

City of Mississauga  
**Corporate Report**



<p>Date: June 2, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 22-31 W2</p>
	<p>Meeting date: June 26, 2023</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 2)**

**Official Plan Amendment and Rezoning applications to permit four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and parkland**

**2077-2105 Royal Windsor Drive, north side of Royal Windsor Drive, west of Southdown Road**

**Owner: CRW 1 LP and CRW 2 LP**

**File: OZ/OPA 22-31 W2**

**Pre-Bill 109**

## Recommendation

That the report dated June 2, 2023, from the Commissioner of Planning and Building regarding the applications by CRW 1 LP and CRW 2 LP to permit four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and parkland, under File OZ/OPA 22-31 W2, 2077-2105 Royal Windsor Drive, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

## PROPOSAL

The official plan amendment and rezoning applications are required to permit four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and parkland. Private roads, currently proposed along the west, north

and east property lines and bisecting the development, provide access from Royal Windsor Drive to the development, the adjacent commercial building and the Clarkson GO station. An existing access easement in favour of Metrolinx is proposed to be re-established to provide connection from Royal Windsor Drive to the Clarkson GO station. Parkland is proposed along the north property line.

The applicant is proposing to amend Mississauga Official Plan to permit the proposed development including the proposed residential uses and the site-specific development standards. The Zoning By-law will also need to be amended from **C3-3** (General Commercial - Exception) to **RA5-XX** (Apartments – Exception) to implement the development proposal. A plan of subdivision may be required to create the parcels for the development, road network and parkland. If required, the applicant will need to submit a draft plan of subdivision application.

### **CLARKSON TRANSIT STATION AREA STUDY**

The applications are being reviewed concurrently with the Clarkson Transit Station Area Study, which includes the Clarkson Air Quality Study, led by City Planning Strategies in the Planning and Building Department. The findings from the Clarkson Air Quality Study have determined that air quality should not prohibit the introduction of residential uses on the properties.

Following Planning and Development Committee direction on May 29, 2023, the objective of the Clarkson Transit Station Area Study is to provide a comprehensive planning framework for the area which entails the preparation of a master plan that will identify the location of new (but not limited to) residential uses, public roads and parkland, and include an analysis of infrastructure, servicing capacity and phasing of new development.

The introduction of residential uses in the Southdown Employment Area and more specifically, the Clarkson GO Major Transit Station Area (MTSA) (which includes the properties), will occur through the City-initiated Clarkson Transit Station Area Study. Compatibility with industrial uses within the Southdown Employment Area will be evaluated as part of the review of the applications for the properties and the completion of the Clarkson Transit Station Area Study.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## **Comments**

The properties are located on the north side of Royal Windsor Drive, west of Southdown Road within the delineated boundaries of the Clarkson GO MTSA, which falls within a portion of the Southdown Employment Area. The properties are currently occupied by four commercial buildings which contain retail, service and entertainment uses including a take-out restaurant and a recreational establishment. The existing access point on Royal Windsor Drive provides access to the properties, the Clarkson GO station and the adjacent commercial building to the east.



Aerial image of 2077-2105 Royal Windsor Drive



Applicant's rendering of the proposed apartment buildings with commercial uses and live/work units at grade

## LAND USE POLICIES AND REGULATIONS

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

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

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and

requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The Region of Peel Official Plan (ROP) seeks to protect employment areas as places of business and economic activity to maintain a healthy economy and accommodate future jobs and economic opportunities. The ROP identifies select MTSA, including the Clarkson GO MTSA, which can support the integration of employment areas with non-employment uses to develop mixed-use areas subject to a technical study being completed by the local municipality. The introduction of non-employment uses, including residential uses, in the Clarkson GO MTSA will therefore occur through the completion of City Planning Strategies' Clarkson Transit Station Area Study.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the ROP. Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

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

Agency and department comments are summarized in Appendix 1, Section 7.

### **Financial Impact**

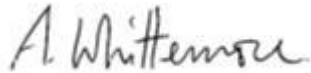
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

### **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held, the completion of the Clarkson Transit Station Area Study, and site-specific issues have been resolved. The matters to be addressed include: provision of additional technical information including noise feasibility, review of reduced parking standards, ensuring compatibility of new buildings and community consultation. Additional matters to be addressed may be required to ensure the proposed development aligns with the recommendations of the Clarkson Transit Station Area Study.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

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