

**Recommendation Report  
Detailed Planning Analysis**

**Owner: 2421845 Ontario Inc.**

**6020 Winston Churchill Blvd.**

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## 1. Community Comments

Comments from the public were generally directed towards the appropriateness of the built form as it relates to the surrounding neighbourhood, loss of privacy due to overlook, height, shadow and noise impacts, spillover parking on surrounding local streets, traffic concerns related to the right-in/right-out accesses, lack of amenity space, waste storage, and anticipated disruption/nuisance from construction. Below is a summary and response to the comments.

### Comment

The proposed four storey apartment building is out of character with the surrounding neighbourhood and will create unacceptable shadows and overlook conditions on the adjacent residential properties.

### Response

Mississauga Official Plan (MOP) permits maximum building heights of four storeys in Neighbourhoods and encourages higher density uses to locate along designated Corridors such as Winston Churchill Boulevard and Britannia Road West. Intensification within Neighbourhood Character Areas is to be compatible with and sensitive to the existing and planned context by incorporating appropriate transitions in use, built form, density and scale.

The proposed four storey apartment building has been designed to be sensitive to the existing and planned context. By locating the building as close as possible to the intersection, the building setback to adjacent properties has been maximized.

Furthermore, balconies have been recessed into the building façade and tree plantings have been proposed along the north property boundary in an effort to mitigate potential overlook conditions.

The Sun Shadow Study submitted with the applications has been reviewed by City staff and the proposed development complies with the sun and daylight access requirements established in the City's Standards for Sun Shadow Studies.

### Comment

Vehicles visiting the site will create noise and light pollution affecting the abutting residential properties.

### Response

A Noise Feasibility Study prepared by HGC Engineering Limited, dated January 4, 2022 was submitted in support of the proposed development to assess the potential impact both to and from the proposed development. The study evaluated the potential for increased noise resulting from vehicles using conservative on-site traffic volumes, and concluded that on-site traffic is not expected to affect the noise levels at the abutting properties.

The existing board on board fences and existing and proposed tree plantings are anticipated to mitigate concerns with respect to light pollution from vehicles attending the site. The detailed design of the height and type of fencing required around the perimeter of the site will be determined through the Site Plan process. The proposed garbage staging area will also require

an enclosure, which will serve to further screen vehicle lights entering the site from Winston Churchill Blvd.

**Comment**

Insufficient parking is proposed and will result in visitors parking on local roads within the abutting subdivision.

**Response**

The City of Mississauga Zoning By-law standard requires 1.0 resident parking space and 0.2 visitor space per residential apartment unit. The proposed development requires 20 resident parking spaces with 4 visitor parking spaces for a total of 24 required parking spaces. The applicant is proposing a total of 30 parking spaces. Staff are satisfied with the amount of parking provided.

**Comment**

The proposed development will generate additional traffic at an intersection that is already very busy. The right-in right-out only driveways will cause vehicles to use local roads in the adjacent subdivisions, which will worsen area traffic.

**Response**

Three Traffic Impact Studies prepared by IBI Group, dated January 4, 2022; September 20, 2022; and December 2022; were submitted in support of the proposed development. The proposed development is anticipated to generate 8 two-way AM peak period and 10 two-way PM peak period trips. It has been determined that the study area intersections and proposed vehicular accesses are expected to operate at an acceptable

level of service with minimal impact to the surrounding transportation network.

**Comment**

There is no amenity area designated for the future residents.

**Response**

The City of Mississauga's Zoning By-law requires a minimum overall amenity area of 219 m<sup>2</sup> (2,353 ft<sup>2</sup>) of which a minimum of 55 m<sup>2</sup> (538 ft<sup>2</sup>) is to be provided outside at grade. The proposed development has provided 266 m<sup>2</sup> (2,863 ft<sup>2</sup>) of rooftop amenity area. No at grade amenity space is proposed.

The site is located in a neighbourhood that provides generous and well connected open spaces. The Lake Wabukayne Trail is located directly east of the site and provides access to multiple parks and greens spaces, including Charles "Bud" Brennan Memorial Park, Windwood Park, and Lake Wabukanye. Due to the site constraints, the amenity space has been provided in one continuous area and exceeds the overall amenity area requirements. In staff's opinion, adequate amenity area has been provided.

**Comment**

The proposed waste storage area in the northeast corner of the site abuts the rear yards of the adjacent detached homes and will negatively impact the enjoyment of these properties.

**Response**

All waste is proposed to be stored internally within the building. The proposed concrete staging area in the northeast corner of

the site is to be used for staging and pick-up only; the waste will be brought to this location on the morning of collection day and bins will be returned to the garbage room internal to the building after pick-up. A Waste Management Plan has been provided by the applicant and illustrates that the waste truck is able to access the pick-up staging area in a forward motion from Winston Churchill Blvd. and exit the site onto Britannia Road West, minimizing the reverse motion of the truck. Detailed design of the waste staging area enclosure will be determined through the Site Plan application process.

#### **Comment**

Noise and dust resulting from the construction of the proposed development will negatively impact the adjacent properties.

#### **Response**

It is anticipated that there will be some level of disruption to the area as a result of construction activity on the subject property. Mud tracking will be managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will be subject to the City's Noise Control By-law, which regulates the period of time when construction equipment can operate in residential areas.

## **2. Updated Agency and City Department Comments**

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

The application was circulated to all City departments and commenting agencies on March 14, 2022, October 2022, and

January, 2023. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

### **Transportation and Works Department**

Technical reports and drawings have been submitted 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.

#### Stormwater

A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Skira & Associates Ltd., dated December 21, 2022, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the development of the site. In order to mitigate the change in impervious areas from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required. The applicant is proposing to construct a storm system to service the development lands, with an outlet to existing municipal storm infrastructure located on Winston Churchill Blvd. and has demonstrated a satisfactory stormwater servicing concept. Infiltration on site is being pursued. Further details related to the infiltration to meet the water balance requirement, as well as the overall refinement of the stormwater management report, can be addressed prior to Site Plan approval.

### Traffic

Three iterations of the Traffic Impact Study were provided by IBI Group in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the third submission, dated September 2022, the study complied with the City's Transportation Impact Study guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 8 and 10 two-way site trips for the weekday AM and PM peak hours, respectively.

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

### Environmental Compliance

A Phase I Environmental Site Assessment (ESA) report, dated June 15, 2015, a Phase II ESA report, dated June 30, 2015 both prepared by RiskCheck Environmental Ltd., and a Record of Site Condition 218606, dated July 6, 2015 were submitted in support of the proposed development. No further action is required.

### Noise

A Noise Feasibility Study prepared by HGC Engineering, dated January 4, 2022, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this

development include road traffic and a nearby commercial property. Noise mitigation will be through the inclusion of upgraded building components and air conditioning units, the details of which, will be confirmed through the Site Plan and Building Permit processes.

### Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings. Transportation and Works confirms that the information reviewed to date is satisfactory and in accordance with the City requirements. No new municipal infrastructure (roads or services) are required as a result of this development.

### **Community Services**

The subject property is located 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 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.

### **Region of Peel**

The Region of Peel has confirmed that this proposal does not require a Regional official plan amendment and that the local

official plan amendment is exempt from Region of Peel approval.

#### Water Servicing and Sanitary Sewer Capacity

Region of Peel Servicing staff have confirmed there is adequate water and wastewater capacity to accommodate the proposed development.

#### Waste Collection

All the waste collection requirements have been satisfied in accordance with the Region's Waste Collection Design Standards Manual. The Region of Peel will provide front-end collection of garbage and semi-automated collection of recyclable materials.

#### Traffic Development

Regional Traffic staff have no comments on the subject development applications. Further comments and requirements may apply once they are in receipt of a Site Plan Approval application.

#### **School Boards**

In comments, dated April 5, 2022, the Dufferin-Peel Catholic District School Board responded that it is 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 comments, dated March 21, 2023, the Peel District School Board responded that it is 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

### **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 June 10, 2022 (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 1.1.33.1 of the PPS states settlement areas shall be the source 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 1.4.3 of the PPS states that 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.

The site and proposal represent an opportunity to intensify an underutilized parcel on designated Corridors, increase the

range of housing in the area and provide needed rental housing options. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development and zoning standards support 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.

Policies relevant to the applications include the following:

- 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 2.2.1.2 c) directs that within settlement areas, growth 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.
- Section 2.2.1.4 states that 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; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure.

- Section 2.2.2.3 c) encourages intensification generally throughout the delineated built-up area

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan, as it represents intensification of a vacant site within the built-up area that has access to existing transit service and public service facilities, while also contributing to the range of housing options in the community.

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

## 6. Region of Peel Official Plan

As summarized in the Public Meeting Report dated June 10, 2022 (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 encourage the establishment of 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.

The proposed development conforms to the ROP as it is an appropriate form of 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 Meadowvale Neighbourhood Character Area, to permit a four storey rental apartment building containing 20 rental units. 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 subject site is designated **Residential Low Density II**, which permits detached, semi-detached, duplex dwelling, triplexes, street townhomes and other forms of low-rise dwellings with individual frontages. The applicant is proposing to designate the site **Residential Medium Density** to permit the proposed four storey apartment.

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

*Directing Growth*

The site is located in the Meadowvale Neighbourhood Character Area. South of Britannia Road West are the Churchill Meadows and Central Erin Mills Neighbourhood Character Areas, located west and east of Winston Churchill Blvd. respectively. Winston Churchill Blvd. and Britannia Road West are both designated Corridors in Mississauga Official Plan.

Although Neighbourhoods are not intended to be the focus of growth within the City, MOP acknowledges that Neighbourhoods will not remain static and that new development must not imitate previous development patterns. Intensification within Neighbourhoods is to be compatible in built

form and scale to surrounding development by including appropriate transitions in use, built form, density and scale (S.5.3.5.5 and S.5.3.5.6). In accordance with MOP, higher density uses are to be directed to specific locations, including on Corridors (S.5.3.5.3).

Based on the location of the property at the intersection of two designated Corridors, City staff consider the site appropriate for residential intensification and higher density uses.



### *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. 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.”*

The site is located within the Meadowvale Neighbourhood Character Area. A range of residential built forms with heights up to four storeys are permitted in the Neighbourhood, including low-rise apartments. While the proposed low-rise apartment is a different and higher density built form than the surrounding detached dwellings, the proposal has been designed to be compatible with the surrounding uses. The apartment building is proposed as close as possible to the intersection of Winston Churchill Blvd. and Britannia Road West, while still maintaining adequate sightlines for vehicle traffic. By maximizing building setbacks to the west and north lot lines, shadow and overlook impacts are also minimized. The Sun Shadow Study submitted in support of the proposal confirms that the proposed apartment complies with the criteria set out in the City’s Standards for Shadow Studies, in that shadows do not occur on the adjacent rear yards for more than two consecutive hours. In order to mitigate impacts from overlook, balconies along the north façade of the building are limited and have been recessed into the façade. In addition to a substantial setback from the west lot line, balconies along the west side of the building have also been recessed into the façade. Finally, the rooftop amenity area has been setback from the north and west edges of the building to preserve the privacy of the adjacent rear yards.

In staff’s opinion, the proposed development has been designed to be compatible with the surrounding 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 MiWay Transit routes. The proposed development is located in-between two existing Mississauga Transit Terminals on an intersection that is transit supportive, pedestrian oriented and in proximity to existing Commuter Rail Stations:

- Route number 87 on Britannia Road West and route 45 and 45A that are within 100 m (328 ft. – 2 minute walk) from the site and have direct access to Erin Mills Town Centre and in close proximity to Meadowvale Go.
- Route number 10 on Windwood Drive is within 500 m (1,640 ft. – 7 minute walk) from the site and has access to Square One/Square One Bus Terminal.

The proposed development is in close proximity to a number of trails and parks, including Charles “Bud” Brennan Memorial Park, Windwood Park, Peace Garden, Castlegreen Meadows, Trafalgar Common and Lisgar Green.

The Britannia Trail (cycling route), a multi-use regional route is located along the frontage of the site, identified by a green

cycling crossing route at the intersection of Winston Churchill Blvd and Britannia Road West. The trail provides connectivity to many retail/commercial areas including grocery stores and major transit stations.

The location of the proposed development has adequate access to services and infrastructure, and the requested zoning standards of this application, are consistent with MOP, the Region of Peel Official Plan, and the Growth Plan for the Greater Horseshoe and the PPS.





**View looking northwest from the intersection of Winston Churchill Blvd. and Britannia Road West**



**West façade**



**View looking southwest from Winston Churchill Blvd.**

## 9. Zoning

The proposed **RA1 – Exception** (Apartments – Exception) zone is appropriate to accommodate the proposed four storey rental apartment building.

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

Zone Regulations	RA1 Zone Regulations	Proposed RA1 – Exception Zone Regulations
Minimum <b>Lot Frontage</b> (Winston Churchill Blvd)	30.0 m (98.4 ft.)	27.0 m (88.6 ft.)
Maximum <b>Height</b>	13.0 m (42.7 ft.) and 4 storeys	14.3 m (46.9 ft.) and 4 storeys
Minimum <b>Front and Exterior Side Yard</b> for that portion of the dwelling with a <b>height</b> greater than 13.0 (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum <b>Interior Side Yard</b> , where an <b>interior lot line</b> , or any portion thereof abuts a zone permitting <b>detached</b>	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m (32.8 ft.) to a	9.0 m (29.5 ft.) to the wall of the apartment

Zone Regulations	RA1 Zone Regulations	Proposed RA1 – Exception Zone Regulations
<b>dwelling</b> and/or <b>semi-detached</b>	maximum setback requirement of 25.5 m (83.6 ft.)	
Minimum setback from a waste enclosure/loading area to a zone permitting <b>detached dwelling</b> and/or <b>semi-detached</b>	10.0 m (32.8 ft.)	3.0 m (9.8 ft.)
Minimum <b>Landscape Area</b>	40% of the <b>lot area</b>	25% of the <b>lot area</b>
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.7 ft.)	2.8 m (9.8 ft.) to a <b>street line</b> and a Residential Zone
Minimum <b>amenity area</b> to be provided at grade	55.0 m <sup>2</sup> (592.0 ft <sup>2</sup> )	0 m <sup>2</sup> (0 ft <sup>2</sup> )
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.		

Zone Regulations	Parking, Loading, Stacking Lane, and Bicycle Parking Regulations	Proposed Parking, Loading, Stacking Lane, and Bicycle Parking Regulations
Aisles	The minimum aisle width shall be 7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
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.		

The proposed development makes efficient use of an underutilized property on two designated Corridors with access to existing infrastructure, community services and transit. The proposal is well designed to be compatible with adjacent uses and provides for a built form that supports a mix of housing types and tenures

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

## 10. 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 matters such as grading, landscaping and urban design standards.

## 11. Conclusions

In conclusion, City staff has evaluated the applications to permit a four storey rental apartment building containing 20 rental units against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.