

Recommendation Report Detailed Planning Analysis

Owner: Kindred Works

4094 Tomken Road and 924 Rathburn Road East

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1. Community Comments

Comments from the public were generally directed towards shadow and privacy impacts on adjacent properties, parking, impacts on the existing daycare operation on-site, population increase resulting in more traffic and noise and the proposals inconsistency with the area character. Below is a summary and response to the specific comments heard.

Comment

The proposed 12 storey apartment buildings will cast undesirable shadows on adjacent properties and buildings, limiting access to natural light.

Response

The proposed development does not meet the City's Sun/Shadow Standards for private rear yards, since incremental shadows are cast on the rear yards of 1002, 1006 and 1010 Wetherby Lane for three consecutive hourly test times (5:20 pm, 6:20 pm and 7:20 pm) on June 21. With this said however, shadows are cast from the existing buildings onto portions of their own backyards during this period, with the proposed buildings adding additional shadows. Moreover, the rear yards of these properties will have full sun from 7:07 am until 4:20 pm on June 21. On this basis, Staff are satisfied that these properties have adequate sun access.

Comment

The proposed development will increase residents, traffic and noise in the area, which is already very densely populated.

Response

Provincial planning policies direct municipalities to encourage intensification through the development of underutilized properties that have access to existing infrastructure, public service facilities and transit. This property represents an opportunity to realize that direction from the Province.

A Traffic Impact Study was prepared in support of the proposed development. The study concluded that with the traffic generated by the proposed development, the study area intersections and vehicular accesses are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

With respect to noise, a Noise Feasibility Study was prepared in support of the development proposal and assessed noise impacts on the proposed buildings from the surrounding area, as well as impacts from the development on the surrounding area. A detailed Noise Study will need to be undertaken during the Site Plan application process to better assess how impacts from the proposed mechanical and ventilation systems can be mitigated. Staff are satisfied with the Noise Feasibility Study for the purposes of determining the feasibility of the project for the proposed Official Plan Amendment and Rezoning.

Comment

The proposed 12 storey buildings are three times taller than existing buildings around it, which ignores the character of the community.

Response

The subject property is located at the intersection of two Major Collector Roads, both of which are characterized by wide right-of-way widths. The surrounding area contains existing low and mid-rise apartment buildings, including an existing 7 storey apartment building on the subject property and another existing 7 storey apartment to the west of Westminster Place. A new 8 storey apartment building has also recently been approved at the northwest corner of Rathburn Road East and Westminster Place. While the proposed development is taller than surrounding buildings, the proposal has been designed sensitively and situated to create minimal impacts on surrounding properties. This includes shifting the building massing, eliminating certain building projections (including balconies), and utilizing a lighter material colour on upper levels to minimize the perceived building height.

Comment

The development will negatively impact rear yard privacy.

Response

The proposed development has been revised to reduce the overall impact of overlook on adjacent properties, including shifting massing of the building further away from low rise residential uses and eliminating individual balconies.

Comment

The proposed development will provide much needed rental units, with 30% targeted as affordable. Additionally, it will contribute to density targets and to a more complete community by expanding housing options in the area.

Response

Great effort has been made by the applicant to propose a development that expands housing options in the area. Between affordable units and increasing the minimum number of required barrier free units within the project, the development will improve social equity for the current and future residents of Mississauga.

Comment

The development will obstruct the view from surrounding properties.

Response

Property owners have no legal right to protect the view from their property. That said, the proposed development has been revised to reduce the overall impact of overlook on adjacent properties, including shifting massing of the building further away from low rise residential uses.

Comment

The impacts of the proposed construction on the existing daycare are unsafe and the daycare must be relocated during the construction period.

Response

The landowner has committed to working closely with the daycare provider during the Site Plan application process to ensure normal operations may continue during construction. Mitigation of all construction noise, vibration and dust will be outlined in a construction management plan that the applicant

has committed to providing to ensure no adverse impacts on the daycare.

Comment

The proposed 0.8 parking spaces per unit is insufficient and the reduced parking rate should not be supported.

Response

The proposed development consists of a significant affordable housing component, which intrinsically implies a lower car ownership rate and in turn a need for fewer parking spaces. Additionally, the property benefits from good access to public transit, including bus stops along both the Rathburn Road East and Tomken Road frontages, as well as being located less than 1 km (0.62 mi) from the Tomken Station for the Mississauga Transitway BRT. Finally, the mix of uses on the property are characterized by alternating peak usage periods and, therefore, there is an opportunity for the residential uses to utilize the parking assigned to the place of religious assembly during off peak hours. Ultimately, staff are satisfied with the proposed parking rates of 0.8 resident spaces and 0.2 visitor spaces per unit, whereas 1.0 resident spaces and 0.2 visitor spaces are required under the zoning by-law.

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 January 20, 2023. Subsequent

resubmissions were received and circulated for review on October 13, 2023 and September 19, 2024. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

Comments updated October 22, 2024, state that based on a review of the information submitted to date, staff are generally satisfied that the materials submitted are in accordance with City requirements. However, additional technical details are required to facilitate the implementation of the engineering requirements, as follows:

Stormwater

The Functional Servicing and Stormwater Management Report (FSR) prepared by WSP, dated October 4, 2023, 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 its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed that storm water run off will be captured by proposed catch basin manholes and roof drains which will direct to the proposed underground stormwater tank. The site's private storm sewer systems will connect into the existing municipal storm sewers on Tomken Road. The consultant has proposed landscape irrigation as a low impact development (LID) feature to promote

infiltration, which will be reviewed further during the Site Plan approval process.

Traffic

A Transportation Impact Study (TIS) prepared by BA Group, dated May 28, 2024, was provided in support of the proposed development. Based on the submission, staff are generally satisfied from a feasibility perspective. The study concluded that the proposed development is anticipated to generate 65 (20 in, 45 out), 80 (45 in, 35 out) and 75 (40 in, 35 out) net two-way site trips for the weekday AM, PM, and Saturday peak hours in 2027, respectively.

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

Environmental Compliance

A Phase I Environmental Site Assessment (ESA) dated June 10, 2024, and Phase Two ESA dated July 3, 2024, both prepared by Grounded Engineering Inc., have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

Noise

A Noise Feasibility Study prepared by RWDI, dated February 1, 2024, was provided in support of the proposed development. The study evaluated the potential impact both to and from the

proposed development and recommended mitigation measures to reduce any negative impacts. A detailed Noise Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed buildings, satisfy the MECP NPC-300 Environmental Noise Guideline.

Noise sources that may have an impact on this development include road traffic from Tomken Road and Rathburn Road East. The submitted Noise Feasibility Study confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, the details of which will be confirmed through Site Plan and building permit processes. Purchasers/tenants are to be advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings, and staff are generally satisfied with the details provided to confirm feasibility of the development proposal from an engineering standpoint.

Community Services Department

The subject property is located within the Rathwood Neighbourhood Character Area and as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha per 1000 people is being achieved with a current surplus of 22.9 ha (56.6 ac) of parkland in the character area. Furthermore, the subject property is in close proximity, within 350 metres (1,148 ft.) of Allison's Park (P-230), which provides a community

playground and open space including a baseball diamond and soccer field. Accordingly, due to the surplus of parkland in the Rathwood Neighbourhood Character Area and proximity of park facilities to the subject property, parkland dedication is not required at this time. However, the proposed development will be subject to cash-in-lieu of park and other public recreational purposes prior to the issuance of building permits, for each lot or block as required pursuant to Section 42 of the *Planning Act* and in accordance with City Policies and Bylaws.

School Accommodation

In comments, dated February 7, 2023 and October 17, 2024, the Dufferin-Peel Catholic District School Board and 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 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 Planning Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS) was released on August 20, 2024, and came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place

greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities. The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

The PPS recognizes that municipal official plans are the most important vehicle for implementation of the policies of the PPS and for achieving "comprehensive, integrated and long-term planning".

Under the *Planning Act*, all planning decisions must be consistent with the PPS.

4. Consistency with PPS

The Public Meeting Report dated May 19, 2023 (Appendix 1) provides an overview of relevant policies found in the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe. The 2024 PPS came into effect since the Public Meeting Report and therefore the applicable policies are summarized as follows:

Section 2.1.6 of the PPS states that planning authorities should support the achievement of complete communities by accommodating a range of land uses and housing options, improving accessibility for people of all ages and abilities, and improving social equity and overall quality of life for all people of varying abilities and incomes.

Section 2.2.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by accommodating affordable housing needs, permitting and facilitating all housing options and all types of residential intensification, including redevelopment of underutilized commercial and institutional sites.

Section 3.1 of the PPS establishes the general policies for infrastructure and public service facilities and states that these shall be provided in an efficient manner while accommodating projected needs. It also states that existing infrastructure and public service facilities are to be optimized before consideration is given to development new.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area, including the provision of affordable housing. The proposal exceeds the minimum number of barrier free units required by the Ontario Building Code, improving social equity for people of all ages and abilities. The development represents an efficient land use pattern and optimizes existing infrastructure, public service facilities and transit. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Region of Peel Official Plan

As summarized in the public meeting report dated May 19, 2023 (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 Policies in Section 5.3 of the Regional Official Plan direct the vast majority of growth to the Urban System to leverage existing and planned infrastructure investments.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land and resources within the Urban System and contributes to housing choices in the neighbourhood.

6. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Rathwood Neighbourhood Character Area, to permit a building height of 12 storeys and a floor space index (FSI) of 1.9. 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 Rathwood Neighbourhood Character Area, which is characterized by a variety of residential built forms, including detached dwellings, townhomes and low- and mid-rise apartments. The Neighbourhood also contains retail and service commercial uses, and benefits from many public facilities including schools, parks, athletic fields and a places of religious assembly.

The subject site is designated **Residential High Density**, which permits apartment dwellings and all forms of townhouses accessory to an apartment dwelling. The applicant is proposing to add two 12 storey rental apartment buildings to the property,

which already contains a place of religious assembly (including daycare facility) and a 7 storey rental apartment.

Although Neighbourhoods are not intended to be the focus for intensification, MOP does indicate that Neighbourhoods are also not intended to remain static or that new development is required to imitate previous development patterns (Section 5.3.5). MOP specifically identifies those areas within Neighbourhoods which are to be the focus for higher density uses, which includes sites that contain existing apartments, such as the subject property (Section 5.3.5.3).

In the Rathwood Neighbourhood Character Area section of MOP, arterial roads such as Tomken Road, are identified as being the focus for future low- to mid-rise developments, with new apartment buildings, retail, service and office uses being directed to these arterials to reinforce a sense of place and create a complete and healthy community (Section 16.22.1).

The subject property is already designated **Residential High Density** and, therefore, a change in land use designation is not required to permit the proposed development. The Official Plan Amendment is being sought to increase the permitted height on the property from 7 to 12 storeys and to increase the maximum permitted FSI from 0.5 -1.0 to 1.9, which staff consider to be a reasonable increase. Given the property's location at the intersection of two arterial roads; its access to public transit, existing retail, service commercial and community facilities; and, the fact that the property is already occupied by and surrounded by existing apartment buildings, staff consider the subject property a good opportunity for intensification and the

proposal to be consistent with the directing growth policies of MOP.

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 (Section 5.3.5.5 and 5.3.5.6). The site is located within the Rathwood Neighbourhood Character Area and is surrounded by properties with varying land use designations, including **Residential High, Medium** and **Low Density**, as well as **Mixed Use**. Properties in the immediate area are occupied by two storey detached dwellings, three storey townhomes and apartments, 7 storey apartments and one storey commercial uses.

The proposed amendment would result in an increase in the permitted building height and FSI. Although the new buildings are taller than existing buildings on-site and in the surrounding area, the Official Plan (Section 9.2.2.3) acknowledges that new development need not replicate existing structures but should respect the scale and character of the area, which in staff's opinion is already varied.

The applicant has made revisions to the proposal to reduce the impacts of the built form on adjacent properties. The large 8 storey base building immediately adjacent to the detached dwellings to the south has been lowered to 6 storeys and fewer building projections are proposed along this south building façade. Balconies have been eliminated to reduce potential overlook conditions and the darker exterior materials are only

proposed on the base of the buildings, with upper levels being lighter in colour to minimize the perceived massing of the structure. Additionally, the buildings have increased setbacks to Tomken Road in an effort to reduce the impacts of shadowing on adjacent parcels and provide greater visual emphasis to the church from Tomken Road. Overall, bulky massing of the buildings has been reduced and the improvements the applicant has made to the proposal improves the compatibility of the project with the Neighbourhood.

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:

- Route 20 – Rathburn Road East
- Route 51 – Tomken Road

There are two MiWay Transit stops along the frontage of the subject property, one on Rathburn Road East and the other on Tomken Road.

The subject property is also located within 1 km (0.62 mi) of the Tomken Station for the Mississauga Transitway BRT system,

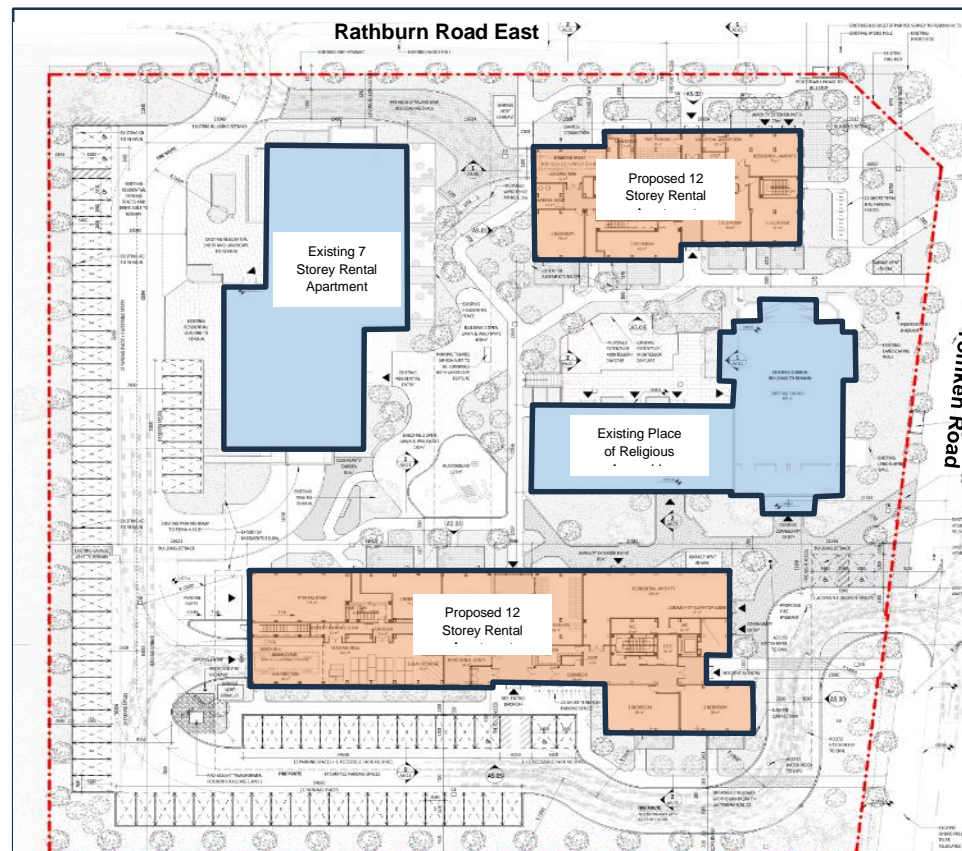
which provides further connections to numerous GO Transit routes.

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

Tomken Plaza, a local plaza, is located immediately north of the subject property, across Rathburn Road East. This plaza contains a grocery store, bank, dentist, optometrist, restaurants and other retail and service commercial uses.

7. Revised Site Plan, Renderings and Site Statistics

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



Revised Site Plan



View looking northwest from Tomken Road



View of southerly building from internal courtyard



Birdseye view looking southwest from intersection of Rathburn and Tomken



View looking southwest from intersection of Rathburn and Tomken

Revised Unit Statistics	
1 Bedroom Units	158 (63%)
2 Bedroom Units	62 (25%)
3 Bedroom Units	30 (12%)
Total unit Count	250
Number of Barrier Free Units	50 (38 required per OBC)
Amenity Area per Unit	5.7 m ² per unit

8. Zoning

The applicant is proposing an amended **RA2-11** (Apartments - Exception) to accommodate the two proposed 12 storey rental apartment buildings and the existing 7 storey rental apartment, place of religious assembly and daycare use with an FSI of 1.9. Given the proposed building height, staff are of the opinion that a site specific **RA3** (Apartments – Exception) would be a more appropriate zone category for the proposed development.

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

Proposed Zoning Regulations

Zone Regulations	Existing RA2-11 Zone Regulations	Existing RA3 Zone Regulations	Proposed RA2-11 Zone Regulations
Additional Permitted Uses	Place of Religious Assembly Day Care		Place of Religious Assembly Day Care

Zone Regulations	Existing RA2-11 Zone Regulations	Existing RA3 Zone Regulations	Proposed RA2-11 Zone Regulations
Maximum Floor Space Index (FSI)	0.5-1.0		1.9
Maximum Dwelling Height – Flat Roof	7 storeys	38.0 m (124.7 ft.) and 12 storeys	44.0 m (144.4 ft.)
Minimum Front and Exterior Side Yard	7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) 8.5 m (27.9 ft.) 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.) 9.5 m (31.2 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.) 10.5 m (34.4 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)		7.6 m (24.6 ft.)
Minimum Interior Side Yard	4.5 m (14.8 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) 6.0 m (19.7 ft.) 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.)		23.0 m (75.5 ft.)

Zone Regulations	Existing RA2-11 Zone Regulations	Existing RA3 Zone Regulations	Proposed RA2-11 Zone Regulations
	<p>7.5 m (24.6 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>9.0 m (29.5 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p> <p>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, to a maximum setback 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</p>		
Minimum Rear Yard	<p>7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)</p> <p>10.0 m (32.8 ft.) 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>12.5 m (41.0 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>15.0 m (49.2 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>		18.0 m (59.1 ft.)

Zone Regulations	Existing RA2-11 Zone Regulations	Existing RA3 Zone Regulations	Proposed RA2-11 Zone Regulations
	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, to a maximum setback of 25.5 m (83.7 ft.) - Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached		
Minimum above grade separation between buildings	<p>3.0 m (9.8 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)</p> <p>9.0 m (29.5 ft.) 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>12.0 m (39.4 ft.) for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>15.0 m (49.2 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>		8.0 m (26.2 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and abutting lands with a	4.5 m (14.8 ft.)		2.0 m (6.6 ft.)

Zone Regulations	Existing RA2-11 Zone Regulations	Existing RA3 Zone Regulations	Proposed RA2-11 Zone Regulations
Residential Zone			
Minimum number of residential parking spaces per unit	1.0		0.8
	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.		

9. Bonus Zoning

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. Funds collected under CBC will be 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.

On June 22, 2022, Mississauga City Council passed the new Community Benefits Charge (CBC) By-law, which is administered by the Corporate Services Department's Finance

Division. This By-law applies to the development and redevelopment of buildings with five or more storeys and ten or more residential units, imposing a charge of 4% of the land value calculated on the day before the building permit is issued. Section 5 of the By-law outlines exemptions for specific uses, including long-term care homes, retirement homes, universities, colleges, Indigenous institutes, Royal Canadian Legion buildings, hospices, non-profit housing, and homes for special care.

As this proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

10. 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 (2024), 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.

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

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

This proposal is for rental housing and, therefore, is exempt from the requirement of providing a Housing Report to address Affordable Housing. The proposed infill development will provide for 250 new residential rental units within a mix of 1, 2, and 3-bedroom units, of which, 30% are targeted to be affordable rental units.

11. 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 sites plan related issues through review of the rezoning concept plan, further revisions and refinements will occur through the site plan process.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit the addition of two 12 storey rental apartment buildings on the

subject property against the *Provincial Planning Statement*, the Region of Peel Official Plan and Mississauga Official Plan. Staff are of the opinion that the proposed development conforms to the relevant provincial, regional and city policies for appropriate use of the land.

Should the applications be approved by Council, the implementing Official Plan Amendment and Zoning By-law will be brought to a future Council meeting for approval.