character Area.

The site is a one hectare (2.4 ac.) parcel of land located at the northwest corner of the plaza known as Sandalwood Square. The plaza was constructed in the late 1980's and provides service and restaurant uses including Value Village, McDonalds and The Beer Store.

It has frontage on both Hurontario Street and Bristol Road East. The area of the proposal, although vacant, used to have a multi-tenant commercial building which included a restaurant. Currently this site is part of the plaza but will be severed from the plaza once the conditions of the Land Division approval of the application under file "B" 2/19 are fulfilled.

Notwithstanding the intended land severance, the development parcel is proposing to share internal driveways and vehicular access points to Hurontario Street and Bristol Road East.



Image of the existing conditions facing east

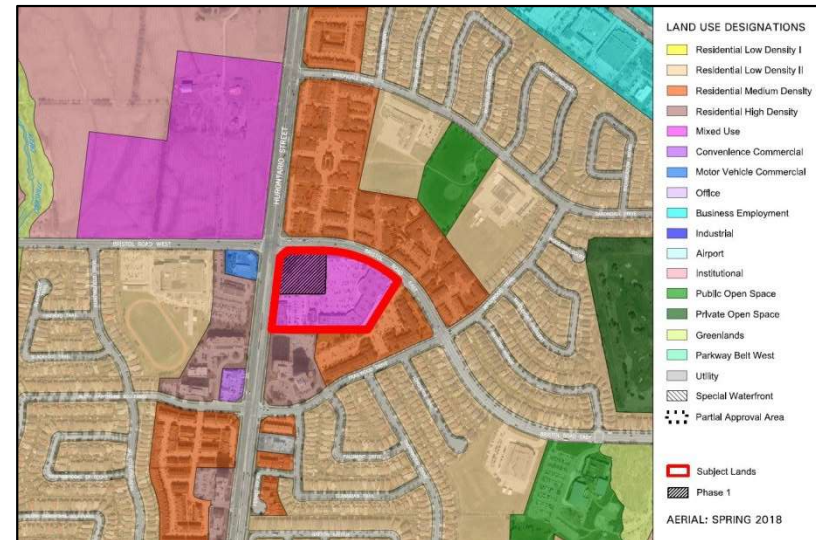
Property Size and Use	
Frontages:	
Hurontario Street	78.0 m (255.91 ft.)
Bristol Road East	79.9 m (262.14 ft.)
Depth:	79.9 m (262.14 ft.)
Gross Lot Area:	0.98 ha (2.4 ac.)
Existing Uses:	The site is currently vacant and was previously a retail building.

Surrounding Land Uses

Directly across Hurontario Street is a gas station, with the Britannia Farm property located further to the north and a church located further to the south. Across Bristol Road East are three storey townhomes. To the south of the plaza are two existing 24 storey apartment buildings.

The surrounding land uses are:

- North: Townhomes
- East: Commercial plaza containing a McDonalds and a Value Village
- South: Two apartment buildings, 24 storeys in height with 374 dwelling units
- West: Saviour of The World Chinese Catholic Church, gas station with a Rabba Store across Hurontario Street and to the northwest is the Britannia Farm



Aerial Photo of 60 Bristol Road East

The Neighbourhood Context

Land uses within the neighbourhood consist mainly of detached homes, townhomes, neighbourhood commercial uses, schools and parks. The immediate neighbourhood area was developed in the late 1980's and early 1990's. Approximately 1 km (0.6 miles) to the north is the Gateway employment district.

Demographics

Based on the 2016 census, the existing population of the Hurontario Neighbourhood is 51,255 with a median age of 40 (City's median age is 40). Approximately 72% of the neighbourhood's population are working age (15 to 64 years of age), 15% are children (0-14 years) and 12% are seniors

(65 years and over). By 2031 and 2041, the population for this area is forecasted to be 54,500 and 55,000 respectively. The average household size is three persons with 44% of people living in detached homes. The current mix of housing tenure for the node is 12,510 units (82%) owned and 2,780 units (18%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,230. Total employment combined with the population results in a PPJ for the Hurontario Neighbourhood Character Area of 50 persons plus job per ha (20.24 ppj/ac.).

The Region of Peel is currently revising its growth forecast numbers to align with the 2017 Provincial Growth Plan. Preliminary population numbers for the Hurontario Neighbourhood for 2031 and 2041 are suggesting 55,000 and 57,000, respectively. The number of dwellings, based on the population forecast, would equate to 15,500 by year 2031 and 16,300 by year 2041.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property.

City Council approved an official plan amendment on May 9, 2018 to change the designation on a (12.9 ha. (32 ac.)) portion of the Britannia Farm property to Mixed Use. This designation will permit residential and commercial uses with a maximum height of 20 storeys. Although no development proposal has been submitted for this site, it has been estimated that approximately 2,400 dwellings could be accommodated on this site.

Approximately 1 km (0.6 miles) to the south is the Uptown Major Node, centred on the Eglinton Avenue and Hurontario Street intersection. There are a number of large residential development applications in process and others are anticipated.

Community and Transportation Services

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

A city park is located 740 m (2,428 ft.) to the north of the site along Barondale Drive. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 2.8 km (1.7 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 10 – Bristol-Britannia

- Route 502 – Brampton Zum

A bike lane is located along Bristol Road East and future bike lanes are proposed along Hurontario Street.

3. Project Details

The applications are to permit 16 and 25 storey residential apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

Development Proposal		
Applications submitted:	Received: April 12, 2019 Deemed complete: May 1, 2019	
Owner/Applicant:	151516 Canada Inc.	
Number of units:	470 units	
Proposed Gross Floor Area:		
Residential	37 769.0 m ² (406,555.4 ft ²)	
Commercial	1 103.7 m ² (11,880 ft ²)	
Height:	16 and 25 storeys	
Floor Space Index:	3.96	
Anticipated Population:	1,029.3 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	625	470
visitor spaces	94	70
commercial	59	0
Total	778	540

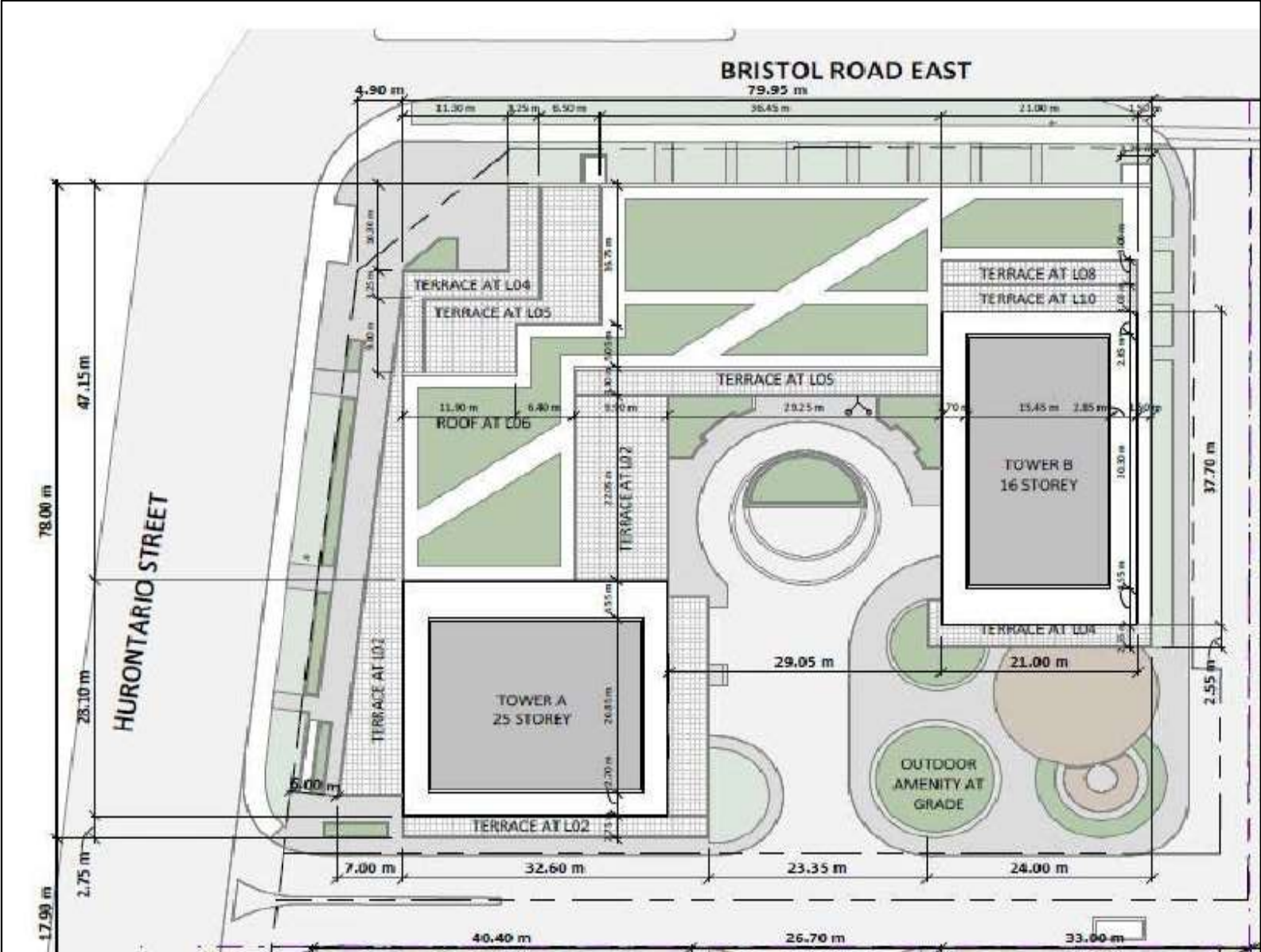
Development Proposal

Green Initiatives:	<ul style="list-style-type: none"> • Green roof where feasible • Stormwater use for irrigation • Permeable pavement where feasible
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Supporting Studies and Plans

The applicant has submitted the following information in support of the applications:

- Site Plan/Context Plan and Survey
- Architectural Plans and Elevations
- Grading and Servicing Plans
- Functional Servicing Report
- Planning Justification Report
- Shadow Study
- Transportation Impact Study including Parking Analysis
- Wind Study
- Acoustical Feasibility Study
- Water Connection Multi-Use Demand Table
- Easement and Restrictions Summary
- Phase I Environmental Report
- List of Low Impact Design Features for Site/Building
- Draft Official Plan and Zoning By-law Amendments
- Landscape Plans



Concept Plan



VIEW FROM HURONTARIO ST LOOKING NORTH-EAST



VIEW FROM CORNER OF HURONTARIO ST & BRISTOL RD EAST



VIEW FROM HURONTARIO ST LOOKING NORTH



VIEW FROM INTERNAL ROAD LOOKING WEST

Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** which permits commercial and residential uses. Mixed use designations are encouraged to contain a mixture of permitted uses, with residential uses discouraged from locating within a separate building or on the ground floor. Redevelopment of mixed use sites through infilling is encouraged. MOP policies restrict building heights to a maximum of four storeys in Neighbourhoods unless it can be demonstrated that proposals are compatible with the surrounding neighbourhood.

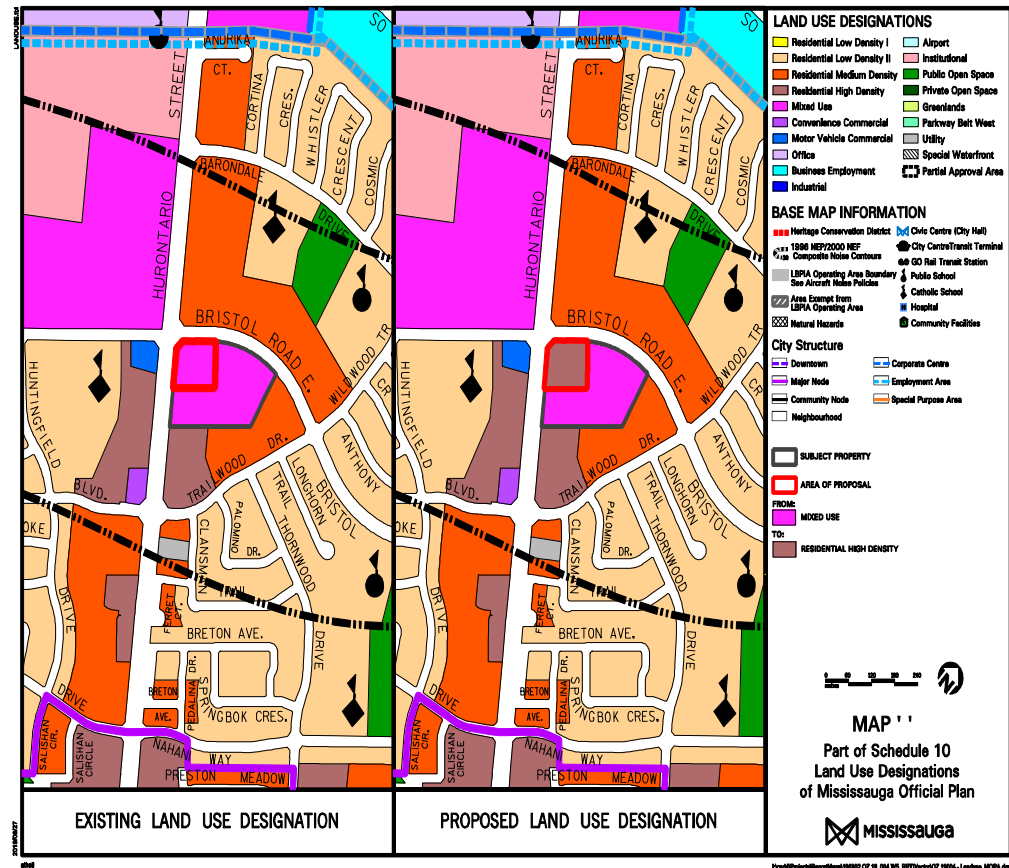
Proposed Designation

Residential High Density to permit 16 and 25 storey apartment buildings with commercial uses on the ground floor.

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

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

Excerpt of Hurontario Neighbourhood Land Use



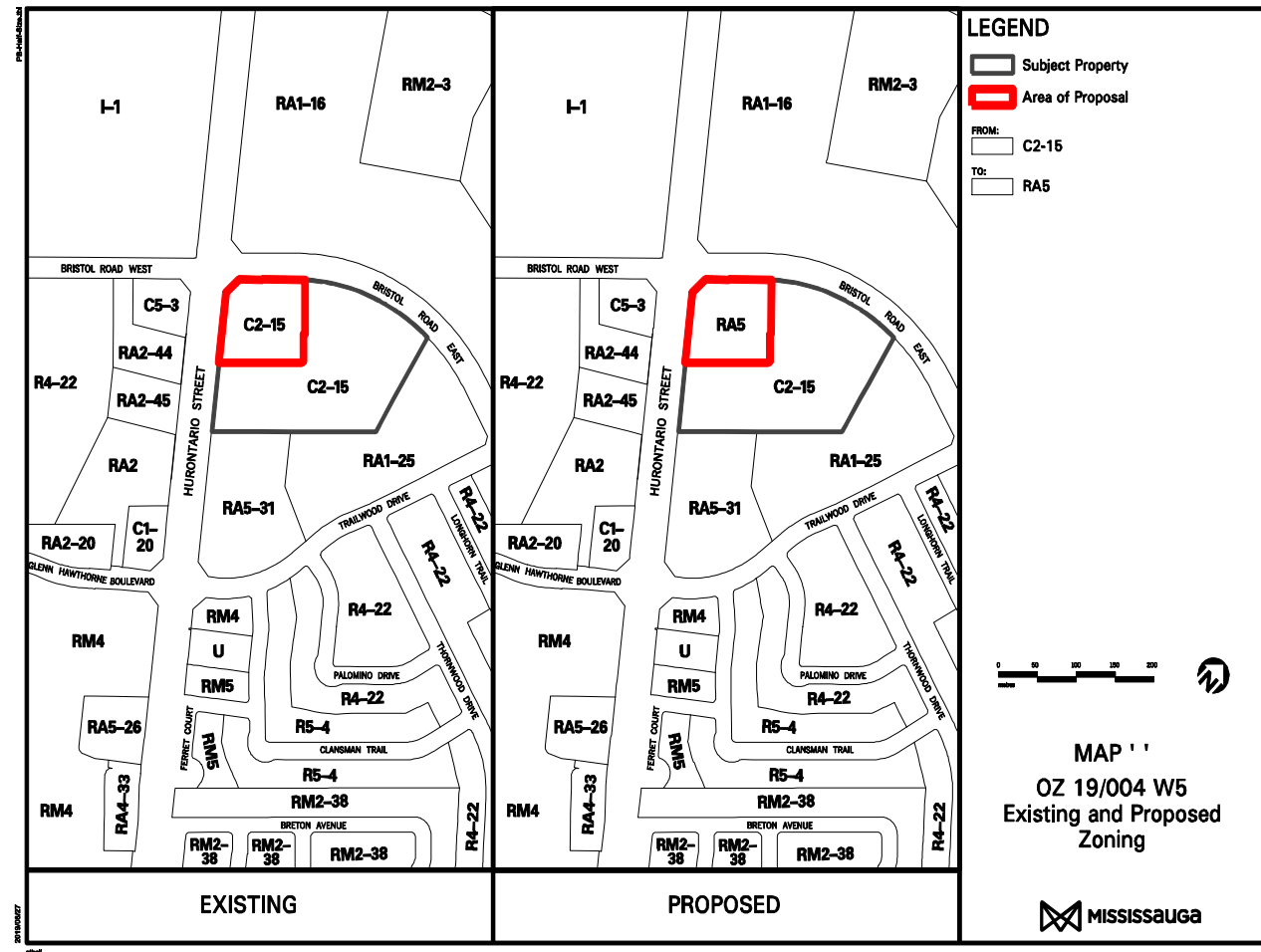
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C2-15** (Neighbourhood Commercial), which permits commercial uses including retail store, restaurant, personal service establishment, office and an outdoor garden centre accessory to a retail store.

Proposed Zoning

The applicant is proposing to amend the existing **C2-15** (Neighbourhood Commercial) zone, in order to permit 16 and 25 storey apartment buildings connected by a six storey podium with commercial uses on the ground floor. A maximum FSI of 4.0 and a maximum height of 25 storeys is proposed.



Proposed Zoning Regulations

Zone Regulations	C2-15 Zone Regulations	Proposed Zone Regulations
Maximum Floor Space Index (FSI)	n/a	4.0
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)
Minimum setback from parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
Minimum depth of a landscaped buffer abutting along any other lot line	3.0 m (9.8 ft.)	0 m
Minimum parking space per unit: studio one-bedroom two-bedroom three-bedroom	1.00 1.19 1.36 1.50	1.0
Minimum visitor parking space per dwelling unit	0.20	0.15
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information to be provided to verify the building setbacks as it relates to the severance lines.		

5. Summary of Applicable Policies

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect 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 subsection that follows, relevant Mississauga Official Plan policies. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</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>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>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Major Transit Stations</p> <p>Planning will be prioritized for <i>major transit station areas</i> on <i>priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</p> <p><i>Major transit station areas</i> on <i>priority transit corridors</i> or subway lines will be planned for a minimum density target of:</p> <ol style="list-style-type: none"> 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) <p>Within <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate:</p> <ol style="list-style-type: none"> a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) <p>Within all <i>major transit station areas</i>, development will be supported, where appropriate, by:</p> <ol style="list-style-type: none"> a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> 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 <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9)

Policy Document	Legislative Authority/Applicability	Key Policies
		<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>Housing</p> <p>Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that: supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:</p> <ol style="list-style-type: none"> 1. Identifying a diverse range and mix of housing options and densities, including second units and <i>affordable</i> housing to meet projected needs of current and future residents; and 2. Establishing targets for <i>affordable</i> ownership housing and rental housing; 3. Identifying mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); 4. Aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and 5. Will be implemented through official plan policies and designations and zoning by-laws. (Growth Plan 2.2.6.1) <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>
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The Parkway Belt West Plan does not apply to this site.

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan	<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 existing policies of MOP are consistent with the ROP.</p>	<p>The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, 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 proposed application is exempt from Regional approval.</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, 2006, 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.

The subject property is located within an MTSA.

The lands are located within the Hurontario Neighbourhood and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The applicant is proposing to re-designate the lands to **Residential High Density** to permit 16 and 25 storey apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

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

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

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.4.13 Section 5.4.14 Section 5.4.15	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city <p>Neighbourhoods</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 on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</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 transitions in use, built form, density and scale.</p>

	Specific Policies	General Intent
		<p>Corridors</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 transition 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>
Chapter 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 Section 7.1.6</p> <p>Section 7.2.1 Section 7.2.2 Section 7.2.9 Section 7.3.2</p>	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price; The production of a variety of affordable dwelling types for both the ownership and rental markets; and The production of housing for those with special needs, such as housing for the elderly and shelters. <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> <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>
Chapter 9 Build A Desirable Urban Form	<p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1.6 Section 9.2.1.14 Section 9.2.1.18 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9</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. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The City vision will be supported by site development that:</p> <ol style="list-style-type: none"> Respects the urban hierarchy; Utilizes best sustainable practices; Demonstrates context sensitivity, including the public realm; Promotes universal accessibility and public safety; and

	Specific Policies	General Intent
	Section 9.5.2.2	<p>e. Employs design excellence.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> - Respect the scale and character of the surrounding area; - Minimize overshadowing and overlook on adjacent neighbours; - Preserve mature high quality trees and ensure replacement of the tree canopy; and - Be designed to respect the existing scale, massing, character and grades of the surrounding area. <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>Development should be compatible and provide appropriate transition to existing and planned development by having regard for the following:</p> <ul style="list-style-type: none"> - The size and distribution of building mass and height; - Views, sunlight and wind conditions; - Privacy and overlook. <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</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 microclimatic conditions are mitigated.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p>
Chapter 11 General Land Use Designations	Section 11.2.5	<p>Lands designated Residential High Density will permit the following use:</p> <p>a. Apartment dwelling.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7	<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:</p> <ol style="list-style-type: none"> a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.

	Specific Policies	General Intent
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant
Chapter 20 Glossary	Tall Building	<p>Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.</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 (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

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

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>52 Kindergarten to Grade 5 22 Grade 6 to Grade 8 27 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Barondale PS</p> <p>Enrolment: 527 Capacity: 444 Portables: 2</p> <p>Bristol Road Middle PS</p> <p>Enrolment: 632 Capacity: 601 Portables: 3</p> <p>Applewood Heights SS</p> <p>Enrolment: 1,193 Capacity: 1,284 Portables: 0</p>	<p>Student Yield:</p> <p>8 Kindergarten to Grade 8 7 Grade 8 to Grade 12</p> <p>School Accommodation:</p> <p>St. Jude</p> <p>Enrolment: 331 Capacity: 280 Portables: 19</p> <p>St. Francis Xavier</p> <p>Enrolment: 1,877 Capacity: 1,500 Portables: 17</p>

7. Community Comments

No community meetings to discuss this development proposal have been held.

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

- Concern with loss of neighbourhood commercial uses
- Concern with increased traffic and an already busy intersection (Bristol and Hurontario)
- Concern for pedestrian safety

- Concern with the density proposed
- Potential parking issues between the neighbourhood plaza and the residential uses
- The desire to have a grocery store in the neighbourhood plaza

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 30, 2019)	<p>There is an existing 400 mm (24.4 in.) diameter water main located on Hurontario Street, and a 600 mm (36.6 in.) diameter water main located on Bristol Road East. To service the site, additional easements or upgrades to the existing municipal services may be required.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated March 28, 2019 has been received and sent for modelling and may require further revisions.</p> <p>A separate Waste Collection Plan is required to be submitted.</p>
Dufferin-Peel Catholic District School Board (May 16, 2019) and the Peel District School Board (May 23, 2019)	<p>Both School Boards 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 for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within 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 be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 7, 2019)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Community Services indicated that the proposed development is located 740 m (2,427.8 ft.) from Barondale Green (P-356)</p>

Agency / Comment Date	Comments
	<p>which is zoned OS1 and contains a 7x7 soccer field, a community play site and an unlit softball diamond.</p> <p>Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (August 1, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <p>Noise Study - The initial Noise Study is to be updated to include the ultimate traffic data from the City of Mississauga as well as to provide a table depicting the range of barrier heights and corresponding mitigated sound levels for the outdoor living areas. Additionally, it shall provide an analysis from nearby stationary noise sources and provide cross sections of any berm/fence combination and supporting calculations of the acoustical modeling.</p> <p>Supporting drawings - All the drawings are to be revised to clearly depict the property limits as well as to ensure the run-off of the property, once redeveloped, is self-contained and that internal roads meet minimum City standards for multi-family developments. Additionally, a Concept Plan is to be provided to show how the site will work on the interim and ultimate condition for the phases of the proposal. Further, the Grading Plan is to clearly show where existing grades are to be matched and refer any existing or proposed easement and the purpose of the same.</p> <p>Private Easements - There is a related Consent application for the establishment of private easements within the site. All the drawings, including the R-Plan supporting this application shall depict any proposed easements or existing easements to remain and the purpose of the same.</p> <p>Functional Servicing (FSR) and Storm Water Management (SWM) Report - The report is to be updated to show the location of the interceptor catchbasin adjacent to Hurontario Street as well as to follow the City of Mississauga Development requirements for water balance calculations. Additionally, the 100-year ponding elevation shall be shown and calculations to support the underground storage tank capacity shall be provided.</p> <p>Environmental - Clarification is required in regards to the ESSQD form indicating a different address than the one assigned for this site. Also, a Letter of Reliance for the Phase I Environmental Site Assessment (ESA), a Phase II ESA and dewatering plan are required. Additionally, a Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry. Further, if lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports.</p> <p>Traffic - Revisions to the proposed drop-off and pick-up area are to be made in order to avoid operational conflicts.</p> <p>Municipal Works - Municipal Works will be required to support this development and these works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined.</p>
<p>City, Fire Department (May 31, 2019)</p>	<p>The Fire Department has concerns with the proposed fire route and will require revisions to the plan.</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> <p>Heritage Planner, Mississauga Arborist, Community Services, City of Mississauga Economic Development, Mississauga Altegra Rogers</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Community Services, Public Art Mississauga, Realty Services Bell Canada Enbridge Gas Trillium Health Centre Canada Post</p>

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 planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- What are the traffic impacts?
- Are the proposed zoning by-law exception standards appropriate
- Confirmation of adequacy of services
- Resolution of the fire route

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

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