

Detailed Information and Preliminary Planning Analysis

Owner: 2421845 Ontario Inc.

6020 Winston Churchill Blvd

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1. Proposed Development

The applicant proposes to develop the property with a four storey rental apartment building with 20 units. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: February 11, 2022 Deemed complete: March 10, 2022	
Developer/ Owner:	2421845 Ontario Inc.	
Applicant:	IBI Group	
Number of units:	20 units	
Existing Gross Floor Area:	N/A	
Proposed Gross Floor Area:	1 815.8 m ² (19,545.1 ft ²)	
Height:	4 storeys / 14.0 m (45.9 ft.)	
Lot Coverage:	33.3%	
Floor Space Index:	0.83	
Landscaped Area:	27.3%	
Anticipated Population:	44* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required 18 4 22	Provided 30
Green Initiatives:	<ul style="list-style-type: none"> • Permeable pavers • Green roof • Native plantings • Bicycle parking 	

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>:

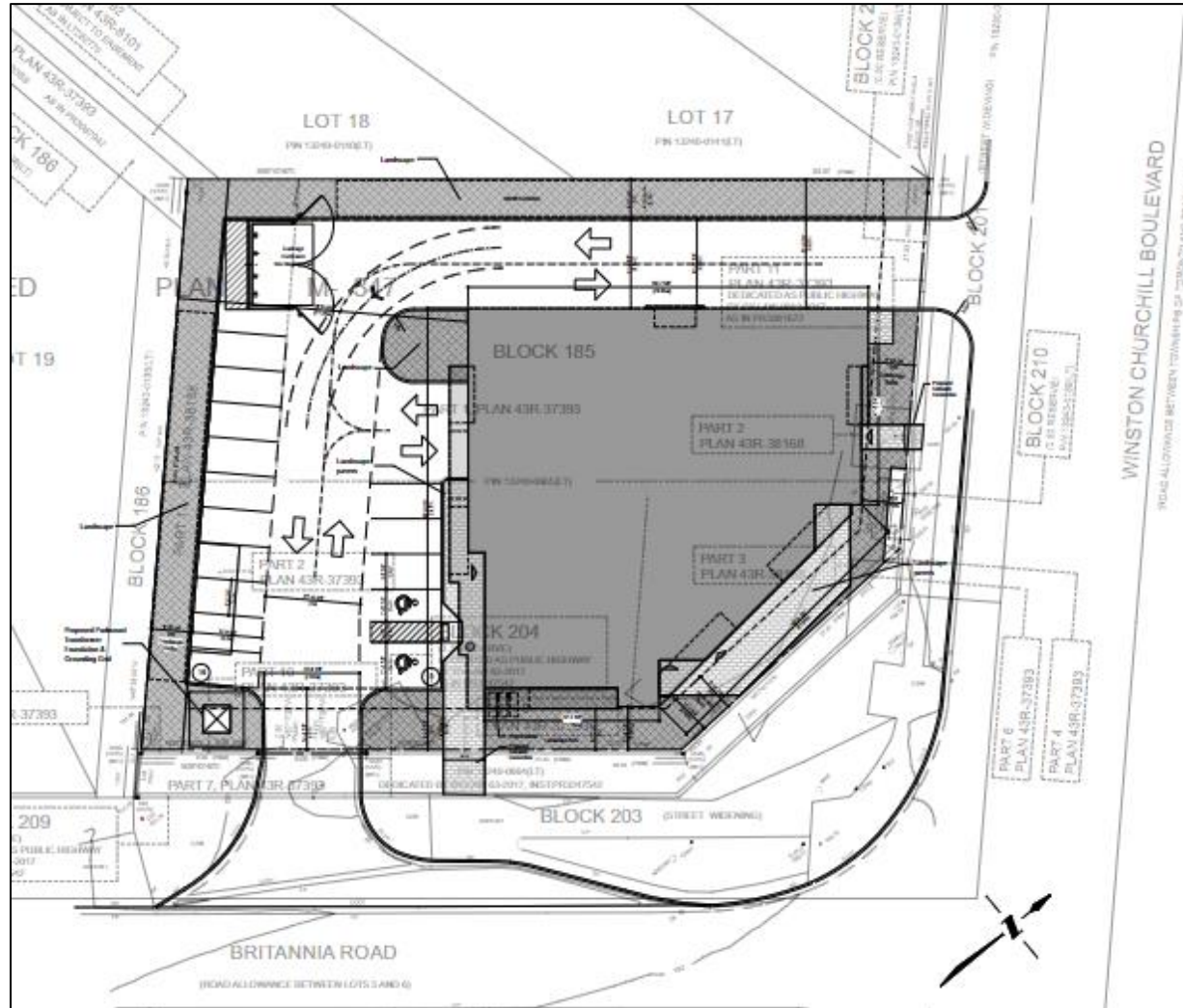
- Site Plan, Elevations, Floor Plans and Renderings
- Arborist Report
- Landscape Drawings
- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Site Grading and Servicing Plans
- Phases 1 and 2 Environmental Site Assessment
- Record of Site Condition
- Soil Report
- Noise Study
- Traffic Brief
- Sun/Shadow Study

Application Status

Upon deeming the applications 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 applications.

A community meeting was held by Ward 9 Councillor, Pat Saito, on April 25, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan, Elevations and Renderings



Site Plan



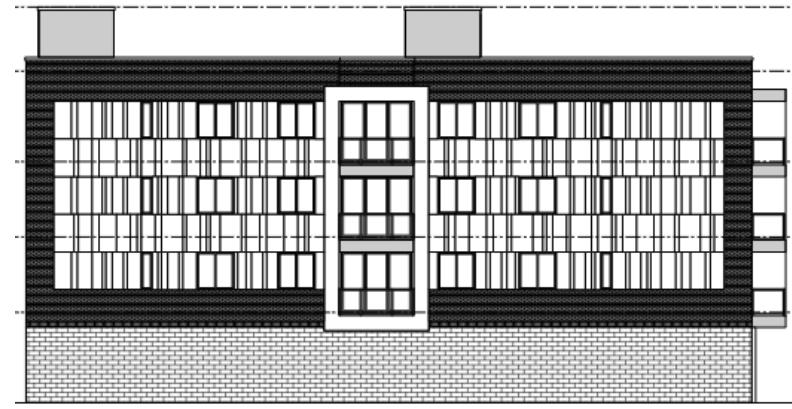
East Elevation (From Winston Churchill Blvd.)



South Elevation (From Britannia Road West)



West Elevation



North Elevation

Elevations



Looking northwest from the intersection of Winston Churchill Blvd. and Britannia Road West



Looking west



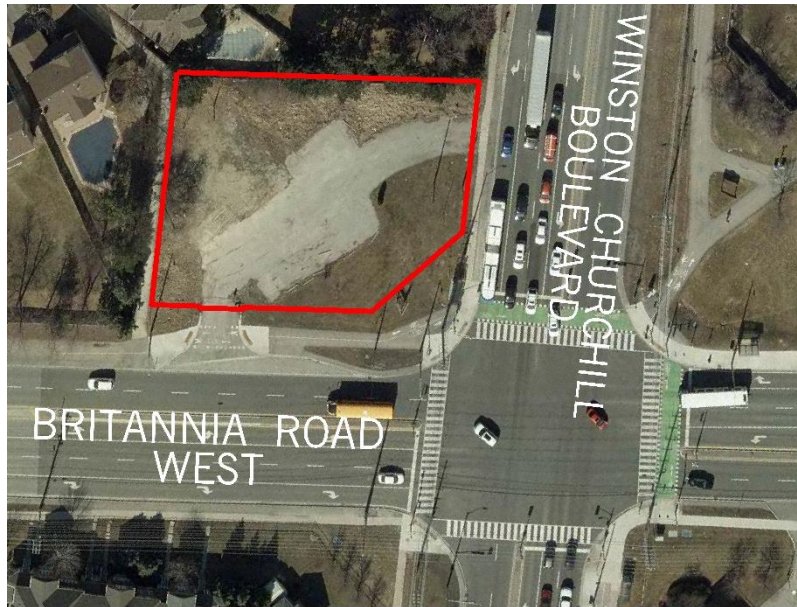
Looking south

Applicant's Renderings

2. Site Description

Site Information

The property is located in the Meadowvale Neighbourhood Character Area, at the northwest corner of Winston Churchill Blvd. and Britannia Road West. The property is relatively flat, with some existing vegetation in the northwest corner and is currently vacant.



Aerial Photo of 6020 Winston Churchill Blvd.

Property Size and Use	
Frontages:	39.7 m (130.2 ft.) on Britannia Road West 27.3 m (89.6 ft.) on Winston Churchill Blvd.
Depth:	54 m (177.2 ft.)
Gross Lot Area:	2 186.6 m ² (0.54 ac.)
Existing Uses:	Vacant



Image of existing conditions looking north from Britannia Road West



Image of existing conditions looking west from Winston Churchill Blvd.

Site History

- June 22, 1999 – Minor Variance application submitted to allow for the construction of a new homes sales centre on a lot with no frontage on a public road under file “A” 390/99. The application received temporary approval for a period of five years
- February 13, 2001 – Official Plan Amendment, Zoning By-law Amendment and Site Plan applications submitted for six townhomes, under applications OZ/OPA 01/015 W9 and SP 01/056 W9. These applications were canceled
- June 20, 2005 – Minor Variance application submitted to continue to permit a new homes sales centre on a lot with no frontage on a public road under file “A” 268/05. The application received temporary approval for a period of three years
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Detached Dwellings)
- December 16, 2008 – Minor Variance application submitted to continue to permit a new homes sales centre on a lot with no frontage on a public road under file “A” 028/08. The application received temporary approval for a period of three years
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Residential Low Density II**
- December 1, 2014 – Site Plan application submitted for a daycare centre under file SP 14/164 W9. The application was canceled
- April 22, 2016 – Minor Variance application submitted to permit the construction of a new building and the establishment of a daycare centre use on the property under file “A” 210/16. The application was approved
- September 16, 2016 – Minor Variance application submitted to permit the establishment of a daycare centre on the property under file “A” 425/16. Additional variances were identified through the processing of the Site Plan application under file SP 14/164 W9. The application was approved but construction was never begun

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by mostly residential uses. There are also some commercial uses within the vicinity of the site. Immediately north and west of the subject property are two storey detached homes. On the south side of Britannia Road West are semi-detached and townhomes. East of the site, at the northeast corner of Winston Churchill Blvd. and Britannia Road West is a small parkette, further east are one to two storey detached homes. On the southeast corner of Winston Churchill Blvd. and Britannia Road West is a Petro Canada gas station.

The surrounding land uses are:

North: Detached homes

East: Winston Churchill Blvd, parkette and detached homes

South: Britannia Road and semi-detached and townhomes

West: Detached homes

Neighbourhood Context

The subject property is located in the Meadowvale Neighbourhood Character Area, a well-established community containing a mix of predominantly detached, semi-detached and townhomes. There are also apartment buildings within the Neighbourhood, mainly surrounding the Meadowvale Community Node at Meadowvale Town Centre and along Glen Erin Drive. Construction of the residential subdivisions on the east side of Winston Churchill started in the 1970s. The west side of Winston Churchill started to develop in the early 1980s. The lands south of Britannia Road West started to develop in the late 1990s to early 2000s.



Aerial Photo of 6020 Winston Churchill Blvd.

Demographics

Based on the 2016 census, the existing population of the Meadowvale Neighbourhood area is 36,865 with a median age of this area being 41 (compared to the City's median age of 40). 70% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 13% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 38,800 and 39,100 respectively. The average household size is 3 persons with 16% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 10,080 units (80%) owned and 2,580 units (20%) rented with a vacancy rate of approximately 0.7%*. In addition, the number of jobs within this Character Area is 1,180. Total employment combined with the population results in a PPJ for Meadowvale Neighbourhood of 50 persons plus jobs per ha.

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

Other Development Applications

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

Community and Transportation Services

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

This area is well served by City of Mississauga facilities such as Charles "Bud" Brennan Park, Windwood Park, Castlegreen Meadows and Trafalgar Common all of which are located within a 750 m (0.5 mi.) radius of the site.

The following major MiWay bus routes currently service the site and connect to Meadowvale Town Centre, which allows for further connections to routes that access other parts of the City:

- Route 39: Britannia
- Route 45: Winston Churchill
- Route 45A: Winston Churchill - Speakman
- Route 87: Meadowvale Skymark
- Route 109: Meadowvale Express

The Meadowvale Neighbourhood Character Area is well served by multi-use trails and on-road bike lanes, which provide connections to numerous park trails in the community.

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 these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<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>

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 Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

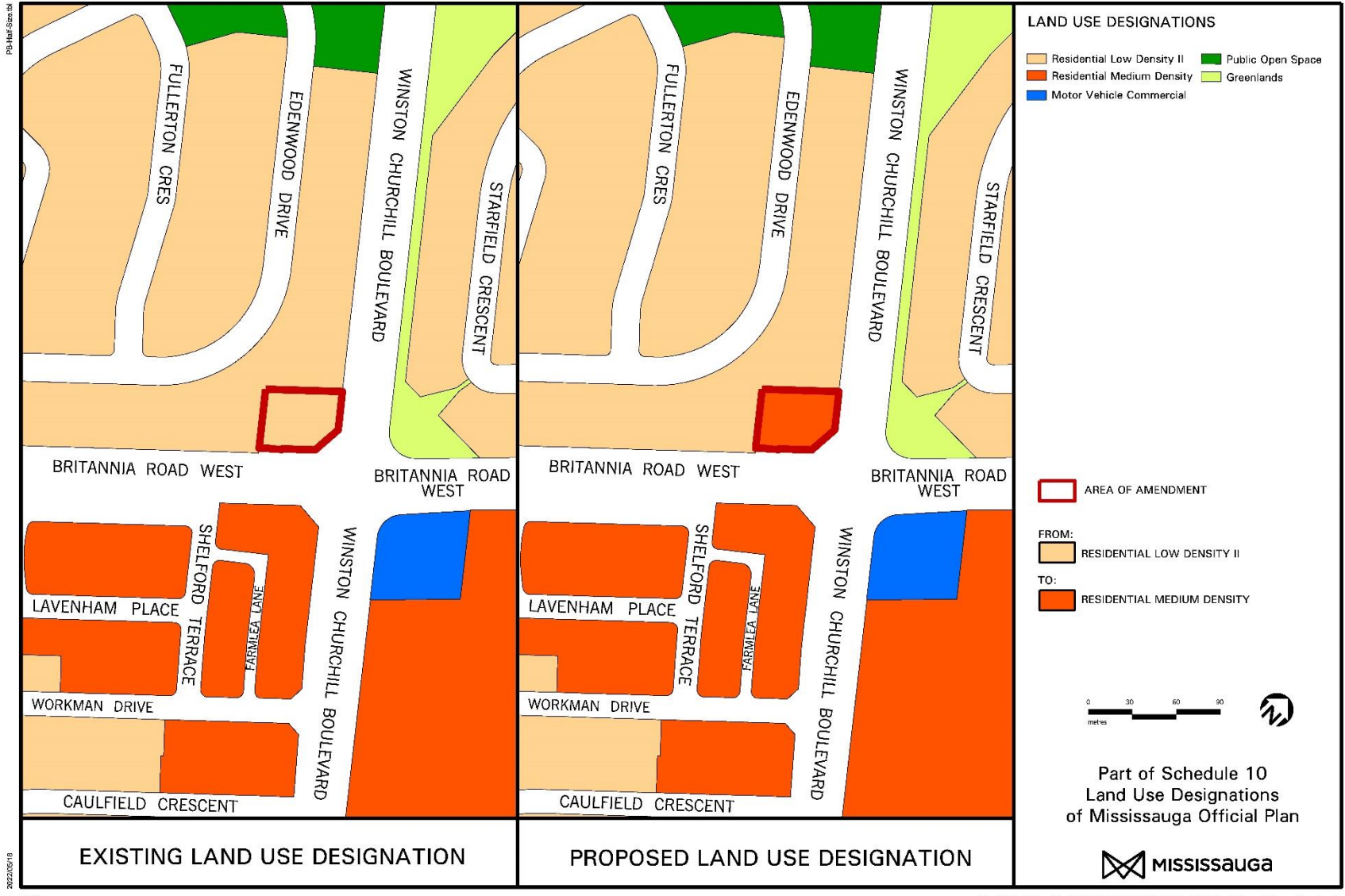
The lands are located within the Meadowvale Neighbourhood Character Area and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached, semi-detached, and duplex homes.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential Medium Density** to permit a four storey rental apartment building with 20 units. The applicant will need to demonstrate consistency with the intent of MOP shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Meadowvale Neighbourhood Character Area

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Relevant Mississauga Official Plan Policies

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

	General Intent
<p>Chapter 5 Direct Growth</p>	<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>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</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. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</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. (Section 5.3.5.3)</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. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7)</p>
<p>Chapter 7 Complete Communities</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>General Intent</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <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. (Section 7.2.3)</p>
<p>Chapter 9 Build A Desirable Urban Form</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. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages. (Section 9.3.1.8)</p>

	General Intent
	<p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. (Section 9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> d. Street and block patterns; e. The size and configuration of properties along a street, including lot frontages and areas; f. Continuity and enhancements of streetscapes; g. The size and distribution of building mass and height; h. Front, side and rear yards; i. The orientation of buildings, structures and landscapes on a property; j. Views, sunlight and wind conditions; l. Privacy and overlook; and m. The function and use of buildings, structures and landscapes. (Section 9.5.1.2) <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>External lighting for site development should:</p> <ul style="list-style-type: none"> a. be energy efficient; b. utilize dark skylight fixtures; and c. not infringe on adjacent properties. (Section 9.5.2.13) <p>Parking should be located underground, internal to the building or to the rear of buildings. (Section 9.5.5.1)</p>
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density II will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling;

	<p>General Intent</p> <ul style="list-style-type: none"> • Duplex dwelling; and • Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages (Section 11.2.5.4) <p>In addition to the Uses Permitted in all Designations, Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a. all forms of townhouse dwellings. (Section 11.2.5.5)
<p>Chapter 16 Neighbourhoods</p>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors. (Section 16.1.2.2)</p> <p>In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area:</p> <ul style="list-style-type: none"> a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible. (Section 16.16.1.1) <p>Lands designated Residential Low Density II will not permit the following uses:</p> <ul style="list-style-type: none"> a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. (Section 16.16.1.2) <p>Lands designated Residential Medium Density will also permit low-rise apartment dwellings. (Section 16.16.1.3)</p>
<p>Chapter 19 Implementation</p>	<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)

Mississauga Zoning By-law

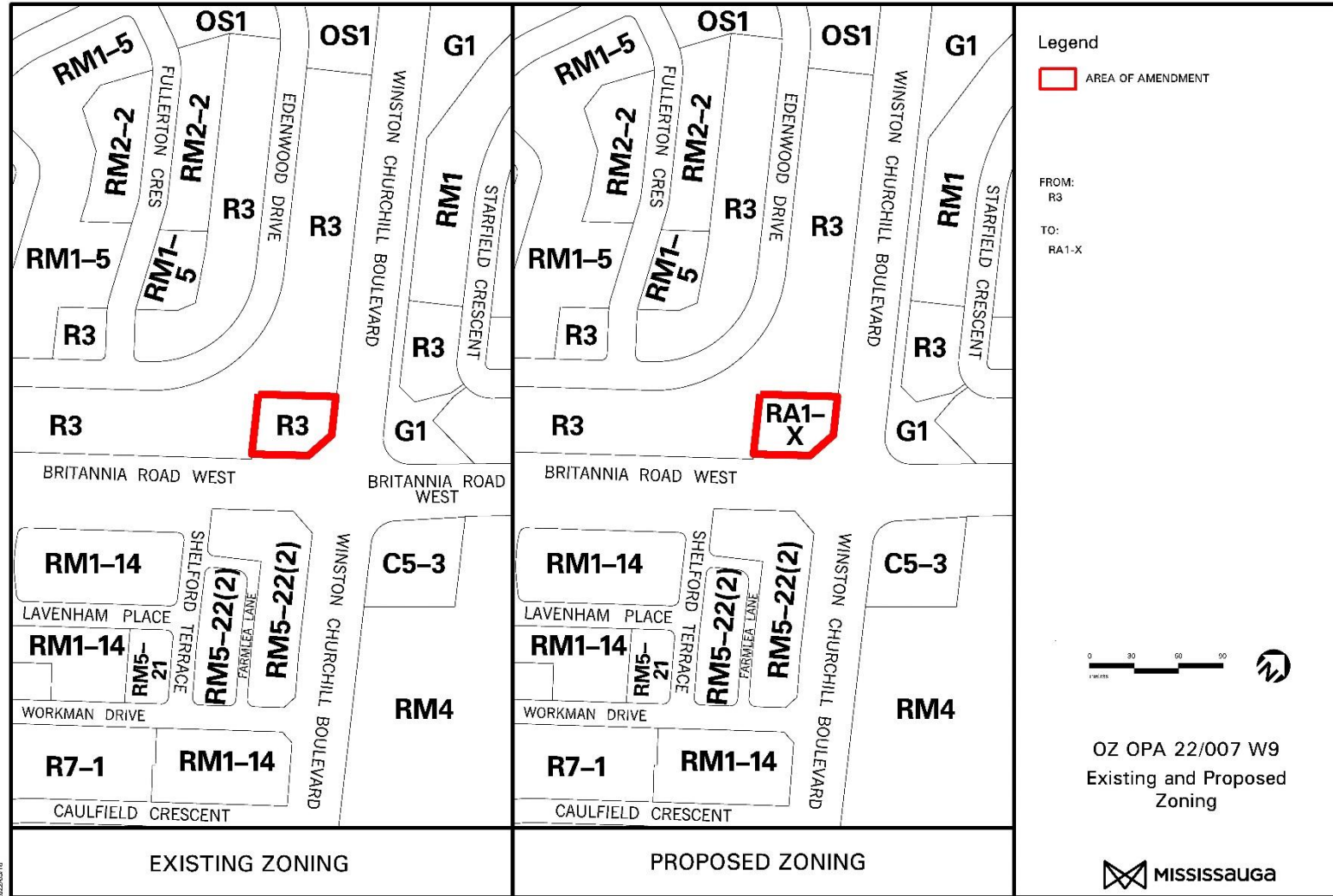
Existing Zoning

The subject property is currently zoned **R3** (Detached Dwellings – Typical Lots), which permits detached dwellings.

Proposed Zoning

The applicant is proposing to zone the property **RA1 – Exception** (Apartments – Exception) to permit a four storey rental apartment building with 20 units.

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



2022/06/18

ashali

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Excerpt of Zoning Map 56

Proposed Zoning Regulations

Zone Regulations	Existing R3 Zone Regulations	RA1 Base Zone Regulations	Proposed RA1-Exception Zone Regulations
Minimum Lot Area – Corner Lot	720 m ² (7,750 ft ²)	N/A	N/A
Minimum Lot Frontage	Corner Lot: 19.5 m (64 ft.)	30.0 m (98.4 ft.)	27.0 m (88.6 ft.)
Maximum Height	10.7 m (35.1 ft.)	13.0 m (42.7 ft.) and 4 storeys	14.0 m (45.9 ft.) and 4 storeys
Maximum Lot Coverage	35%	N/A	N/A
Minimum Front Yard	Corner Lot: 6.0 m (19.7 ft.)	<p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: right;">7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p style="text-align: right;">8.5 m (27.9 ft.)</p>	<p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: right;">3.0 m (9.8 ft.)</p> <p>For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p style="text-align: right;">3.0 m (9.8 ft.)</p>
Minimum Exterior Side Yard	6.0 m (19.7 ft.)	<p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: right;">7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling</p> <p style="text-align: right;">8.5 m (27.9 ft.)</p>	<p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: right;">3.0 m (9.8 ft.)</p> <p>For that portion of the dwelling</p> <p style="text-align: right;">3.0 m (9.8 ft.)</p>

Zone Regulations	Existing R3 Zone Regulations	RA1 Base Zone Regulations	Proposed RA1-Exception Zone Regulations
		with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):	with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):
Minimum Interior Side Yard	Corner Lot: 1.2 m (3.9 ft.) + 0.61 m (2 ft.) for each additional storey above one storey	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached: 7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height , or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.7 ft.)	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached: 9.5 m (31.2 ft.)
Minimum setback from a waste enclosure/loading area to a zone permitting detached dwelling and/or semi-detached	N/A	10.0 m (32.8 ft.)	3.0 m (9.8 ft.)
Minimum landscaped area	N/A	40% of the lot area	27% of the lot area
Minimum depth of a landscaped buffer abutting a	N/A	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)

Zone Regulations	Existing R3 Zone Regulations	RA1 Base Zone Regulations	Proposed RA1-Exception Zone Regulations
<p>lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone</p>			
<p>Minimum number of residential parking spaces per unit</p>	<p>N/A</p>	<p>1.00 space per studio unit 1.18 spaces per one-bedroom unit 1.36 spaces per two-bedroom unit 1.5 spaces per three-bedroom unit 0.20 visitor spaces per unit Total required: 31 spaces</p>	<p>1.10 spaces per unit 0.20 visitor spaces per unit Total provided: 30 spaces (including accessible space)</p>
	<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p>		

Affordable Housing

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

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

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning

for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City’s official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City’s annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028.

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.

Since the proposed development is for fewer than 50 units, an affordable housing contribution is not being sought.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
3 Kindergarten to Grade 6	Millers Grove P.S.	Edenwood Middle P.S.	Meadowvale S.S.
1 Grade 7 to Grade 8	Enrolment: 200	Enrolment: 498	Enrolment: 1,065
1 Grade 9 to Grade 12	Capacity: 309 Portables: 0	Capacity: 504 Portables: 2	Capacity: 1,353 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
1 Kindergarten to Grade 8	St. John of the Cross	Our Lady of Mount Carmel
1 Grade 9 to Grade 12	Enrolment: 286 Capacity: 185 Portables: 10	Enrolment: 1,294 Capacity: 1,320 Portables: 16

6. Community Questions and Comments

A community meeting was held by Ward 9 Councillor, Pat Saito, on April 25, 2022 and was attended by 14 residents. A total of 13 letters/emails were also received.

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

- The proposed four storey building is out of character for the neighbourhood and should be restricted to two storeys
- The proposal would result in no privacy for the abutting backyards
- The four storey building will block sunlight into the rear yards of the adjacent residential properties
- The traffic at the intersection of Winston Churchill and Britannia Road W is already significant and dangerous and this proposal will increase traffic volume and exacerbate the traffic safety issue
- Insufficient parking is proposed. Visitors will park on Edenwood Drive and walk to the site using the existing pedestrian connection from Edenwood Drive to Winston

Churchill Blvd. This will increase traffic on Edenwood Drive

- The proposed building is too close to the intersection
- Garbage storage area is too close to abutting residential dwellings and will be a nuisance for adjacent properties
- The proposal has insufficient access for emergency services
- The noise and light pollution from the development will be a nuisance for adjacent properties

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 21, 2022)	<p>This application will not require a Regional Official Plan Amendment.</p> <p>The Stormwater Management Report and Functional Servicing Report are satisfactory.</p> <p>The Region of Peel will provide front-end collection of garbage and semi-automated collection of recyclable materials, subject to meeting the requirements of the Region's Waste Collection Design Standards Manual.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 28, 2022 and April 5, 2022)	<p>Dufferin-Peel Catholic District School Board and the Peel 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 the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</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 to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (April 12, 2022)	<p>In comments dated December 2021, this Department notes that the subject property is near City owned lands identified as Charles Bud Brennan Park (P-204), which is zoned Open Space. This park is approximately 0.97 hectares (2.39 acres) in size and within 250 m (820.2 ft.) of the proposed development. Charles Bud Brennan Park provides a variety of open space opportunities such as a community playground, picnic area, and trails. 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 and in accordance with the City's Policies and By-laws.</p>
City Transportation and Works Department (May 27, 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p>

Agency / Comment Date	Comments
	<p><u>Stormwater</u></p> <p>A Functional Servicing & Stormwater Management Report prepared by Skira & Associates Ltd. and dated December 17, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the storm sewer on Winston Churchill Blvd, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from The Region of Peel.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that there will be no impact to the City’s existing drainage system, including how groundwater will be managed on-site. <p><u>Traffic</u></p> <p>A Traffic Brief prepared by IBI Group dated January 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • an updated Traffic Brief addressing all staff comments; • additional turning movement diagrams to evaluate the internal site circulation and access points; • review of the driveway accesses to ensure the adjacent public roadways and the internal driveways can operate efficiently; and • address any traffic concerns from the Community related to the proposed development.

Agency / Comment Date	Comments
	<p><u>Environmental Compliance</u> A Phase I Environmental Site Assessment (ESA) report, dated June 15, 2015, and a Phase II Environmental Site Assessment (ESA) report dated June 30, 2015, both prepared by RiskCheck Environmental Ltd.; and a Record of Site Condition 218606 dated July 6, 2015 have been submitted in support of the proposed development.</p> <p>The applicant is required to submit the following information for review as part of a subsequent submission:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase I ESA report; • a letter of reliance for the Phase II ESA report; • if lands are to be dedicated to the City, a letter certified by a Qualified Person, stating that the land to be dedicated to the City is environmentally suitable for the proposed use; and • as the Phase I ESA report was prepared more than 3 years before the date of submission to the City, a new Phase I ESA must be prepared and submitted to the City for review, to be accompanied by a letter of reliance. <p><u>Noise</u> A Noise Feasibility Study prepared by HGC Engineering dated January 4, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and a nearby commercial property. Noise mitigation will be required in the form of upgraded building components and air conditioning in units. A revised noise study is required as part of the next submission, to address staff comments.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
<p>Other City Departments and External Agencies</p>	<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"> - City of Mississauga – Arborist, City Property - City of Mississauga – Arborist, Streetscape - City of Mississauga – Fire & Emergency Services - City of Mississauga – MiWay - Trillium Health Partners - Alectra Utilities - Enbridge

Agency / Comment Date	Comments
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City of Mississauga – Heritage Planning - City of Mississauga – Public Art - Bell Canada - Conseil Scolaire Viamonde - Enbridge Pipeline Inc. - Greater Toronto Airport Authority - Rogers Cable

Development Requirements

There are engineering matters including: grading, environmental, 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.

8. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be collected to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC

funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City’s new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is not more than 5 storeys, the CBC is not applicable.

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 development compatible with the existing and planned character of the area given the proposed massing, building height, and built form?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?

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 applications.