

# Recommendation Report Detailed Planning Analysis

**Owner: 10422967 Canada Corp. (Dream Maker Inc.)**

**1575 Hurontario Street**

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## 1. Community Comments

Comments from the public were generally directed towards traffic, pedestrian access, visitor parking, vegetation and the site design and density of the development. Below is a summary and response to the specific comments heard.

### Comment

Concern was expressed about the amount of traffic on Hurontario Street and the impact of this development.

### Response

A traffic impact study was prepared by Cole Engineering and reviewed by the Region of Peel and the City's Transportation and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections. Additionally, the previous application which proposed 42 back to back and stacked townhomes has been revised to 18 townhomes which is anticipated to have a lesser impact on the existing road network than the previous proposal.

### Comment

The proposed parking rates are insufficient.

### Response

The revised application for townhouses meets the zoning by-law requirement by providing two parking spaces per unit. A satisfactory parking justification study was submitted to reduce the visitor parking from 5 spaces to 4 spaces.

### Comment

Concern was expressed about the potential for a pedestrian connection at the rear of the site to Glenview Drive/Maplewood Road. Some expressed that a pedestrian connection would facilitate access to the HLRT for residents of the adjacent subdivision, while many were concerned about the potential for additional on street parking on Glenview Drive/Maplewood Road that could result.

### Response

A pedestrian connection is not provided in the proposal. Pedestrian access is provided through the Queen Elizabeth Public School lands to South Service Road.

While staff generally view pedestrian connectivity to Hurontario Street as desirable, there is limited policy support in Mississauga Official Plan to compel this connection in this instance. Further, residents have expressed opposition to this suggestion throughout the public consultation on these applications. These opportunities should be considered through broader community planning exercises and engagement.

### Comment

The development is too dense.

### Response

The application has been revised from the previously proposed 42 back to back and stacked townhomes to 18 townhomes. The revised proposal conforms to the Growth Plan, Provincial Policy Statement and municipal policies. The site is abuts an intensification corridor and is located within a Major Transit Station Area which is where intensification is directed. The proposal is sensitive to and compatible with the surrounding

area and maintains appropriate urban design standards, limiting the impact to the dwellings on Glenview Drive and Maplewood Road.

**Comment**

Existing mature trees should be preserved.

**Response**

The proposed development preserves some existing vegetation on the northeast portion of the site as well as along the northerly and southerly property lines. New trees will be planted between the townhomes and along the rear property line to help screen the proposed development to the dwellings on Glenview Drive and Maplewood Road.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on September 9, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

#### *Stormwater*

A Functional Servicing & Preliminary Stormwater Management Report (FS&SWM Report), prepared by Crozier Consulting Engineers, dated August 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, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. The applicant is proposing to extend the storm sewer within the adjacent property to the south to service the development lands, manage the external drainage from the north through a proposed municipal easement on their site, and implement on-site stormwater management controls for the post development discharge.

The FS&SWM Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge are required. The applicant has demonstrated a satisfactory stormwater servicing concept.

The feasibility of the storm sewer outlet and sewer capacity has been demonstrated and an acceptable strategy has been proposed to accommodate for external drainage from the adjacent property. A municipal storm easement will be required from the adjacent land owner to the south. More information on how groundwater will be treated prior to entering the storm system can be provided at the Site Plan stage. An ECA will also

be required from MECP for the proposed municipal storm sewer extension.

### *Environmental Compliance*

A Phase One Environmental Site Assessment report, dated October 12, 2018, and a Phase Two ESA report, dated June 13, 2019, both prepared by Terraprobe, have been received. The ESA reports indicated that the soil and groundwater quality at the site met the applicable Ministry of Environment, Conservation and Parks (MECP) generic standards.

The following documents will be required as part of the future removal of the hold (H) application:

- Reliance letter for both ESA reports, including any updated reports to support the Record of Site Condition filing;
- A copy of the Record of Site Condition, including all supporting documents once it has been filed and acknowledged by the MECP; and
- A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the intended use

### *Traffic*

A total of two (2) traffic impact study (TIS) submissions and two (2) transportation update letters were provided by C.F. Crozier & Associates Inc. in support of the proposed development. Based on the latest submission, dated June 2022, the study complied with the City's TIS Guidelines and is deemed satisfactory. The study concluded that the proposed

development is anticipated to generate 6 (2 in, 4 out) and 7 (4 in, 3 out) two-way site trips, respectively, during the weekday AM and PM peak hours (by 2023).

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic operations.

The following is to be added to the list of Holding Provision requirements:

- Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widening's, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, easements, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation.
- Delivery of an executed Shared Mutual Access Agreement with the adjacent land municipally described as 1569 Hurontario Street, to the satisfaction of the City of Mississauga.

### *Noise*

The Noise Study prepared by HGC Engineering evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic on Hurontario Street and the Queen Elizabeth Way (QEW). Noise mitigation will be required, the details of which will be confirmed through the Site Plan process

### *Other Engineering Matters*

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which will be further addressed as part of the future 'H' application as well as a Development Agreement which will be required to capture any municipal infrastructure works, land dedication and easements as well as additional requirements, provisions and clauses related with the development of the lands.

### *"H" Holding Category*

It is our understanding that an 'H' holding zone category will be recommended and placed on the subject lands as part of the zoning by-law. Should the Rezoning application be approved in principle, the outstanding technical matters noted above, including a Development Agreement are to form part of the conditions to lift the 'H' holding symbol as part of the Recommendation Report to Council.

### **Region of Peel**

The revised proposal meets the Region of Peel waste collection guidelines. Through the site plan process, safety and traffic control measures will be implemented to be in line with the Region's safety requirements. The Region will require an easement agreement for sanitary servicing as a condition of removing the holding provision.

### **3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

#### 4. Consistency with PPS

The Public Meeting Report dated November 12, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.4.3 states of the PPS states 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

Section 1.6.8.3 of the PPS states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities

The proposal is compatible with the neighbourhood and gently intensifies a vacant site that is within a Major Transit Station Area (MTSA), while promoting the long-term purpose of Hurontario Street. The proposed development represents an efficient land use pattern that avoids environmental, health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

#### 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage

intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.4.9 states that within MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards.

The proposed development conforms to the Growth Plan as it efficiently utilizes a vacant site and promotes appropriate residential intensification in an area that is adjacent to an intensification corridor and is located within an MTSA. Further, the proposed development is compatible with the surrounding area and minimizes impacts to the existing residential dwellings to the east.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated November 12, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official

Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 18 townhomes on a private condominium road. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***

- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

#### *Directing Growth*

The subject site is located in the Mineola Neighbourhood Character Area, which is characterized by a mix of uses such as low rise residential, office and community uses. The lands fronting onto Hurontario Street generally consist of one and two storey dwellings that are used for residential and/or office purposes. A McDonald's restaurant previously occupied the site which now contains only the remains of the concrete foundation and associated parking area. The subject site is designated **Residential Low Density I**, which permits detached, semi-detached and duplex dwellings. The lands are also located within Special Site 2 area of the Mineola Neighbourhood Character Area, which also permits office and commercial uses, subject to specific requirements.

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP state that neighbourhoods aren't meant to remain static and do not have to imitate previous development patterns, however, when development does occur, it should be sensitive to the existing and planned character of the neighbourhood. The policies also direct growth to intensification corridors and discourage low density development, while maintaining compatibility in built form and density that is sensitive to the existing and planned context of the neighbourhood. The proposed development is adjacent to a 4 storey office building, is located within an MTSA and towards the edge of the Mineola Neighbourhood Character Area. It represents an appropriate area for intensification while minimizing impacts to residential dwellings located east of the subject site.

The proposed townhomes are located on the northern portion of the site, thereby reducing the impact to the detached dwellings to the east. The proposal is sensitive to and compatible with the surrounding area and represents appropriate growth within the neighbourhood as it is located along an intensification corridor. The development is compatible in built form and scale to surrounding development and enhances the existing and planned context of the neighbourhood. The design of the townhomes ensure that there is an appropriate transition in height and built form, while maintaining adequate setbacks to adjacent properties. As such, the proposed development conforms to directive of the policies regarding intensification within the Mineola Neighbourhood Character Area.



### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The proposed amendment to **Medium Density** would result in 18 townhomes.

The neighbourhood is characterized mostly by low density detached dwellings that range between one and two storeys. There are also residential dwellings that front onto Hurontario Street that are used primarily for office space. Immediately north of the subject site is a four storey office building. Further south of the site are townhomes. The lands that front Hurontario Street do not maintain the same consistency as the interior neighbourhoods that are mostly one and two storey detached dwellings with mature vegetation. Additionally, Hurontario Street is an intensification corridor where growth is directed. Where intensification is anticipated, appropriate transitions to adjoining areas is required. Furthermore, buildings and site design will be compatible with site conditions, the surrounding context and landscape of the existing and planned character. The proposed development is designed in a manner that co-exists with the existing character of the neighbourhood. The development incorporates appropriate design standards which provides a transition between the townhomes and existing detached dwellings. The proposed location and setbacks of the townhomes reduce the massing impact to the residential dwellings to the rear and minimize any potential adverse impacts from the height of the proposed townhomes. Furthermore, there is a landscape buffer that will contain vegetation at the rear of the site which provides for separation

and screening from the visitor parking spaces and the proposed development to the residential neighbourhood.

MOP defines compatibility as, “development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” While the townhomes are a different built form and represent a higher density than detached dwellings, the overall design enhances and is compatible with the neighbourhood. The proposed development represents an appropriate level of intensification where growth is anticipated. As such, the proposed applications meet the directives of MOP regarding compatibility with the Mineola Neighbourhood Character Area.

### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 2 on Hurontario Street having direct access to the Port Credit Go Station and City Centre Transit Terminal

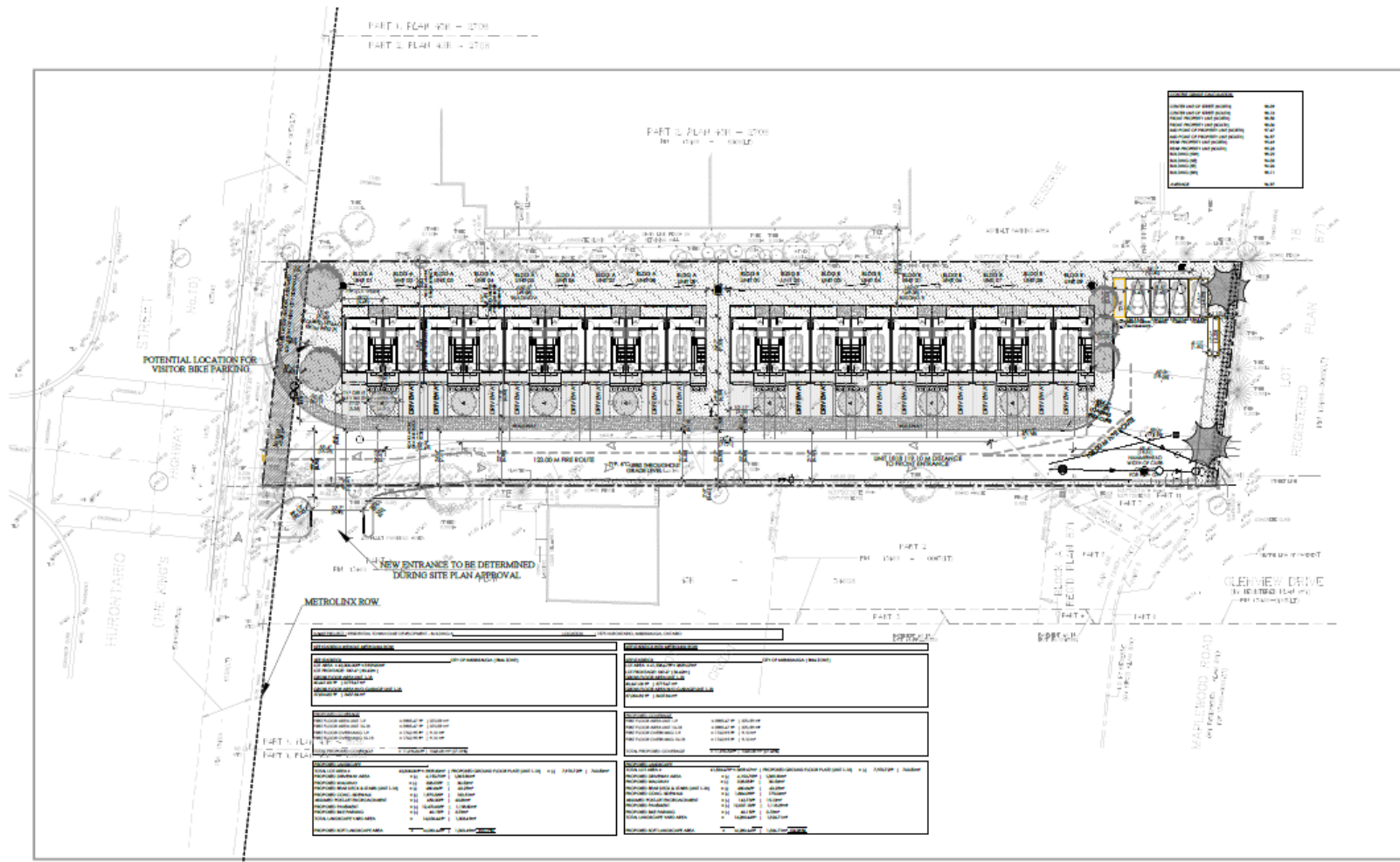
There is a transit stop on Hurontario Street within 50 m (164 ft.) of the site.

A range of community infrastructure and facilities including Mary Fix Park, Queen Elizabeth Senior Public School, Port Credit Secondary School, Port Credit GO Station, Port Credit Library and Port Credit Memorial Arena serve the area.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### 8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:





PROPOSED 'BLDG. B' FRONT ELEVATION  
SCALE: 1/8" = 1'-0"



PROPOSED 'BLDG. B' REAR ELEVATION  
SCALE: 1/8" = 1'-0"





## 9. Zoning

The proposed **H-RM4-Exception** (Townhouses – Exception) is appropriate to accommodate the 18 proposed townhomes.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	H-RM4 – Exception Zone Regulations
Minimum <b>Landscaped Area</b>	40%	33%
Minimum setback from the front, side and/or rear wall of a <b>townhouse</b> inclusive of stairs to a <b>street line</b> of a designated right-of-way 20.0 m or greater identified in <b>Subsection 2.1.14</b> of this By-law	7.5 m (24.6 ft.)	5.2 m (17.06 ft.)
Minimum setback from the rear wall of a <b>townhouse</b> to a <b>lot line</b> that is not a <b>street line</b>	7.5 m (24.6 ft.)	5.8 m (19.03 ft.)
Minimum setback from a front and/or side wall of <b>townhouse</b> to a <b>condominium road</b> , sidewalk or visitor <b>parking space</b>	4.5 m (14.76 ft.)	2.6 m (8.53 ft.)

Zone Regulations	RM4 Zone Regulations	H-RM4 – Exception Zone Regulations
Maximum <b>Height</b>	10.7 m (35.1 ft.) and 3 <b>storeys</b>	13.3 m (43.64 ft.) and 4 <b>storeys</b>
Maximum <b>driveway</b> width	3 m (9.84 ft.)	3.4 m (11.15 ft.)
Minimum width of a <b>condominium road/aisle</b>	7 m (22.97 ft.)	6.5 m (21.33 ft.)
Minimum width of a sidewalk	2 m (6.56 ft.)	1.8 m (5.9 ft.)
Visitor <b>Parking Space</b> per unit	0.25	0.2
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.		

## 10. 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 to fund projects City-wide and Council will be requested at budget time each year to spend of 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 less than 5 storeys in height, the CBC will not be applicable.

## 11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- Receipt of a signed Development Agreement
- Executed shared access agreement to the satisfaction of the City
- Executed registered municipal and regional easements for stormwater and sanitary services
- Completion and filing of a Record of Site Condition (RSC)
- Reliance letters for Phase One and Two Environmental Site Assessments
- A certified letter stating land to be dedicated to the City is environmentally suitable

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address technical matters as part of the site plan approval process.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit 18 townhomes on a private condominium road against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is directing growth to Hurontario Street, which is an intensification corridor and where growth is anticipated. The proposed townhomes modestly intensify the site while maintaining appropriate design standards such as adequate setbacks and the positioning of the townhomes in relation to residential neighbourhood to the rear. The proposal provides for an appropriate transition to the surrounding land uses and is compatible with the Mineola Neighbourhood Character Area. Therefore, staff is of the opinion that the applications conform to and maintain the goals and general

objectives of the *Provincial Policy Statement, Growth Plan*, and Mississauga Official Plan.