

## **Detailed Information and Preliminary Planning Analysis**

**Owner: P&S Ramlochan Property Inc.**

**2444 Hurontario Street**

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## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O** (Office). **O** permits office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office in the Downtown Hospital Character Area.
- May 27, 2020 – City initiated Zoning By-law 0121-2020 rezoned the subject lands to **O1** (Minor Office), which permits the same uses as the previous **O** (Office) zone. The maximum building height in the **O1** zone remains unchanged. Zoning By-law 0121-2020 has been appealed by other landowners to the Local Planning Appeal Tribunal (LPAT).

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Hospital Character Area and within the Urban Growth Centre of the City, on the southwest corner of Hurontario Street and Floradale Drive. The area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by a 4 storey office building, which contains

medical and office uses with surface parking at the rear and 1 level of underground parking.

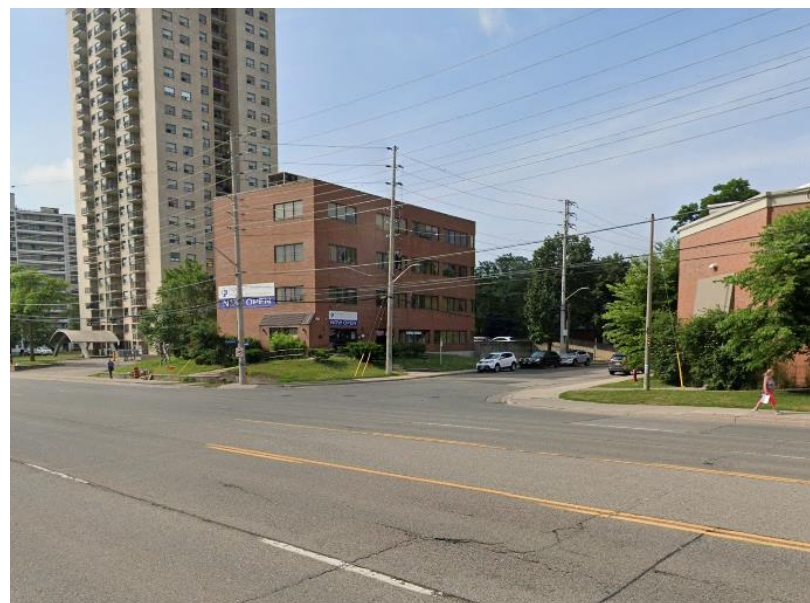


Image of existing conditions facing south

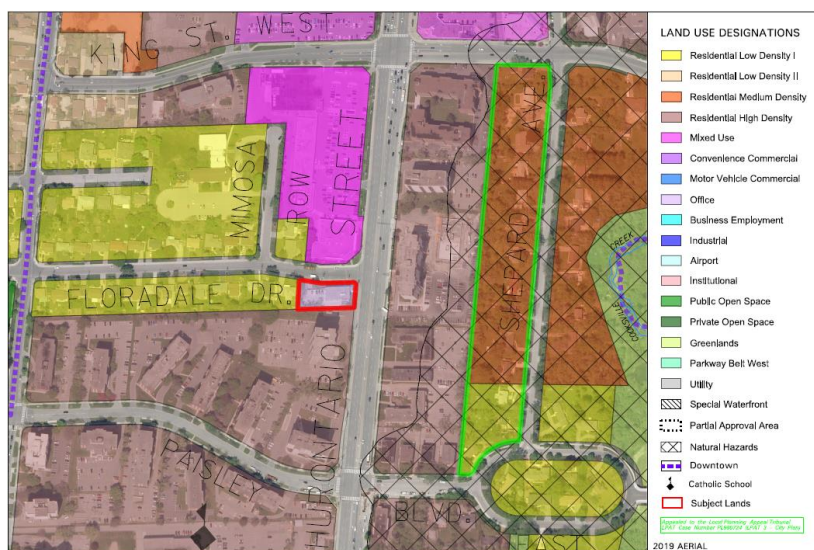
Property Size and Use	
Frontages:	
Hurontario Street	25.1 m (82.3 ft.)
Floradale Drive	59.0 m (193.4 ft.)
Depth:	59.0 m (193.4 ft.)
Gross Lot Area:	0.17 ha (0.42 ac)
Existing Uses:	4 storey office building with medical and office uses

## Surrounding Land Uses

North of the subject land is a neighbourhood plaza containing a number of commercial uses. To the east is a 13 storey apartment building. To the south is a 22 storey apartment building. There are one and two storey detached dwellings to the west.

The surrounding land uses are:

North: Commercial Plaza  
East: Apartment Buildings  
South: Apartment Buildings  
West: Detached dwellings



Aerial Photo of 2444 Hurontario Street

## The Neighbourhood Context

The subject property is located in the Downtown Hospital Character Area. The surrounding area contains commercial uses along Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1960s and 1970s.

## Demographics

Based on the 2016 census, the existing population of the Downtown Hospital Character area is 12,880 with a median age of this area being 37 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 13% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 15,500 and 15,700 respectively. The average household size is 2 persons with 91% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 460 units (9%) owned and 4,645 units (91%) rented with a vacancy rate of approximately 0.8%\*. In addition, the number of jobs within this Character Area is 7,667. Total employment combined with the population results in a PPJ for Downtown Hospital of 182 persons plus jobs per hectare (427 persons plus jobs per hectare).

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

### Other Development Applications

A zoning by-law amendment was submitted on lands municipally known as 2476 and 2482 Confederation Parkway to permit 4 semi-detached dwellings. This application is currently being processed by the City and a decision has not been made.

### Community and Transportation Services

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

The area is well served by community facilities such as Floradale Park and Cooksville Park, both of which are within a 0.8 km (0.5 mi.) distance of the subject land. The Trillium Hospital Partners – Mississauga Hospital is located within a 1 km (0.6 mi.) distance of the subject land.

The site is approximately 1.5 km (0.9 mi.) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 mi.) from the subject land. The following major Miway bus routes currently service the site running along Hurontario Street:

- Route 2 – Hurontario
- Route 4 – Sherway Gardens
- Route 103 – Hurontario Express

There is a primary on-road bicycling route on Hurontario Street.

## 3. Project Details

The applications are to permit a 31 storey apartment building consisting of 215 dwelling units, with commercial uses permitted along the ground floor. The applicant is proposing 3 two storey dwelling units with individual entrances along the Hurontario frontage that would also allow commercial uses along the ground floor. The required parking will be accommodated underground. Vehicular access to the site will be from Floradale Drive.

Development Proposal		
Applications submitted:	Received: July 15, 2020 Deemed complete: August 12, 2020	
Developer/ Owner:	P & S Ramlochan Property Inc.	
Applicant:	IBI Group (c/o Amy Emm)	
Number of units:	215 Units	
Proposed Gross Floor Area:	17,520.01 m <sup>2</sup> (188,583.81 ft <sup>2</sup> )	
Height:	31 storeys / 93.5 m (306.8 ft)	
Floor Space Index:	10.25	
Amenity Area:	3.7 m <sup>2</sup> (39.8 ft <sup>2</sup> ) / dwelling unit	
Anticipated Population:	538 *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	283	148
visitor spaces	43	32
Total	326	180

Development Proposal	
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater Retention</li> <li>• Green roof</li> <li>• Bicycle Storage</li> </ul>

### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications, which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

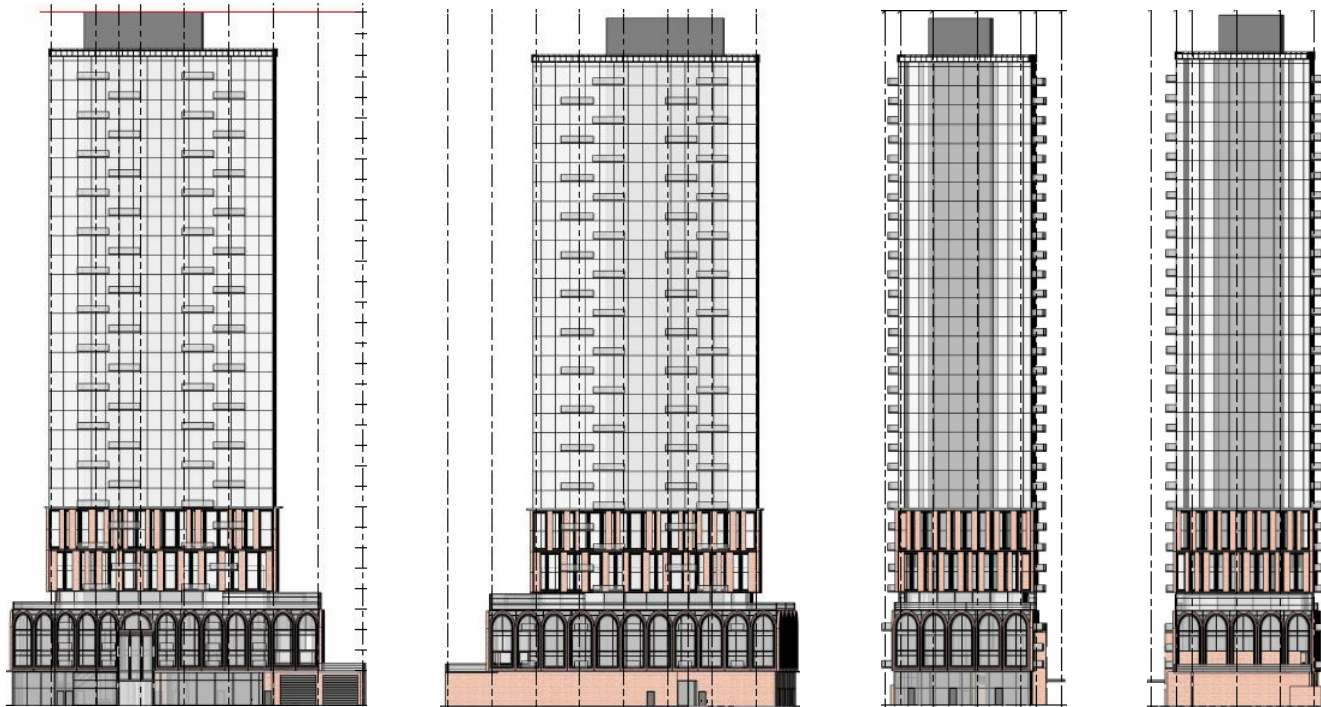
- Architectural Drawings
- Civil Engineering Drawings
- Environmental Noise Report
- Functional Servicing and Stormwater Management Report
- Landscape Plans
- Low Impact Design Features
- Phase 1 and 2 Environmental Site Assessment
- Planning Justification Report
- Pedestrian Level Wind Study
- Shadow Impact Study
- Stage 1 Archaeological Assessment
- Streetscape Feasibility Study
- Transportation Impact Study
- Urban Design Study

The application will be reviewed by the Urban Design Advisory Panel (UDAP). The Panel is an advisory body and makes recommendations to staff for consideration. To date, the

application has not been reviewed by the UDAP, but is tentatively scheduled for January 2021.





**Elevations**



**Applicant's Rendering**



## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The site is designated **Office**, which permits office and secondary uses.

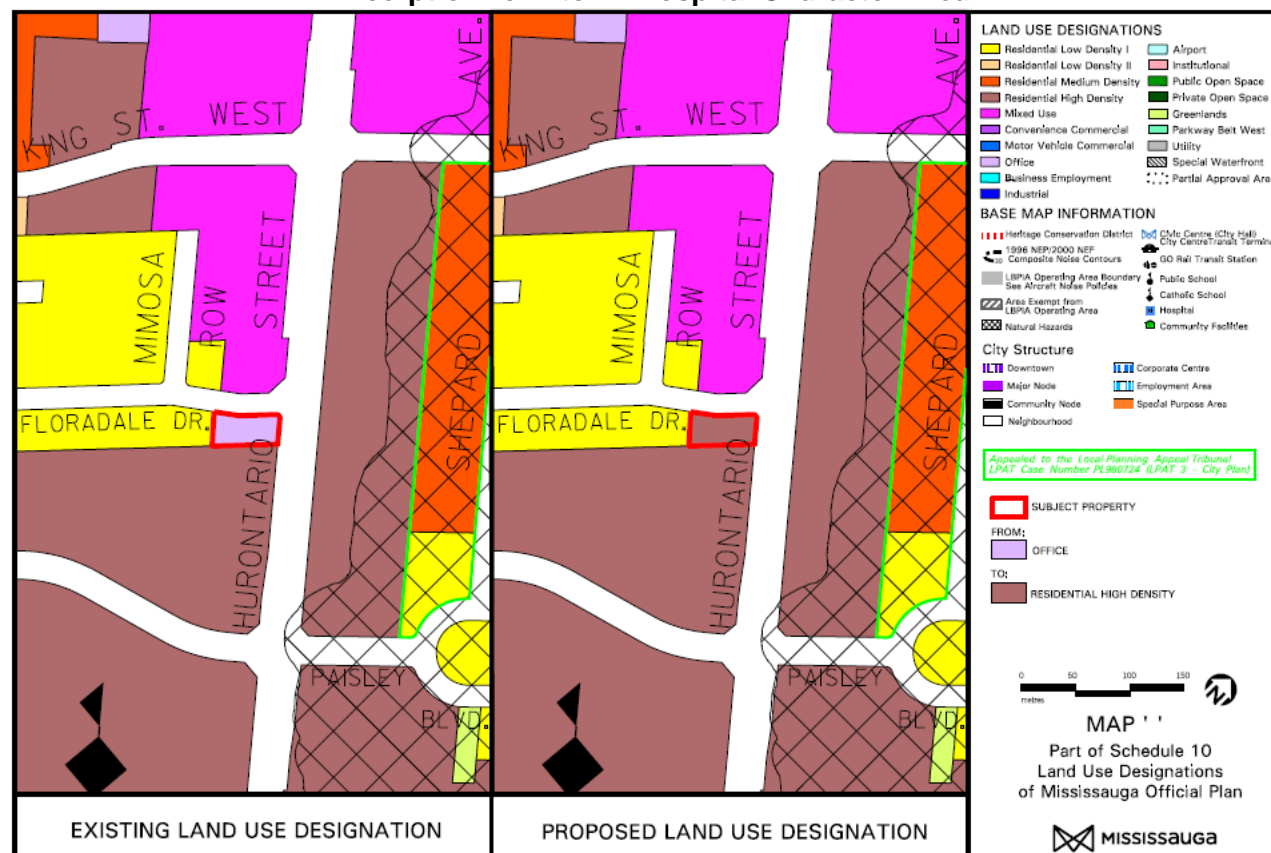
#### Proposed Designation

**Residential High Density – Special Site** to permit an apartment dwelling with a maximum height of 31 storeys.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Downtown Hospital Character Area



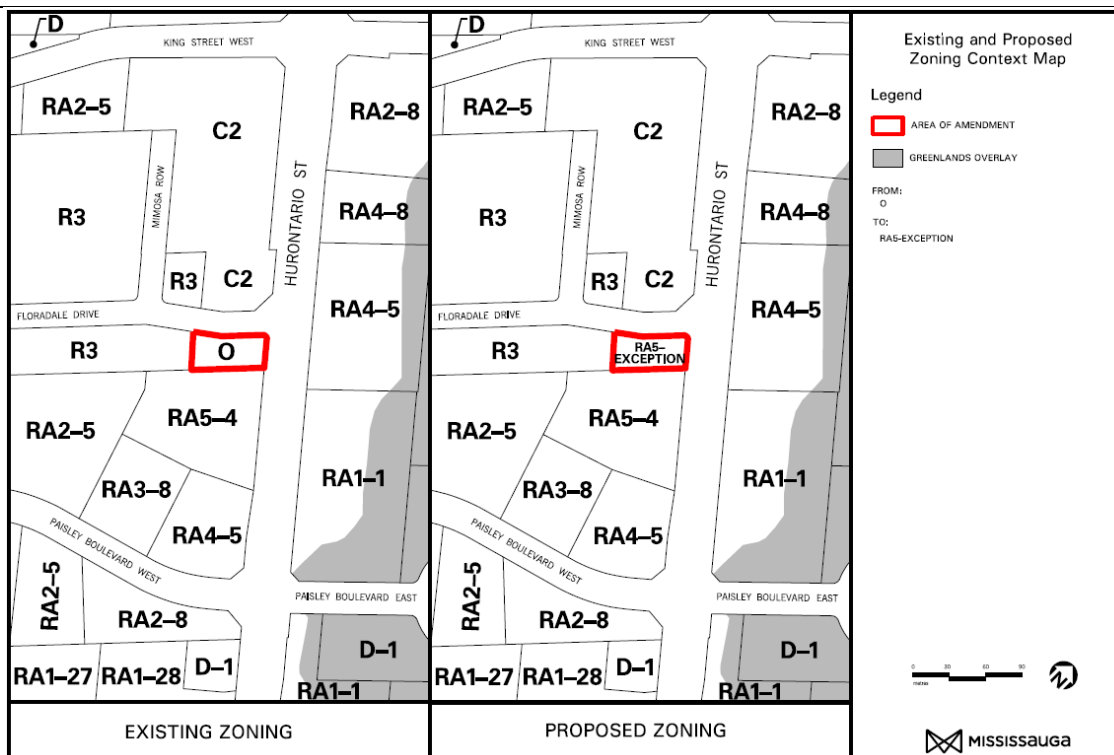
## Mississauga Zoning By-law

**Existing Zoning**

The site is currently zoned **O** (Office), which permits office and medical office, financial institution, commercial school and veterinary clinic.

**Proposed Zoning**

A rezoning is proposed from **O** (Office) to **RA5-Exception** (Apartments), to permit a 31 storey and 93.5 m (306.8 ft) high condominium apartment building consisting of 215 dwelling units, with commercial uses permitted along the ground floor. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA5 Zone Regulations</b>	<b>Proposed Zone Regulations      Amended RA5 Zone Regulations</b>
Minimum <b>Lot Frontage</b>	30.0 m (98.4 ft.)	25.0 (82.0 ft.)
Height of mechanical equipment above the permitted height	6.0 m (19.6 ft.)	6.4 m (21.0 ft.)
Maximum <b>Floor Space Index (FSI)</b>	2.9	10.25
Maximum <b>Height</b>	77.0 m (252.6 ft.) and 25 storeys	93.5 m (306.8 ft.) and 31 storeys
Minimum <b>Front Yard</b>	<p>For that portion of the dwelling with a <b>height</b>:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p>	<p>For that portion of the dwelling with a <b>height</b>:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.4 m (14.4 ft.)</p> <p>Greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft.):</p> <p>4.4 m (14.4 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	10.5 m (34.4 ft.)	7.5 m (24.6 ft.)
Minimum <b>Exterior Side Yard</b>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.2 m (13.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>4.2 m (13.8 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>4.2 m (13.8 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>4.2 m (13.8 ft.)</p>
Minimum <b>Interior Side Yard</b>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	<p>4.5 m (14.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft.):</p> <p>6.0 m (19.7 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>9.0 m (29.5 ft.)</p> <p>Where an <b>interior side lot line</b>, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:</p> <p>4.5 m (14.7 ft.)</p>	<p>3.3 m (10.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft.):</p> <p>3.2 m (10.5 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>3.2 m (10.5 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>3.2 m (10.5 ft.)</p> <p>Where an <b>interior side lot line</b>, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:</p> <p>3.2 m (10.5 ft.)</p>
Minimum Rear Yard	<p>For that portion of the dwelling with a <b>height</b>:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>	<p>For that portion of the dwelling with a <b>height</b>:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed Zone Regulations	Amended RA5 Zone Regulations
	7.5 m (24.6 ft.)  Where a rear lot line, or any portion thereof, abuts a zone permitting <b>detached</b> and/or <b>semi-detached</b> :	6.5 m (21.3 ft.)  Where a rear lot line, or any portion thereof, abuts a zone permitting <b>detached</b> and/or <b>semi-detached</b> :	
	25.5 m (83.7 ft.) 1.0 m (3.3 ft.)	6.5 m (21.3 ft.) 1.5 m (4.9 ft.)	
Maximum encroachment of a <b>balcony</b> located above the first <b>storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>			
Maximum projection of a <b>balcony</b> located above the first <b>storey</b> measured from the outmost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m (3.3 ft.)	1.5 m (4.9 ft.)	
Minimum number of <b>parking spaces</b>	1.25 resident spaces per one-bedroom unit  1.4 resident spaces per two-bedroom unit  0.20 visitor spaces per unit	0.68 resident spaces per dwelling unit  0.15 visitor spaces per unit	
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)	
Minimum setback from a	10.0 m (32.8 ft.)	7.4 (24.3 ft.)	



Zone Regulations	RA5 Zone Regulations	Proposed Zone Regulations	Amended RA5 Zone Regulations
waste enclosure/loading area to a <b>street line</b>			
Minimum <b>landscaped area</b>	40%	37.9 %	
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 (14.8 ft.)	0 m (0.0 ft.)	
Minimum <b>amenity area</b>	5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) / dwelling unit	3.7 m <sup>2</sup> (39.8 ft <sup>2</sup> ) / dwelling unit	
Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	39%	
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

### Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is located within a Major Transit Station Area (MTSA) due to its proximity to the future Light Rail Transit stop on Hurontario Street (HLRT). The Region of Peel and the City are currently developing specific policies that will result in further refinements to the boundaries of MTSA's.

The lands are located within the Downtown Hospital Character

Area and are designated **Office**. The **Office** designation permits office and secondary uses.

The applicant is proposing to change the designation to **Residential High Density** to permit a 31 storey condominium apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)
	Section 5.1.6	
	Section 5.3.1.3	The Downtown is an Intensification Area. (S.5.3.1.3)
	Section 5.3.1.4	
	Section 5.3.1.6	The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)
	Section 5.3.1.9	
	Section 5.3.1.11	
	Section 5.3.1.13	The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)
	Section 5.4.2	
	Section 5.4.3	The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)
	Section 5.4.4	
	Section 5.4.8	Development in the Downtown will be in a form and density that achieves a high quality urban
	Section 5.5.7	
	Section 5.5.8	

	Specific Policies	General Intent
		<p>environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (S.7.1.3)</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p>

	Specific Policies	General Intent
		<p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> </ul> <p>The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2</p>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p>



	Specific Policies	General Intent
		<p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p>

	Specific Policies	General Intent
<b>Chapter 10 Foster a Strong Economy</b>	Section 10.2	Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centres, however, the Downtown and Employment Areas also have considerable office development. Promoting office development in the Downtown is of particular importance to the City in order to support higher order transit and create a lively mixed use live/work area.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5 Section 11.2.7	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)  Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7)
<b>Chapter 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.1.6 Section 12.1.2.2	Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1)  Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4)  Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)
<b>Chapter 19 Implementation</b>	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

### Affordable Housing

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

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

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the

proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>22 Kindergarten to Grade 6 4 Grade 7 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Floradale Public School</p> <p>Enrolment: 647 Capacity: 711 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 262 Capacity: 333 Portables: 4</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,203 Capacity: 1,253 Portables: 1</p>	<p>Student Yield:</p> <p>5 Junior kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Catherine of Siena Elementary School</p> <p>Enrolment: 550 Capacity: 668 Portables: 0</p> <p>St. Martin Secondary School</p> <p>Enrolment: 1110 Capacity: 1026 Portables: 0</p>

## 7. Community Comments

A virtual community meeting held by Ward 7 Councillor Dipika Damerla on September 29, 2020. Ten residents attended the meeting virtually.

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

- The proposal will cause too much traffic in the area
- The proposal is too high and is not compatible with the adjacent area

- The ground floor along the Hurontario frontage needs to have retail uses to ensure activation along the street.
- Construction of the building will cause disruption to the neighbouring area
- The building is too close to adjacent low density residential dwellings.

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 16, 2020)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Hurontario Street and an existing 200 mm (7.9 in.) diameter water main is located on Floradale Drive.</p> <p>An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Hurontario Street and an existing 300 mm (11.8 in.) diameter sanitary sewer is located along Floradale Drive.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the requirements in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual being met.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (August 27, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.
City Community Services Department – Park Planning Section (August 18, 2020)	<p>The subject site is located within 300 m (984 ft.) of Floradale Park (P - 022) which contains an ice rink, play site and woodland. The park is zoned "OS1" (Open Space - Community Park). The site is also located 720 m (2362 ft.) from Cooksville Park (east side of Hurontario Street - P-071) which contains a play site. The Park is zone <b>G1</b> (Greenland).</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is</p>

Agency / Comment Date	Comments
City Community Services Department – Heritage (August 18, 2020)	<p>required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Heritage, Sport, Tourism, and Culture Industries confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p> <p>A report has been submitted. However a letter from the Ministry is still outstanding.</p>
Economic Development Office (September 29, 2020)	<p>On December 11, 2019 Council approved the Economic Development Strategy 2020-2025 (GC-0652-2019). The new Economic Development Strategy has three Core Economic Priorities. "Develop Distinctive Places" is one of three core priorities of which the main component of this economic priority is Mississauga's Downtown. The Downtown is considered an Economic Growth Centre. A key priority for the city is to attract and retain office development within the downtown and to deliver employment to anchor higher order transit development in proximity to both GO stations and LRT stops.</p> <p>The applications as proposed seek to eliminate office from a site that is within walking distance to both a future LRT stop at Dundas Street West (600 m / 1968.5 ft.) as well as The Queensway (600 m / 1968.5 ft.). The subject lands are located in the Downtown Hospital Character Area and are located 600 m (1968.5 ft.) from Trillium Hospital. There is currently a shortage of office space within proximity to Trillium's Mississauga Hospital. The Economic Development Office encourages the retention of employment office space on the subject property that could support Trillium Hospital.</p> <p>The subject lands are located in an area of the city that is deemed to be an intensification area (Schedule 2). Sections 10.2.1 and 10.2.3 have identified intensification areas as locations for both major and secondary office. Maintaining employment at this location is furthermore, supported by Mississauga's Official Plan under Sections 5.1.3, 5.1.4, 5.1.6.</p> <p>The subject applications propose an option to incorporate live/work units but have not identified the commercial uses within the draft Zoning By-law table. We request that the language of the draft by-law be modified to require these units be used for employment uses (i.e. office, retail, medical office, personal service establishment, etc.). It is important to continue to provide access to employment opportunities within the local community to ensure inclusive growth for residents.</p> <p>Please demonstrate how conformity with Sections 5.1, 5.3 and 10 in the Official Plan will be achieved, as well as the Economic Development Strategy 2020-2025.</p>
City Transportation and Works Department (November 6, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b><u>Stormwater</u></b></p>



Agency / Comment Date	Comments
	<p>A Functional Servicing and Storm Water Management Report, prepared by IBI Group and dated July 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><b><u>Traffic</u></b></p> <p>A traffic impact study (TIS), prepared by IBI Group and dated June 26, 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• An updated Traffic Impact Study addressing all staff comments;</li> <li>• Turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently;</li> <li>• Provide the future property line for the required 15m sight triangle at the intersection of Hurontario Street and Floradale Drive;</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>A Phase One ESA (9095), dated December 10, 2019, and a Phase Two ESA (9269), dated July 3, 2020, both prepared by S2S Environmental Inc. have been received along with the applicable reliance letter.</p> <p>The site meets the applicable Ministry of Environment, Conservation and Parks (MECP) soil and groundwater standards. No further investigation is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• Temporary Discharge to Storm Sewer Commitment Letter;</li> <li>• A written document, prepared by a Professional Engineer which includes a plan to decommission the wells or proof of decommissioning if already completed;</li> <li>• Clarification regarding land dedication;</li> </ul> <p><b><u>Noise</u></b></p> <p>An Environmental Noise and Vibration Assessment prepared by SLR Consulting Canada (Ltd), dated July 2020 (SLR Project No: 241.19002.00000) has been received for review. The Noise Study 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 and future HuLRT traffic. Further information is required to confirm that the noise levels on the outdoor amenity areas are achieved, as well as to assess any impact from the existing stationary sources into this development and building design.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Light Rail Transit Office</li> <li>- City Fire Prevention</li> <li>- Enbridge Gas</li> <li>- Go Transit – Metrolinx</li> <li>- Greater Toronto Airport Authority</li> <li>- Alectra Utilities</li> <li>- Trillium Health Partners</li> <li>- City Community Services Department – Arborist</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Canada Post</li> <li>- Realty Services</li> <li>- Rogers Cable</li> </ul>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this proposal?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?

- Are the proposed parking rates appropriate for the proposed use?

### **Development Requirements**

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## **9. Section 37 Community Benefits (Bonus Zoning)**

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.