

Detailed Information and Preliminary Planning Analysis

Owner: RGF (Mississauga) Developments Inc.

325 Burnhamthorpe Road West

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1. Proposed Development

The applicant proposes to develop the property with a two-phase mixed use high rise development consisting of five (5) towers. The proposed towers are permitted by the existing official plan designation and zoning on the property. An official plan amendment application is required to replace a planned local road with a pedestrian walkway and municipal easement (refer to Section 4 for details concerning the proposed amendment).

Development Proposal		
Application submitted:	Received: December 6, 2021 Deemed complete: February 2, 2022	
Developer/ Owner:	RGF (Mississauga) Developments Inc.	
Applicant:	Malone Given Parsons	
Number of units:	4,277 units	
Existing Gross Floor Area:	7,800 m ² (83,959 ft ²)	
Proposed Gross Floor Area:	278,381 m ² (2,996,468 ft ²)	
Height:	65, 62, 59, 57 and 52 storeys / 195.2 m (640.3 ft.) – tallest tower	
Floor Space Index:	15.26	
Indoor Amenity Area:	4,288 m ² (46,155 ft ²)	
Outdoor Amenity Area:	4,372 m ² (47,060 ft ²)	
Total Amenity Area:	8,660 m ² (93,215 ft ²)	
Anticipated Population:	9,367* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	4,277	2,091
visitor/commercial spaces	642	753
Total	4,919	2,844

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>:

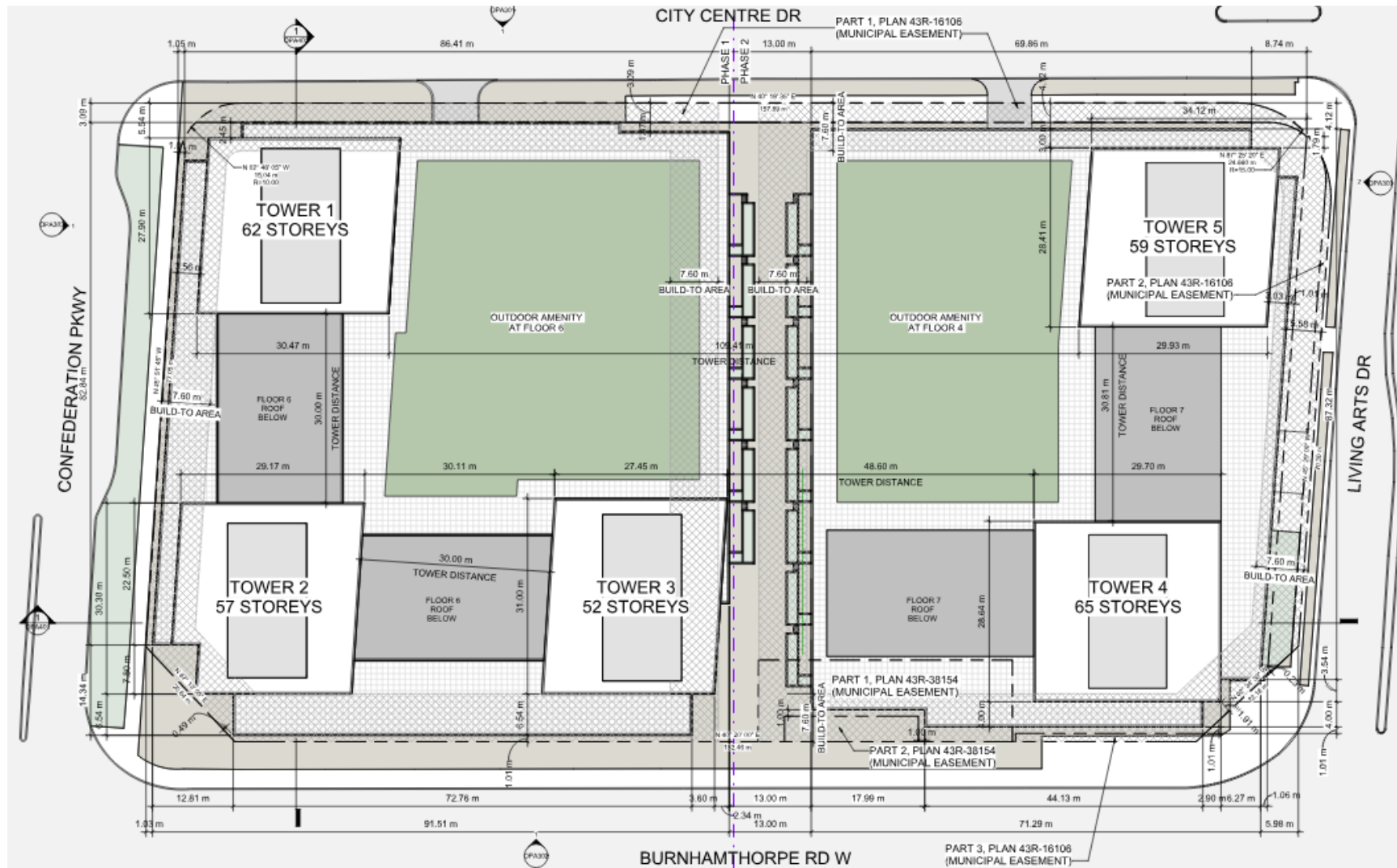
- Planning Opinion Letter
- Concept Plan, Elevations, Renderings, Floor Plans
- Statistics
- Elevations
- Renderings
- Floor Plans
- Parking Plans
- Sun/shadow Study
- Draft Official Plan Amendment
- Servicing Letter, Servicing Plan
- Transportation Opinion Letter

Application Status

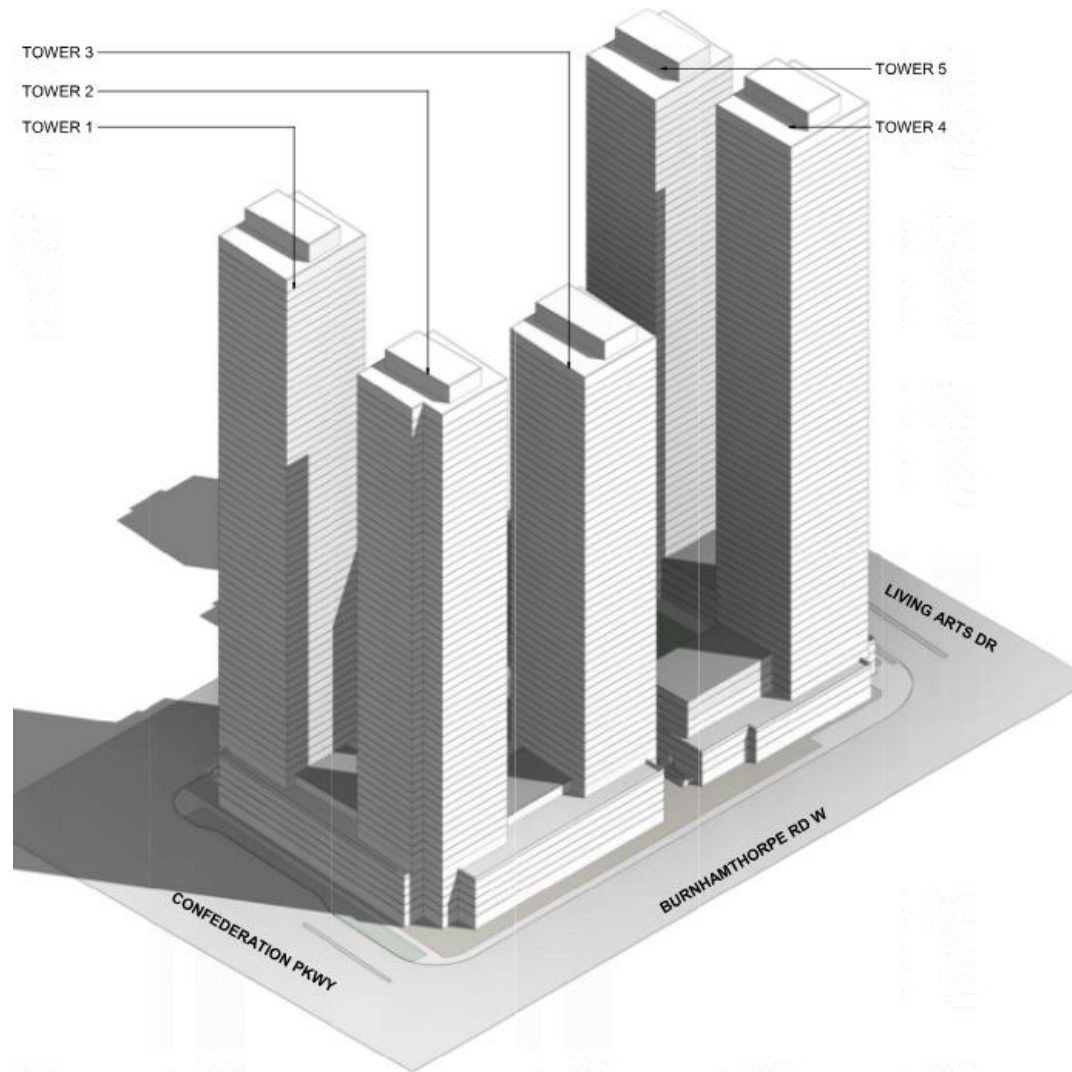
Upon deeming the application complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the application.

Refer to Section 6 of this appendix for a summary of comments received from written submissions about the application.

Concept Plan and Rendering



Concept Plan



Applicant's Rendering

2. Site Description

Site Information

The property is located at the northeast corner of Burnhamthorpe Road West and Confederation Parkway within the Downtown Core in a mixed use area surrounded by apartments with ground level retail and service uses, civic and office uses. The site is currently occupied by the Mississauga YMCA facility, a three-storey recreation centre with associated surface parking lot.



Aerial Photo of 325 Burnhamthorpe Road West

Property Size and Use

Frontages:	182 m (597 ft.) Burnhamthorpe Road W 102 m (335 ft.) Confederation Parkway 182 m (597 ft.) City Centre Drive 102 m (335 ft.) Living Arts Drive
Gross Lot Area:	1.82 ha (4.50 ac)
Existing Uses:	3 storey recreation centre (YMCA) and surface parking lot



325 Burnhamthorpe Road West - Image of existing conditions facing northeast from northeast corner of Burnhamthorpe Road West and Confederation Parkway

Site History

- April 28, 2010 – Council received Downtown21 Master Plan which put forward a vision for the transformation of the Downtown from suburban, auto-oriented downtown to one that is truly urban
- March 6, 2013 – Council enacted and passed MOPA 8 and Zoning By-law 0050-2013 to implement the Downtown21 Master Plan
- April 9, 2013 – MOPA 8 and Zoning By-law 0050-2013 were appealed
- June 8, 2020 – LPAT issue decision to approve MOPA 8 and Zoning By-law 0050-2013, lands designating the lands as **Downtown Mixed Use** with new north/south local road bisecting the property

Site Context

Surrounding Land Uses

Immediately north of the property on the north side of City Centre Drive is a recently constructed 43 storey apartment tower with ground level retail uses and 19 storey Peel Housing apartment building, the 17 storey Amica retirement residence, two 30 storey apartment towers with ground floor retail uses. A central pedestrian mews walkway bisects the entire block north to south. West of the site on the west side of Confederation Parkway are 48 and 42 storey apartment towers with ground floor retail uses. The Central Library and Celebration Square are located on the east side of Living Arts Drive. To the south of the subject property on the south side of Burnhamthorpe Road

West is a 10 storey office building with surface parking and a 32 storey apartment building.

The surrounding land uses are:

North: 3 condominium apartment towers (43, 30 and 30 storeys), 19 storey Peel Housing apartment building, Amica Retirement Residence (17 storeys), ground floor retail uses, and a pedestrian walkway with municipal easement

East: Central Library and Celebration Square

South: 10 storey office building with surface parking and 32 storey apartment building

West: 48 and 42 storey apartment building with ground floor retail uses

Neighbourhood Context

The subject property is located north of Burnhamthorpe Road West and east of Confederation Parkway in The Confederation District. Mississauga's Downtown Core is evolving from a suburban car-oriented centre into a vibrant, urban downtown that serves as the commercial, business and cultural centre of Mississauga. The Downtown Core consists of high density residential developments, office buildings, mixed use developments, parks, post-secondary institutional and cultural facilities, civic uses and recreational and entertainment uses developed around the periphery of the Square One Shopping Centre. The Downtown is developing with mixed use buildings and smaller more walkable blocks with a focus on the pedestrian experience.



Aerial Photo of 325 Burnhamthorpe Road West

Demographics

Based on the 2016 census, the existing population of the Downtown Core area is 30,245 with a median age of this area being 34 (compared to the City's median age of 40). 73% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 11% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 61,200 and 70,500 respectively. The average household size is 2 persons with 98% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,740 units (56%) owned and 6,160 units (44%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 20,619. Total employment combined with the population results in a PPJ for Downtown Core of 199 persons plus jobs per ha (80.53 ppj/ac).

Other Development Applications

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

- SP 17-50 W7 and SP 17-162 W7 – 3980 Confederation Parkway – site plan applications by Rogers approved October 12, 2021 for two 61 storey condominium apartment towers with a total of 1,575 units and 3,638 m² (39,159 ft²) of ground floor retail. This first phase includes two park blocks which have been dedicated to the City totaling 0.8 ha (2 ac.). Currently under construction.
- SP 19-36 W7 – 3980 Confederation Parkway – site plan application by Rogers in process and under construction for an 81 storey condominium apartment tower with a total of 915 units and 2,731 m² (29,396 ft²) of ground floor retail.
- SP 20-49 W7 – 3981 Redmond Road – site plan application by Rogers in process for a 67 storey condominium apartment tower with a total of 935 units and 663 m² (7,136 ft²) of ground floor retail.
- SP 21-163 W7 – 505 Webb Drive – site plan application by Rogers in process for a 35 storey condominium apartment tower with a total of 434 units and 163 m² (1,755 ft²) of ground floor retail.
- SP 18-149 W4 – 430 Square One Drive and 4130 Parkside Village Drive – site plan application by Amacon in process and under construction for two residential towers (38 and 50-storeys) containing 1,024 units and 3 372 m² (36,296 ft²) of retail commercial space (including a grocery store).
- SP 21-185 W4 - 4116 Parkside Village Drive – application by Amacon in process for two residential towers (42 and 36-storeys) containing 932 units and 990 m² (10,656 ft²) of retail commercial space on ground floor facing private road with public easement.

- H-OZ 19/002 W4 and SP 19-31 W4 – 4220 Living Arts Drive – applications by Oxford/Daniels in process and under construction for removal of “H” holding symbol and site plan for a 37 storey rental building (428 units) and 48 storey condominium building (575 units) with 769 m² (8,277 ft²) of retail commercial.
- H-OZ 19/011 W4 and SP 19-144 W4 – 4220 Living Arts Drive – applications by Oxford/Daniels for removal of “H” holding symbol and site plan for two rental apartment towers (51 and 35 storeys) containing 925 rental units and a 43 storey condominium tower containing 522 condominium units, 2,281 m² (24,552 ft²) cultural centre, 1,651 m² (17,771 ft²) institutional space and 483m² (5,199 ft²) of retail with a 2,690 m² (28,955 ft²) central privately owned publicly accessible open space and pedestrian mews.
- H-OZ 19/003 W4, SP 19-56 W4, SP 20-113 W4, and SP 21-159 W4 – 151 City Centre Drive – applications in process by Camrost-Felcorp for removal of “H” holding symbol and site plans for four towers (66, 60, 42 and 31 storeys) atop a mixed use podium containing 1,892 units, 5,258 m² (56,597 ft²) of office, 2,093 m² (22,529 ft²) of hotel space and 5,428 m² (58,427 ft²) of retail commercial.
- HOZ 19/012 W4 and SP 20-6 W4 – 97-101 City Centre Drive – applications by Oxford Properties in process for removal of “H” holding symbol and site plan for two towers (55 and 65 storeys) atop a mixed use podium containing 1,308 units and 1,977 m² (21,280 ft²) of retail commercial.
- SP 21-119 W7 – 180 Burnhamthorpe Road West – application by Emblem Properties in process for two apartment buildings, 45 and 65 storeys, atop a mixed use

podium containing 1,180 units and 823 m² (8,859 ft²) of ground floor retail commercial uses.

These applications are within the anticipated population forecasted for the Downtown Core.

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 within the Downtown Core such as the Central Library to the immediate east, and Living Arts Centre to the northeast.

The proposed development is located 95 m (311 ft.) west of Celebration Square (P-150 North and P-151 South) which contains a water fountain/skating rink, picnic and event space. Community Common Park (P-471) is located 188 m (617 ft.) to the north and has a passive recreation area and dog run. John Cleary Park (P-308) is located 255 m (837 ft.) to the southwest and contains a community play site and soccer field. Zonta Meadows Park (P-294) which contains a community play site, a parking lot, soccer field and two tennis courts is located 330 m (1,082 ft.) to the northwest of the property.

This site is currently serviced by MiWay:
 Route 26 - along Burnhamthorpe Rd W,
 Route 28 - along Confederation Parkway and
 Routes 6, 8, 302 - along Living Arts Drive.

The site is also within 760 m (0.47 miles) of the City Centre Transit Terminal which will include the future Hurontario Light Rail Transit (HLRT) line, and provides local and regional routes to all parts of the City and into adjacent municipalities.

There is a multi-use trail running east/west along the north side of Burnhamthorpe Road West immediately abutting the subject property.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Improving accessibility for persons with disabilities and older persons by addressing land use barriers, and ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (PPS 1.1.1 f and g)</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 and support active transportation. (PPS 1.1.3.2.a, e and f)</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>

Policy Document	Legislative Authority/Applicability	Key Policies
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to public service facilities, open spaces and parks, and expand convenient access to a range of transportation options including the safe, comfortable and convenient use of active transportation. (Growth Plan 2.2.1.4)</p> <p>Urban Growth Centres will be planned as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural and entertainment uses, support the regional transit network, and accommodate significant population and employment growth (Growth Plan 2.2.3.1)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to 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>Urban Growth Centres are to be linked by public transit, include a range and mix of high intensity compact forms and activities, support safe and secure communities with public transit, walking and cycling, and a range and mix of residential and employment opportunities (ROP 5.3.3.1)</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. 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).

Existing Designation

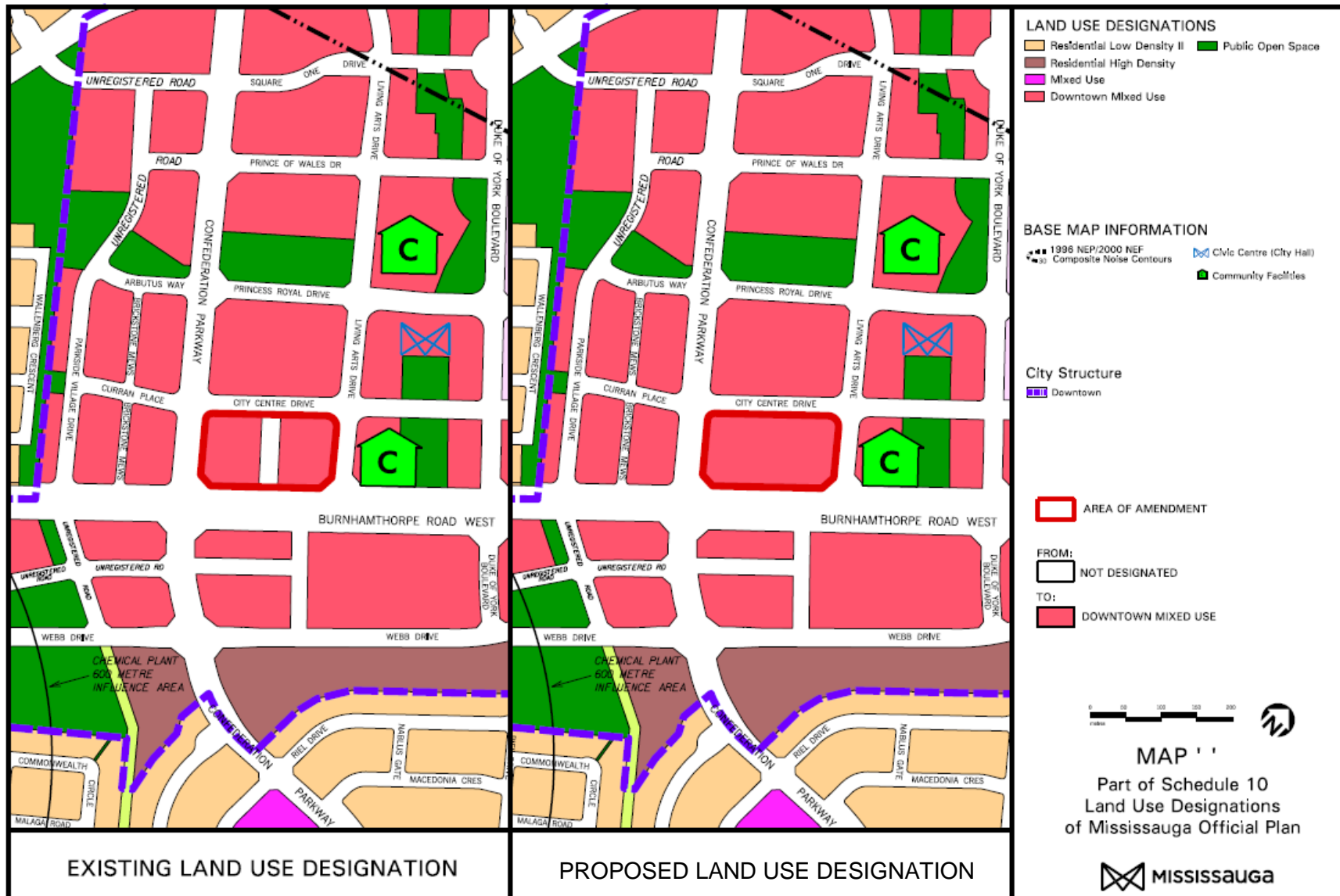
The lands are located within the Downtown Core and are designated **Downtown Mixed Use** with a proposed local road. The **Downtown Mixed Use** designation permits all forms of high density residential development, offices, retail commercial uses, civic and cultural facilities, hotel and conference facilities,

restaurants, entertainment facilities, community infrastructure and parkland.

The subject property is located within a Major Transit Station Area (MTSA) and within the Urban Growth Centre.

Proposed Designation

The applicant is proposing to amend the appropriate schedules within the Official Plan by removing the planned local road and replacing it with a pedestrian walkway and municipal easement. This will permit the continuation of the pedestrian mews through this property, connecting to Burnhamthorpe Road West. The applicant will need to demonstrate consistency with the intent of MOP.



Excerpt of Downtown Core Character Area



Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses (Section 5.3.1.9)</p> <p>The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses (Section 5.3.1.10)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment (Section 5.3.1.11)</p> <p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities (Section 5.3.1.12)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation (Section 5.3.1.13)</p> <p>Development will promote the qualities of complete communities (Section 5.5.5)</p> <p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas (Section 5.5.14)</p>
Chapter 7 Complete Communities	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreation land uses, and design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking (Section 7.1.3)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</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. (Section 7.2.2)

	General Intent
	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. (Section 7.2.3)
Chapter 8 Create a Multi-Modal City	<p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (Section 8.1.1)</p> <p>Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods (Section 8.1.6)</p> <p>Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (Section 8.1.7)</p> <p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (Section 8.1.9)</p> <p>Mississauga will separate transportation modes within transportation corridors, where appropriate (Section 8.1.10)</p> <p>The creation of a finer grain road pattern will be a priority in Intensification Areas (Section 8.2.2.4)</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted (Section 8.2.2.7)</p> <p>Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas (Section 8.2.4.7)</p>
Chapter 9 Build A Desirable Urban Form	<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. (Section 9.1.1)</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 (Section 9.2.1)</p> <p>Mississauga will transform the public realm to create a strong sense of place and civic pride (Section 9.1.8)</p> <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 (Section 9.1.9)</p> <p>Development will create distinctive places and locales (Section 9.2.1.1)</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 (Section 9.2.1.4)</p> <p>Development will be designed to support and incorporate pedestrian and cycling connections (Section 9.2.1.22)</p>

	General Intent
	<p>Active uses will be required on principal streets with direct access to the public sidewalk (Section 9.2.1.23)</p> <p>Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation (Section 9.2.1.35)</p> <p>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 (Section 9.1.2.36)</p> <p>Development 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 (Section 9.2.1.37)</p> <p>Street patterns, development blocks and public open spaces together should create distinctive communities (Section 9.3.1.1)</p> <p>Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible (Section 9.3.1.2)</p> <p>Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts (Section 9.4.1.4)</p> <p>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Section 9.5.1.4)</p> <p>Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges (Section 9.5.1.8)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by providing walkways that are connected to the public sidewalk, are well lit, attractive and safe, front walkways and sidewalks with doors and windows having visible active uses inside, avoid blank walls facing pedestrian areas, and provide opportunities for weather protection including awnings and trees (Section 9.5.2.2)</p> <p>Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways (Section 9.5.2.3)</p> <p>Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence (Section 9.5.3.16)</p>
Chapter 12 Downtown	<p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided (Section 12.1.1.6)</p> <p>Mixed Use development will be pedestrian oriented and street related (Section 12.1.3.2)</p> <p>Compatible development is encouraged that recognizes the scale and enhances the form and character of Mixed Use areas (Section 12.1.3.3)</p>

	General Intent
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Downtown Core Local Area Plan Policies

	General Intent
Chapter 7.0 Complete Communities	In order to achieve a complete community in the Downtown Core, Mississauga will guide development toward a compact urban form that is walkable and provides convenient access to a variety of land uses and public transit, a range of housing options, additional cultural resources, community infrastructure and educational institutions, and opportunities for enhancing the public realm (Section 7.1.1)
Chapter 8.0 Create a Multi-Modal City	<p>Pedestrian connections with public easements will provide mid-block linear pedestrian connections that complement and enhance the surrounding road network (Section 8.2.1.2)</p> <p>Parking for new development will be accommodated in below ground or above ground structures (Section 8.3.2)</p> <p>Surface parking lots for new development will not be permitted (Section 8.3.3)</p>

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **H-CC2(1)** (Downtown Core – Mixed Use), which permits apartment, long-term care building, retirement building, office, medical office, banquet hall/conference centre/convention centre, hospital, university/college, staff/student residence, commercial school, active and passive recreation, parking

structure, overnight accommodation, centre for the performing arts, outdoor market, and accessory retail, service and restaurant uses.

Proposed Zoning

The applicant is not proposing to change the zoning of the subject lands.



Excerpt of Zoning Map 29

5. School Accommodation

The Peel District School Board

Student Yield
503 Kindergarten to Grade 8
64 Grade 9 to Grade 12

School Accommodation						
Fairview P.S.	Elm Drive P.S.	Ellengale P.S.	Chris Hadfield P.S.	The Valleys Sr P.S.	Queenston Drive P.S.	T.L. Kennedy S.S.
Enrolment: 541 Capacity: 605 Portables: 1	Enrolment: 284 Capacity: 650 Portables: 0	Enrolment: 307 Capacity: 268 Portables: 4	Enrolment: 588 Capacity: 672 Portables: 0	Enrolment: 469 Capacity: 522 Portables: 0	Enrolment: 487 Capacity: 597 Portables: 1	Enrolment: 785 Capacity: 1,476 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
71 Kindergarten to Grade 8 60 Grade 9 to Grade 12	Corpus Christi Catholic E.S.	Father Michael Goetz Catholic S.S.
	Enrolment: 249 Capacity: 199 Portables: 4	Enrolment: 1,079 Capacity: 1,530 Portables: 0

held.

6. Community Questions and Comments

At the time of writing this report, no community meetings were

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

- The YMCA provides valuable services to the community and should not be demolished.
- The proposed development will have negative impacts on the functioning of Celebration Square to the east.
- The development will block sunlight to existing apartments
- The proposal will increase traffic in the downtown
- There is too much density and don't want to see the area become like Toronto
- There will be increased litter and garbage on the streets

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 25, 2022)	<p>The Region of Peel has indicated that a Regional Official Plan Amendment is not required.</p> <p>The Region are in receipt of the site servicing plan and have indicated that they will review the FSR through the future Removal of the H (HOZ) application.</p> <p>For the residential units: The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the demonstration of compliance with Regional Waste Standards and Requirements and appropriate labelling of information on a Waste Management Plan prior to approval. For Commercial Units: Waste collection will be required through a private waste hauler.</p> <p>There is a Regional easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted. Certain restrictions apply with respect to Regional easements as per the documents registered on title. Existing easements dedicated to the Region of Peel must be maintained. The applicant shall notify the Region of any proposed encroachments on the easement, including structures, signs, landscaping, walkways, parking and servicing. Any proposed encroachments will need to be reviewed and accepted by the Region. An encroachment review process and encroachment agreement may be required during Site Plan Approval.</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board (March 7, 2022)	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 for this development application. In addition, the Dufferin-Peel Catholic School Board also requires certain conditions be added to any purchase and sale agreements or Servicing and/or Development Agreement.
Peel District School Board (April 26, 2022)	<p>Peel District School Board responded that there is insufficient capacity in the City Centre Area to accommodate the projected students. Two elementary school sites are currently required in the City Centre Area, and PDSB continues to face ongoing space constraints for school accommodations in the area. Based on the proposed total number of units, additional portables, boundary changes and/or school re-organization may be required at the affected school(s) in the neighbouring area to accommodate the anticipated number of students from this development.</p> <p>Should there be an increase in residential units in this proposal, the Board may require an additional elementary school site to accommodate students that will be generated from an increase of proposed units. The Board understands that a typical 3.21 hectare (8 acre) school site may not be possible with the City Centre area. However, the Board believes there are innovative solutions to accommodate students from this development which may require a different unique urban built form. For example, this may include accommodating students in the podium of one of the buildings in Phase 2 or a partnership with another public or private sector entity. The Board would appreciate the opportunity to meet with the City and the applicant to discuss potential long-term solutions for accommodating students based on this development proposal.</p> <p>In addition, the Peel District School Board also requires certain conditions be added to any purchase and sale agreements or Servicing and/or Development Agreement.</p>
City Community Services Department – Park Planning Section (March 15, 2022)	<p>Park Planning Section, Community Services Department notes that the proposed development is in the Downtown Core urban character area. The parkland provision target/standard for this character area is to meet a minimum target of 12% of parkland. The current parkland deficiency, the parkland provision for this character area is at 7.3% resulting in a 12 ha (29.65 ac) parkland deficit. The Future Directions Master plan recommends City owned playgrounds to be provided within 400m (1,312 ft) walking distance in urban areas and that they should be unimpeded by major pedestrian barriers. A new playground would address new development and relieve pressure on existing park facilities.</p> <p>The subject development site is not within 400 m (1,312 ft) walking distance of a City owned playground. This Department identified the need for a public park to be incorporated into this development to address the parkland deficit in this character area. The inclusion of a public park within the subject development will provide an important linkage in the existing parks system. More specifically, it will provide an east/west park</p>

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	<p>connection from Confederation Square to Zonta Meadows Park as well as a continuation of north/south pedestrian connection to Community Commons Park. The requirement for a park on the subject site is supported by various MOP policies listed below in addition to those within the Future Directions Master Plan. This requirement will be addressed through the Holding Provision Removal application.</p> <p>4.3.3 The Confederation District will contain a series of new park spaces that will connect Zonta Meadows Park to the Civic Centre District.</p> <p>6.1.2.2 Public open spaces will be connected and continuous to form an Emerald Necklace through the Downtown Core and connect the downtown to existing adjacent parkland such as Zonta Meadows Park, John Clearly Park, Civic View Walk and Kariya Park.</p> <p>8 6.1.2.4 Opportunities to obtain additional parkland and open space will be explored through purchase by the City, establishment of easements (privately owned public space (POPS)), land dedication or future agreements with land owners to ensure the adequate provision of parkland and open spaces.</p> <p>8 11.1.4.7 future development will accommodate linkages that will form part of an extensive system of linked parks and open spaces. The provision of linkages may be in the form of boulevards, plazas and park spaces which will be made accessible to the public. The location and size will be determined in conjunction with development.</p> <p>Should the applicant not provide a public parkland, cash-in-lieu for park or other public recreational purposes will be 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 (April 18, 2022)</p>	<p>Technical documents and drawings have been submitted and are under review to ensure that engineering matters associated with any proposed amendment to the Official Plan are feasible and supportable.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Servicing Cover Letter and Civil Package (including conceptual servicing and grading plans), dated September 9, 2021, was submitted in support of this Official Plan Amendment (OPA). No further information is required at this time.</p> <p><u>Traffic</u></p>

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	<p>A Transportation Opinion Letter (TOL), prepared by LEA Consulting Ltd. and dated November 2021, was submitted in support of the proposed OPA. The applicant is proposing changes to the road network. Based on the information provided to date, staff are not satisfied with the TOL and require further clarification on the information provided.</p> <p>The applicant is required to provide an updated TOL as part of subsequent submissions.</p> <p><u>Environmental Compliance</u></p> <p>An Environmental Site Screening Questionnaire and Declaration form, dated November 24, 2021, was submitted in support of the proposed OPA. No further information is required at this time.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of drawings and a civil design package, which are to be revised as part of subsequent submissions, in accordance with City standards. Although not required for the subject application, as part of any future development applications on the site, an applicant will be required to submit a number of technical reports and drawings, including a Functional Service Report, a Stormwater Management Report, a Traffic Impact Study, a Phase One Environmental Site Assessment, a Noise Feasibility Study, a Grading Plan, a Servicing Plan, etc.</p>
<p>MiWay Transit (March 1, 2022)</p>	<p>This site is currently serviced by MiWay Route 26 along Burnhamthorpe Road West, Route 28 along Confederation Parkway and Routes 6, 8, 302 along Living Arts Drive.</p> <p>There is an existing nearside transit stop #1422 with concrete bus pad and shelter located along Burnhamthorpe Road West at Confederation Parkway and an existing farside/nearside transit stop #1511 with concrete bus pad and shelter located along Living Arts Drive at Burnhamthorpe Road. The function of this bus stop is to be maintained and shall remain in its current location. All appropriate drawings shall be amended to clearly depict the location of this bus stop/pad and shelter, and a note be added to the plan stating that the existing bus stop is to remain in its current location. Please reference Standard Drawing #2250.040 and #2250.050 (which may be found uploaded in ePlans) to depict the stop infrastructure and dimensions.</p> <p>The cost of any boulevard improvements/reinstatement, including any impact to MiWay infrastructure, as necessary to accommodate this development shall be borne by the developer.</p>
<p>Public Art Coordinator (February 14, 2022)</p>	<p>Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning</p>

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	and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.
Fire Department (February 17, 2022)	Fire requests additional details and dimensions on the floor plan drawing (ground floor) for main building entrances, their distances to the streets, and the anticipated CACF locations, and any separation of townhouse units from the main buildings to understand Ontario Building Code compliance (approximate locations sufficient).
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post - CS Viamonde - Enbridge - Enbridge Pipeline Inc. - Greater Toronto Airport Authority - Heritage Mississauga - Imperial Oil - Legal Services - Rogers Cable - Sun-Canada Pipeline - Trillium Health Partners
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities

Development Requirements

The applicant is required to submit an updated Transportation Opinion Letter (TOL) providing additional detail and information as part of this application. There are other engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City through a future removal of “H”

Holding Provision application. Prior to any development proceeding on-site, the City will require the submission and review of an application for removal of “H” holding provision and site plan approval.

8. 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 or rezoning is required relating to net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. Therefore, once the CBC by-law comes into effect, a Community Benefit Charge will apply.

9. Next Steps

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

- Is the proposed pedestrian walkway and municipal easement appropriate given the existing pedestrian connections/system to the north?
- Do the traffic operations operate at acceptable levels of service with the removal of the future local road?

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

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