

---

# **PLANNING JUSTIFICATION REPORT**

---

## **APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW**

1575 Hurontario Street  
PT LT 1, RANGE 2 CIR, AS IN VS170625  
City of Mississauga

Woodmere (Hurontario) Inc.

December 2017

GSAI File # 1130-002

**Planning Justification Report  
Official Plan Amendment and Zoning By-law Amendment  
PT LT 1, RANGE 2 CIR, AS IN VS170625  
City of Mississauga**

---

## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by Woodmere (Hurontario) Inc. and 10422967 Canada Corp., the registered owner and delegated signing officer of the subject property, to assist in obtaining the necessary planning approvals to allow for the redevelopment of 1575 Hurontario Street. The subject property is located on the east side of Hurontario Street, south of the Queen Elizabeth Way and north of Hampshire Crescent in the City of Mississauga. The development proposal includes 60 horizontal multiple dwellings (stacked back to back townhouses) within two blocks, 74 below-grade parking spaces and one vehicular access driveway from Hurontario Street to be shared with the adjacent lands to the south.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225-2007.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The subject property is located on the east side of Hurontario Street, south of the Queen Elizabeth Way and north of Hampshire Crescent in the City of Mississauga. The property is legally described as PT LT 1, RANGE 2 CIR, AS IN VS 170625, CITY OF MISSISSAUGA. The subject property has a frontage of approximately 30 metres on Hurontario Street and a total site area of approximately 3,800 square metres. The subject property is currently vacant but was historically occupied by a McDonalds restaurant which was demolished in the spring of 2009.

Surrounding land uses include the Queens Elizabeth Way (QEW) interchange, office uses and a public elementary school to the north, single detached dwellings and Mary Fix Park to the west, single detached dwellings to the east, and single detached dwellings, a public elementary and secondary school and office commercial uses to the south.

### **2.1 Transit Service**

The subject property is serviced by express MiWay bus route 103 and regular MiWay bus routes 19, 19A and 19B seven days per week. All four routes provide connection to and from the City Centre Transit Terminal where connections can be made to routes 3, 6, 7, 8, 9, 10, 20, 21, 28, 34, 61, 61A, 66, 68, 76, 91, 107, 109, 110, as well as Brampton Transit route 502. These routes provide connections between the subject property and nearby GO Transit stations (Port Credit, Cooksville and Square One) for regional transit services as well as the Sheridan College Hazel McCallion Campus and the University of Toronto Mississauga Campus. The nearest northbound bus stop from the subject property is approximately 40 metres walking distance north towards South

Service Road and the nearest southbound bus stop is approximately 300 metres walking distance south towards Indian Valley Trail.

While preliminary construction activities have only recently initiated, and the project is not anticipated to be completed until 2022, the planned Hurontario-Main Light Rail Transit (HMLRT) project will provide a high-frequency service to the Hurontario-Main corridor between the Port Credit GO Station and the GO Station in Downtown Brampton while providing expanded connections to the existing MiWay bus network. The alignment is double track throughout the 23.2-kilometre route, is generally at grade, and is within the existing road right-of-way with the exception of adjacent to the Brampton GO Station and immediately north of the Mississauga City Centre. The proposed LRT line is to have 26 stops, including one located at Mineola Road which is approximately 700 metres walking distance south from the subject property and another located at North Service Road which is approximately 500 metres walking distance north from the subject property.

### **3.0 DEVELOPMENT PROPOSAL**

Woodmere (Hurontario) Inc. is proposing to develop the subject property for 60 horizontal multiple dwellings (stacked back to back townhouses) within two blocks, 74 below-grade parking spaces and one vehicular access driveway from Hurontario Street to be shared with the adjacent lands to the south which has been secured through an existing agreement. The proposed development shall be subject to a future Draft Plan of Condominium application. Block A is proposed to contain 32 stacked units, while Block B is proposed to contain 28 stacked units. The development proposal includes a total residential gross floor area of 5,584 square metres and represent a floor space index of 1.5.

Resident parking for the horizontal multiple dwellings is proposed at a rate of 1.0 space per unit and 0.24 spaces per visitor for a total of 74 proposed parking spaces. All parking is proposed to be accommodated below-grade. Additionally, the below-grade parking structure shall accommodate a garbage collection area on site to serve the proposed development.

Notwithstanding the City's Standards for Outdoor Amenity Areas, a tot lot is not proposed for the proposed development. The subject property is within walking distance of Mary Fix Park which provides a variety of passive recreational opportunities and Port Credit Secondary School which provides a variety of active recreational opportunities.

### **4.0 LAND USE POLICIES**

#### **4.1 Provincial Policy Statement 2014**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters *shall be consistent with* policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Sections 1.1.1 and 1.1.3 states:

- 1.1.1 Healthy, liveable and safe communities are sustained by:*
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long term needs;*
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - e) promoting cost-effective development standards to minimize land consumption and servicing costs.*
- 1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- a) densities and a mix of land uses which:*
    - 1. efficiently use land and resources;*
    - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
    - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
    - 4. support active transportation;*
    - 5. are transit-supportive, where transit is planned, exists or may be developed;*
    - 6. are freight-supportive;*
- 1.1.3.3 Planning authorities shall identify appropriate location and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment an compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development conforms to Sections 1.1.1 and 1.1.3 as it is located within a Settlement Area, within the Hurontario Street intensification corridor and contributes to the range of land uses within Mississauga. The proposed development appropriately provides additional density to the surrounding low-density neighbourhood in a location well accommodated by existing transit services and which stands to benefit greatly from convenient access and proximity to the forthcoming HMLRT. The subject property is also within walking distance to commercial and institutional land uses which promotes the principles of creating a complete, walkable community. The proposal represents an efficient development and land use pattern in which existing and planned services can accommodate the proposed development as demonstrated in Section 8.0 of the Functional Servicing & Stormwater Management Report prepared by Crozier & Associates which states the existing 450 mm watermain located on Hurontario Street, the existing 250 mm sanitary sewer on Maplewood Road, and the existing 750 mm storm sewer on Maplewood Road are capable of providing adequate service to the proposed development.

Section 1.4 of the PPS 2014 provides policies relating to housing:

- 1.4.1 *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*
- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- c) *directing development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current or projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*

- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development of horizontal multiple dwellings represents an appropriate form of low rise intensification and infill within an existing neighbourhood that provides more affordable market housing options for the community while minimizing the impact and capitalizing upon existing and planned services and infrastructure. The proposed development therefore conforms to Section 1.4 of the PPS 2014.

The following policies in Section 1.6 relate to lands use and transportation and infrastructure facilities:

- 1.6.7.2 *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation;*
- 1.6.7.5 *Transportation and land use considerations shall be integrated at all stages of the planning process.*

The proposal conforms to Section 1.6 as the proposed development will be serviced using existing and planned infrastructure and will also make additional use and improvements to the existing intersection of Hurontario Street and Pinetree Way to align full moves access to the subject property to be shared with the adjacent property to the south. The subject property is also located along multiple existing local public transit bus routes connecting to a variety of local and regional terminals. Furthermore, the subject property is located along the future HMLRT transit corridor which is expected to be operational by 2022. The proposed development will be integrated into the existing Hurontario Street pedestrian sidewalk system to provide direct pedestrian connection to facilitate walkable access to existing and planned transit stops and provide safe passage under the QEW corridor.

## **4.2 Growth Plan for the Greater Golden Horseshoe 2017**

The Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan) builds on the original Growth Plan 2006 and is intended to be a framework for implementing strong prosperous communities through managing growth in the region to 2031. The Growth Plan policies relevant to the proposed development include Policies 2.2.1 *Managing Growth* and 2.2.2 *Delineated Built-up Areas* which state:

### **2.2.1 Managing Growth**

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *the vast majority of growth will be directed to settlement areas that:*
    - i. *have a delineated built boundary;*
    - ii. *have existing or planned municipal water and waste water;*
    - iii. *can support the achievement of complete communities;*
  - c. *within settlement areas, growth will be focused in:*
    - i. *delineated built-up areas;*
    - ii. *strategic growth areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *areas with existing or planned public services facilities;*
  - d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - c. *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d. *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*

- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e. *ensure that development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

#### 2.2.2 *Delineated Built-up Areas*

1. *By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
2. *By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
4. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up area, which will:*
  - a. *encourage intensification generally to achieve the desired urban structure;*
  - b. *identify the appropriate type and scale of development and transition of built form to adjacent areas;*
  - c. *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - d. *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

The proposed development promotes the policies of the Growth Plan as it represents residential infill and intensification in a settlement area and delineated built-up area with existing municipal water and wastewater systems as per the Functional Servicing and Stormwater Management Report prepared by Crozier & Associates.. The proposed development will support the City in achieving the residential growth targets mandated by the Growth Plan and to contribute to the goal of creating complete communities through the introduction of a new dwelling type. The proposed



development is located in close proximity to existing and planned local public transit service which allows for the opportunity for higher-order transit connections. Furthermore, the proposed development is located in close proximity to the QEW/Hurontario interchange which allows for access and connection to the existing 400-series provincial highway network. The location of the site is conveniently within walking distance to Mary Fix Park, Queen Elizabeth Senior Public School, Mineola Public School and Port Credit Secondary School. These public facilities provide a variety of recreational opportunities for existing and future residents. The Mississauga Official Plan identifies Hurontario Street as an *Arterial* road and an *Intensification Corridor*. The proposed development has applied high quality design principles to create an attractive public realm, streetscape and compact built-form which will help reduce dependence on the automobile in being located along this identified corridor as demonstrated by the Site Plan RZ-01 prepared by Kirkor Architect and Planners and the Proposed Landscape Plan L-01 prepared by MEP Design.. The proposed form of development will contribute to the intensification targets of the Growth Plan while achieving a desired urban form and scale which adequately and appropriately transitions from the intensification corridor to surrounding established residential areas.

#### **4.3 Region of Peel Official Plan (Office Consolidation December, 2016)**

The Region of Peel Official Plan (ROP) provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. The subject property is located within the *Urban System* designation in the Region of Peel Official Plan. General Objectives and General Policies of the *Urban System* relevant to the proposed development include:

- 5.3.1.2        *To achieve sustainable development within the Urban System.*
- 5.3.1.3        *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4        *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5        *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.3.2.2        *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3        *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*

5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*

- a) *support the Urban System objectives and policies in this Plan;*
- b) *support pedestrian-friendly and transit-supportive urban development;*
- c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

The proposed development conforms to the Region of Peel Official Plan as it provides for living opportunities and contributes to the mix of land uses in the Urban System which make efficient use of land, thereby having respect for the natural environment and resources. The proposed development is pedestrian friendly as it is to be integrated into the existing public sidewalk system along Hurontario Street and is transit-supportive as it is located along existing bus routes and the future HMLRT corridor. Finally, the proposed development appropriately serves as transition between the Hurontario intensification corridor and the adjacent existing low-density neighbourhood through the siting of the proposed buildings towards the Hurontario frontage creating ample rear yard separation which permits for the retention of existing mature trees for screening and neighbourhood continuity as demonstrated by the Proposed Landscape Plan L-01 and Arborist Report prepared by MEP Design. No amendment to the Region of Peel Official Plan is required to allow for the proposed development.

#### **4.4 City of Mississauga Official Plan (Office Consolidation August 2, 2017)**

The City of Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The entire Official Plan was subsequently appealed to the Ontario Municipal Board (OMB) but is now in partial effect as of August 2, 2017 except for specific policies that are still under appeal. The Mississauga Official Plan sets out goals, objectives and policies to guide development of the City.

##### **4.4.1 Land Use Designations**

The subject property is designated *Residential Low Density I* on Schedule 10 – Land Use Designations and is identified with the *Neighbourhood* and *Intensification Corridor* designations on Schedule 1 – Urban System. Furthermore, Schedule 2 – Intensification Areas identifies the subject property as falling within a *Major Transit Station Area*. Chapter 16 – Neighbourhoods identifies the subject property within the Mineola Neighbourhood Character Area and specifically Special Site 2.

Section 11.2.5 of the Mississauga Official Plan establishes policies for residential designations. The residential designations permit the following uses:

- a. *Residential dwelling;*

- b. Accessory office for physicians, dentists, health professional and drugless practitioners;*
- c. Home occupation;*
- d. Special needs housing; and,*
- e. Urban gardening.*

Section 11.2.5.4 of the Mississauga Official Plan identifies permitted uses within the *Residential Low Density I* designation:

- a. Detached dwelling;*
- b. Semi-detached dwelling; and*
- c. Duplex dwelling.*

The proposed horizontal multiple dwellings would not be a permitted use under the current designation in the Official Plan. An Official Plan Amendment is therefore required to facilitate the proposed development.

#### 4.4.2 Housing Policies

The Mississauga Official Plan includes policies for the City's current and future housing stock in Chapter 7:

- 7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 Mississauga will provide opportunities for:*
  - a. the development of a range of housing choices in terms of type, tenure and price;*
  - b. the production of a variety of affordable dwelling types for both the ownership and rental markets;*

The proposed development represents housing types that contribute towards more affordable housing alternatives in the low-rise housing market. This aligns with the City's housing policy framework of providing a variety of dwelling types for different life cycles and income levels.

#### 4.4.3 Direct Growth

Chapter 5 of the Mississauga Official Plan speaks to the management of growth and how it will be distributed among the varied elements of the City Structure. As per this section of the Official Plan, Intensification Corridors are to accommodate residential density sufficiently high enough to support transit usage, maximize the use of existing and planned infrastructure and promote the qualities of complete communities.

- 5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*

The proposed development is an example of an intensification project as the subject property is proposed to be redeveloped for medium density uses (horizontal multiple dwellings); whereas the existing vacant lot does not contribute to sufficient density, use of existing or planned infrastructure or contribute to a complete community.

- 5.5.7 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 uses will be permitted in all areas.*
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.13 Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*

The proposed development will ensure that a greater density of residents can be accommodated on the site through the proposed medium density built form than the existing vacant state of the site or potential built form permitted as per the current low-density designation. The proposed increase in density will efficiently use existing services and infrastructure without the requirement for improvements and will contribute to transit ridership within the Major Transit Station Area for the forthcoming HMLRT. The proposed development is three storeys in height which is consistent with the policies of the Mississauga Official Plan and represents an appropriate transition between the arterial Hurontario Street and adjacent low-density neighbourhood comprised of two storey single detached dwellings.

5.5.15 *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*

As noted previously, the subject property is serviced by MiWay bus routes 103, 19, 19A and 19B seven days per week. All four routes provide a connection to and from the City Centre Transit Terminal where connections can be made to routes 3, 6, 7, 8, 9, 10, 20, 21, 28, 34, 61, 61A, 66, 68, 76, 91, 107, 109, 110, as well as Brampton Transit route 502. These routes provide connections between the subject property and nearby GO Transit stations (Port Credit, Cooksville and Square One) for regional transit services as well as the Sheridan College Hazel McCallion Campus and the University of Toronto Mississauga Campus. The nearest northbound bus stop from the subject property is approximately 40 metres walking distance north towards South Service Road and the nearest southbound bus stop is approximately 300 metres walking distance south towards Indian Valley Trail.

Also previously noted, while preliminary construction activities have only recently initiated, and the project is not anticipated to be completed until 2022, the planned Hurontario-Main Light Rail Transit (HMLRT) project will provide a high-frequency service to the Hurontario-Main corridor between the Port Credit GO Station and the GO Station in Downtown Brampton while providing expanded connections to the existing MiWay bus network. The alignment is double track throughout the 23.2-kilometre route, is generally at grade, and is within the existing road right-of-way with the exception of adjacent to the Brampton GO Station and immediately north of the Mississauga City Centre. The proposed LRT line is to have 26 stops, including one located at Mineola Road which is approximately 700 metres walking distance south from the subject property and another located at North Service Road which is approximately 500 metres walking distance north from the subject property.

Finally, the subject property is well served by its close proximity to the QEW/Hurontario interchange which allows for access and connection to the existing 400-series provincial highway network and completes the variety of transit, automobile and active transportation opportunities available to the proposed development.

4.4.4 Mineola Neighbourhood Character Area – Special Site 2

Chapter 16 of the Mississauga Official Plan outlines policies and objectives for the City's identified *Neighbourhoods*. In addition to those uses permitted by the *Residential Low Density I* designation, Section 16.18.5.2.2 permits medical offices and mixed-use office-dwelling combinations. Additional policies related to the development of office or office-dwelling uses do not apply to the proposed development.

A Draft Official Plan Amendment to the Mississauga Official Plan is included at the end of this report as an appendix. A Draft Official Plan amendment is required to redesignate the subject property from *Low Density Residential I* to *Residential Medium Density* to permit the development of the proposed horizontal multiple dwellings and to remove the subject property from the Special Site 2 designation of the Mineola Neighbourhood Character Area. As the subject property is located on the edge of the Special Site 2, adjacent to existing commercial office and institutional

uses and is the location of a former convenience restaurant site, the proposed increase in density will not impact the integrity or character of the balance of Special Site 2 along Hurontario Street. Furthermore, the proposed development is consistent with the existing *Medium Density Residential* designation immediately west of the subject property which is not included within the Mineola Neighbourhood Character Area Special Site 2 boundary. These proposed amendments will facilitate the development of these lands for the proposed horizontal multiple dwellings.

#### **4.5 City of Mississauga Zoning By-law 0225-2007**

The subject property is zoned R1-1 (Detached Dwellings – Typical Lots) in Zoning By-law 0225-2007 which permits only detached dwellings. Therefore, a Zoning By-law Amendment is required to permit the redevelopment of the subject property.

To allow for the development of the proposed horizontal multiple dwellings, it is proposed that the subject property be rezoned from R1-1 to RM9-XX (Horizontal Multiple Dwellings with more than 6 Dwelling Units) with a maximum floor space index of 1.5. A Draft Zoning By-law Amendment to the City of Mississauga Zoning By-law 0225-2007 is included at the end of this report as an appendix.

#### **5.0 CONCLUSION**

It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan and the Region of Peel Official Plan;
2. The proposed horizontal multiple dwellings represent a compact form of development and have a level of density which can be supported by the existing surrounding community infrastructure;
3. The proposed development is pedestrian friendly and transit-supportive as the development will be incorporated into the existing public sidewalk system to connect the site to Hurontario Street. This will provide a connection for residents to the existing bus transit system and future Hurontario-Main Light Rail Transit system;
4. The proposed development represents housing types that contribute towards more affordable housing alternatives and aligns with the City's Official Plan housing policy framework of providing a variety of dwelling types for different life cycles and income levels;
5. The proposed development is located along a designated Intensification Corridor and is compatible in terms of height and density to serve as an appropriate transition from the arterial Hurontario Street to the adjacent two storey low density single detached neighbourhood;

6. The proposed development conforms to the policies for Intensification Areas in the Official Plan by proposing appropriate residential intensification which contributes to transit supportive density while promoting the efficient use of existing community infrastructure and services.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**



---

**Jonathan Henderson**  
**Planner**



---

**Glen Broll, MCIP, RPP**  
**Partner**

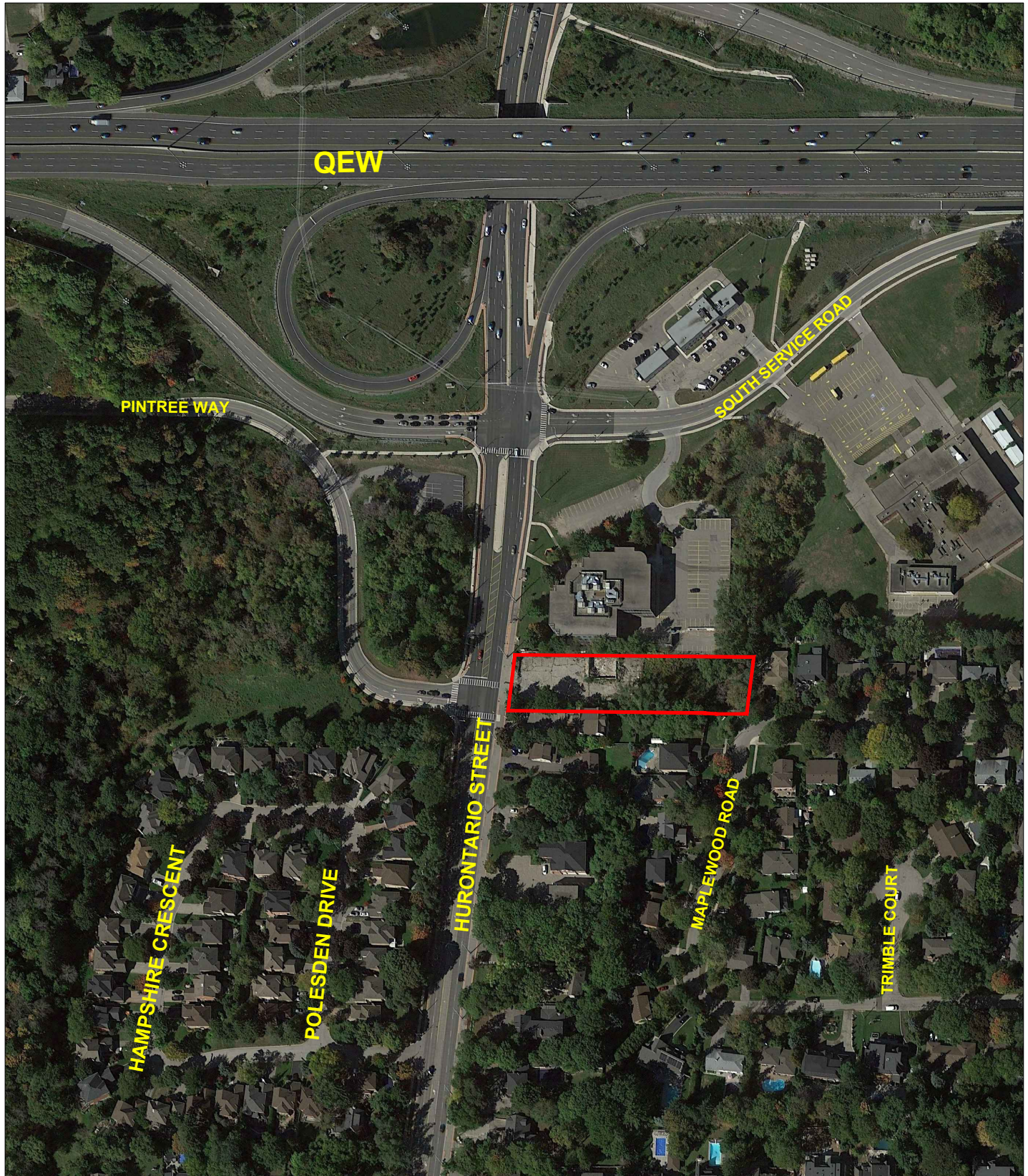
Figures:

1. Aerial Context
2. Site Plan RZ-01, dated December 15, 2017
3. Mississauga Official Plan Schedule 10
4. Mississauga Official Plan Schedule 2
5. Mineola Neighbourhood Character Area (Map 16-18)
6. Mississauga Zoning By-law 0225-2007

Appendices:

1. Draft Official Plan Amendment
2. Draft Zoning By-law Amendment





**FIGURE 1**  
**AERIAL CONTEXT**  
 1575 HURONTARIO STREET, MISSISSAUGA, ON

 SUBJECT PROPERTY

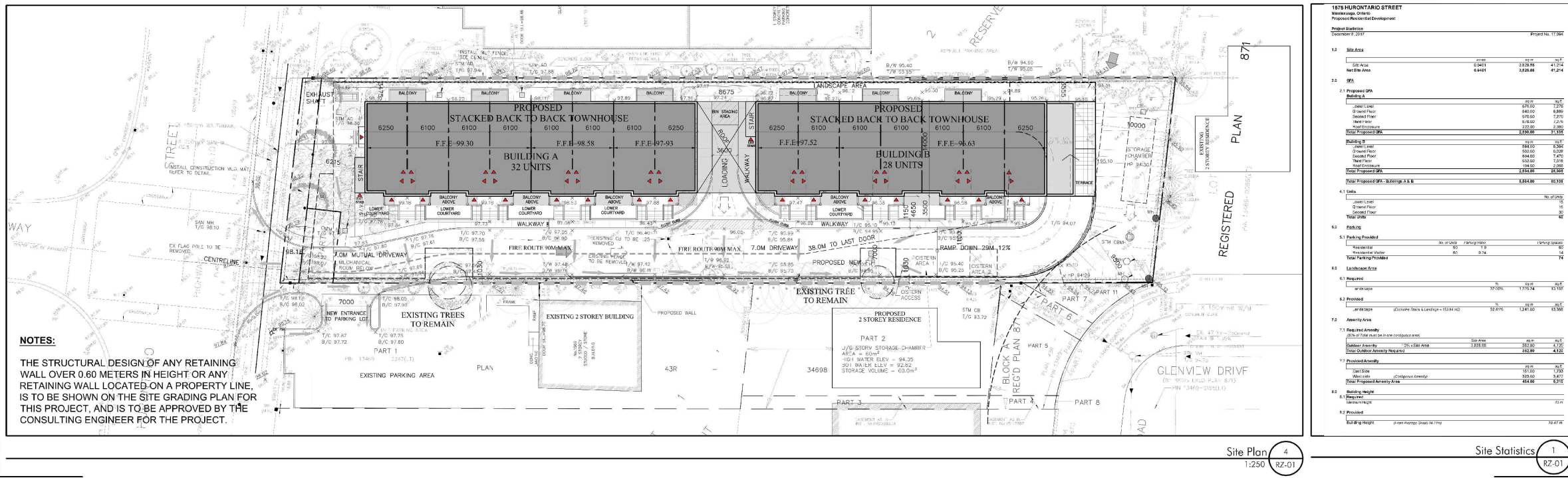
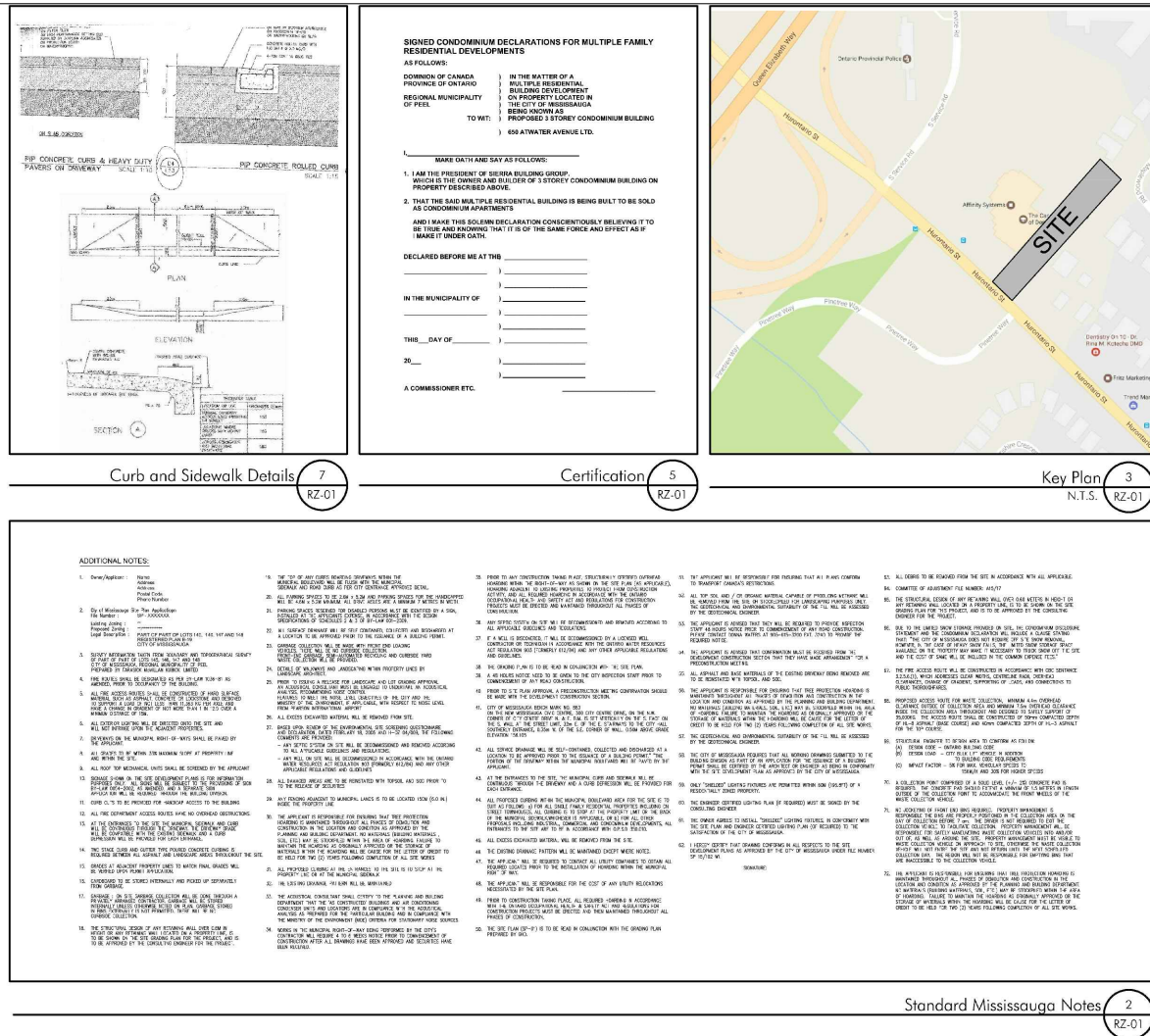


Scale NTS  
 December 18, 2017

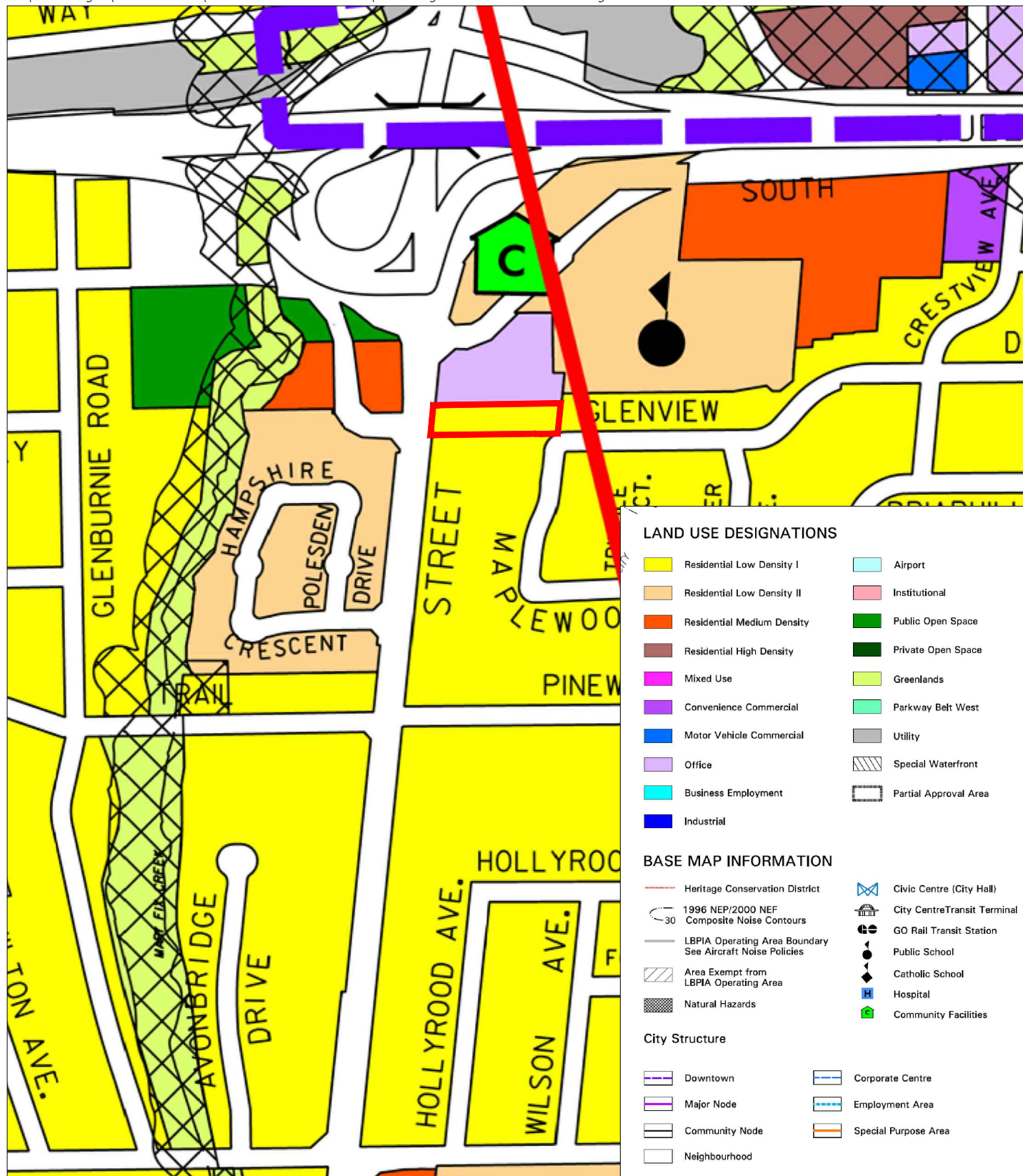


**GLEN SCHNARR & ASSOCIATES INC.**  
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
 SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
 MISSISSAUGA, ONTARIO, L5R 3K6  
 TEL (905) 568-8888 FAX (905) 568-8894 www.grai.ca









**FIGURE 3**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 10 - LAND USE**  
**DESIGNATIONS**

1575 HURONTARIO STREET, MISSISSAUGA, ON

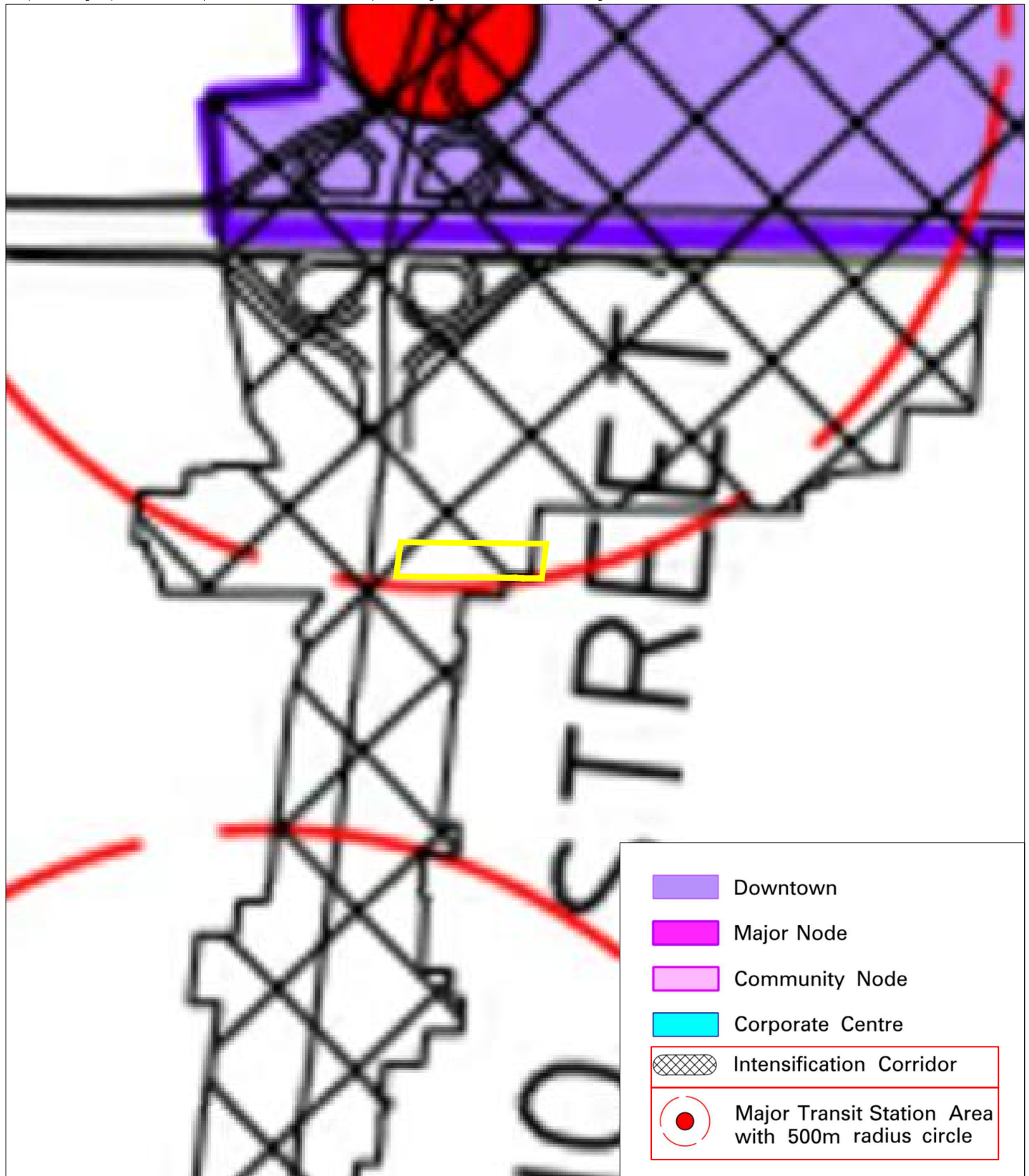
 SUBJECT PROPERTY



Scale NTS  
 December 18, 2017



**GLEN SCHNARR & ASSOCIATES INC.**  
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
 SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
 MISSISSAUGA, ONTARIO, L5R 3K6  
 TEL (905) 568-8888 FAX (905) 568-8894 www.grai.ca



**FIGURE 4**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 2 - INTENSIFICATION**  
**AREAS**

1575 HURONTARIO STREET, MISSISSAUGA, ON

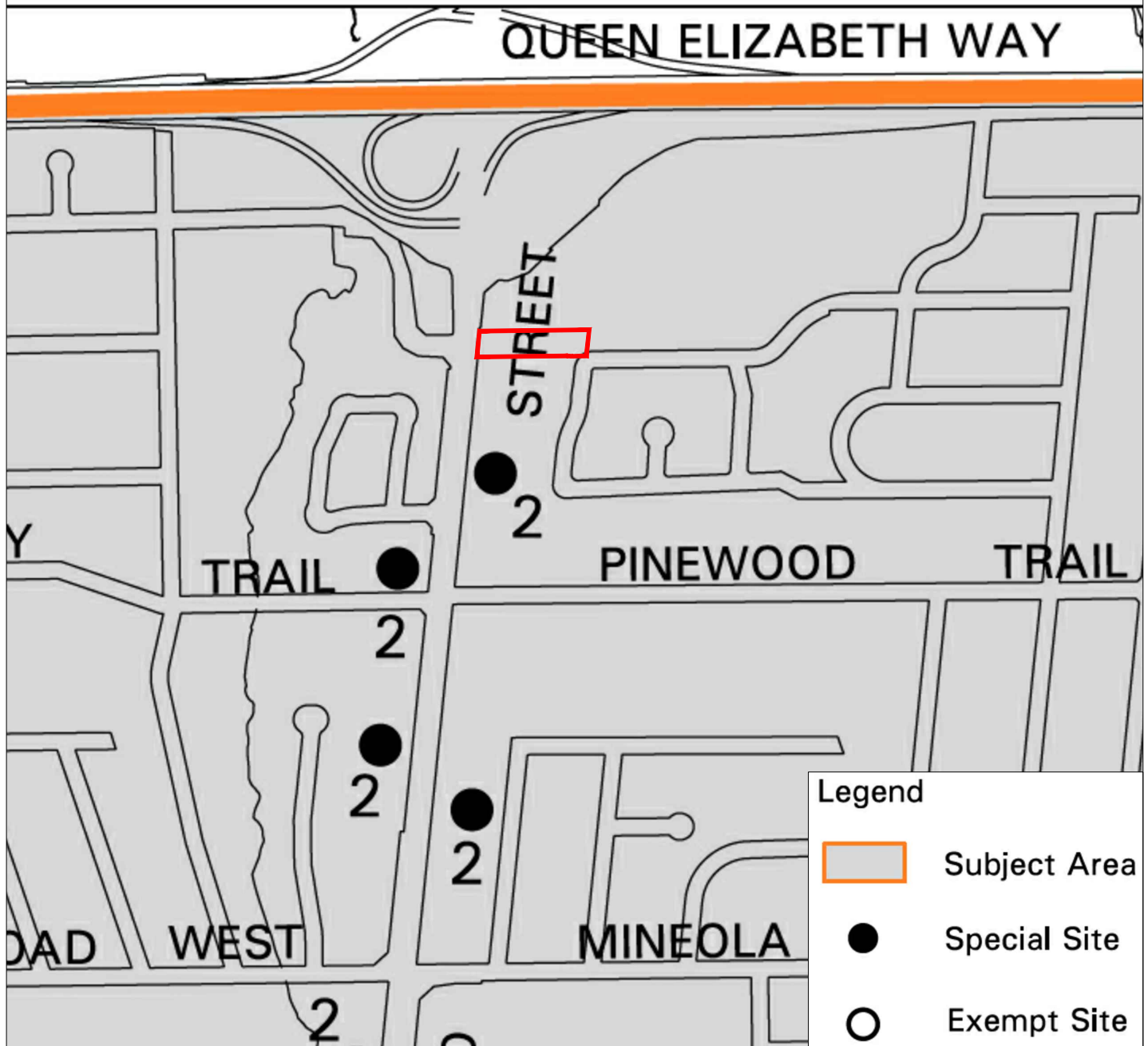
 SUBJECT PROPERTY



Scale NTS  
December 18, 2017



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
MISSISSAUGA, ONTARIO, L5R 3K6  
TEL (905) 568-8888 FAX (905) 568-8894 www.gsal.ca



**FIGURE 5**  
**MISSISSAUGA OFFICIAL PLAN**  
**MAP 16-18: MINEOLA**  
**NEIGHBOURHOOD CHARACTER**  
**AREA**

1575 HURONTARIO STREET, MISSISSAUGA, ON

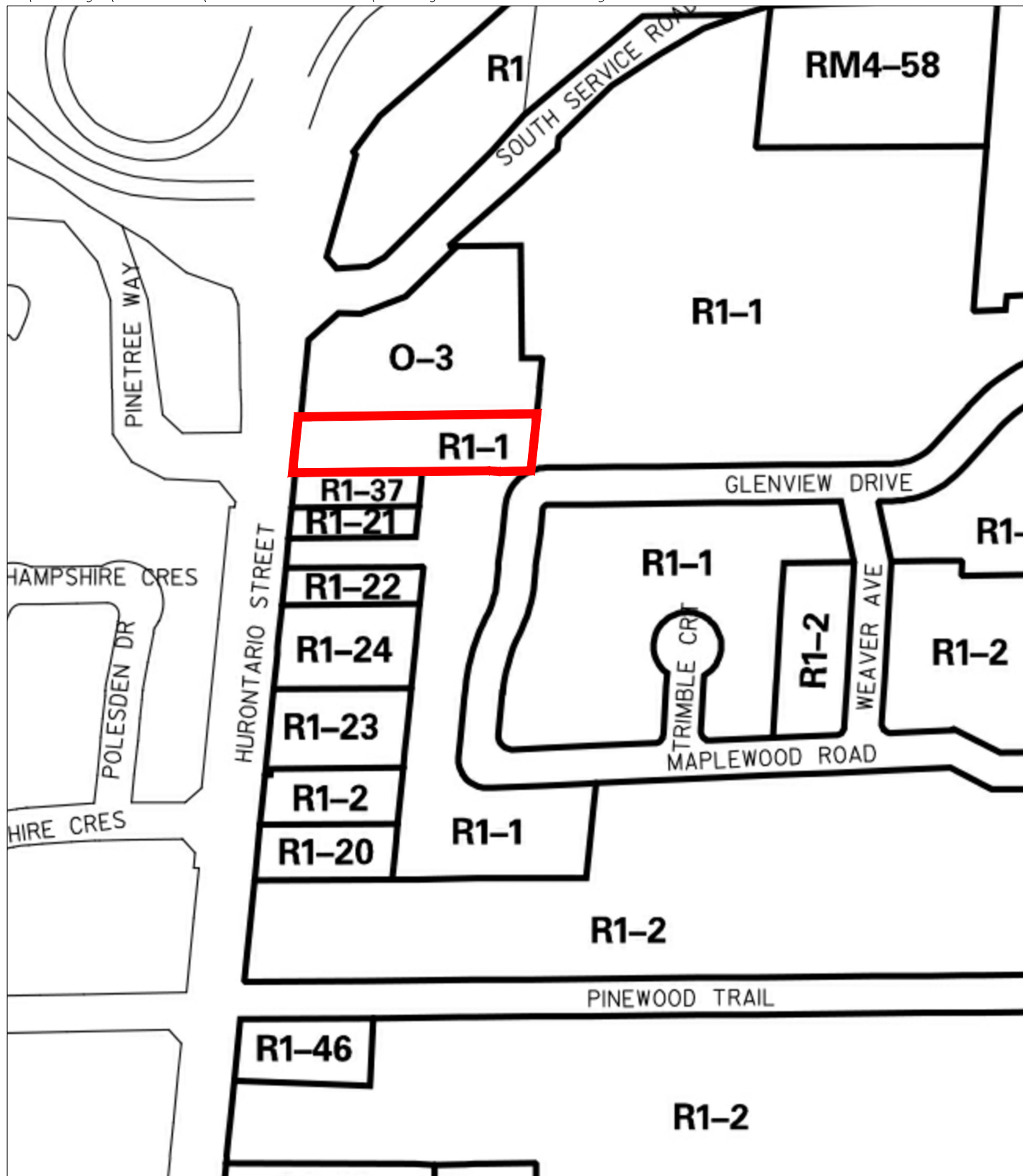
 SUBJECT PROPERTY



Scale NTS  
 December 18, 2017



**GLEN SCHNARR & ASSOCIATES INC.**  
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
 SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
 MISSISSAUGA, ONTARIO, L5R 3K6  
 TEL (905) 568-8888 FAX (905) 568-8894 www.grai.ca



**FIGURE 6**  
**MISSISSAUGA ZONING BY-LAW**  
**No.0225-2007 - ZONING MAP 07**  
 1575 HURONTARIO STREET, MISSISSAUGA, ON

 SUBJECT PROPERTY



Scale NTS  
 December 18, 2017



**GLEN SCHNARR & ASSOCIATES INC.**  
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
 SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
 MISSISSAUGA, ONTARIO, L5R 3K6  
 TEL (905) 568-8888 FAX (905) 568-8894 www.gsal.ca

## Appendix 1

### Draft Official Plan Amendment

Amendment No. XX

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and map designated Schedule “A” attached hereto constitutes Amendment No. XX.

Also attached hereto but not constituting part of the Amendment and Appendices I, and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 2018, pertaining to this Amendment.

## PURPOSE

The purpose of submitting this Official Plan Amendment is to change the land use designation of the subject lands from “Residential Low Density I” to “Residential Medium Density” and to repeal the current Section 16.18.5.2 (“Special Site 2”) for the Mineola Neighbourhood Character Area to permit sixty (60) stacked townhouse units (horizontal multiple dwellings) within two (2) blocks with access from Hurontario Street.

## LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street, at the intersection of Pinetree Way, north of Pinewood Trail. The subject lands are located in the Mineola Neighbourhood Character Area.

## BASIS

The subject lands are designated “Residential Low Density I” and are located within Site 2 of the Special Site Policy Area in the Mineola Neighbourhood Character Area of the Mississauga Official Plan. Permitted uses on the subject lands include detached dwellings, medical offices and office-residential uses.

The proposal to redesignate the subject lands to “Residential Medium Density” and to repeal the policies and boundaries of “Special Site 2” to allow for the proposed development of horizontal multiple dwellings.

The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with and promotes the growth management and intensification policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes a range of housing types, sizes and tenures; it is compatible from a density, size, scale, and massing perspective; it efficiently and effectively utilizes existing community infrastructure and facilities.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated xxxxxx xx, 2018, attached to this Amendment as Appendix II.

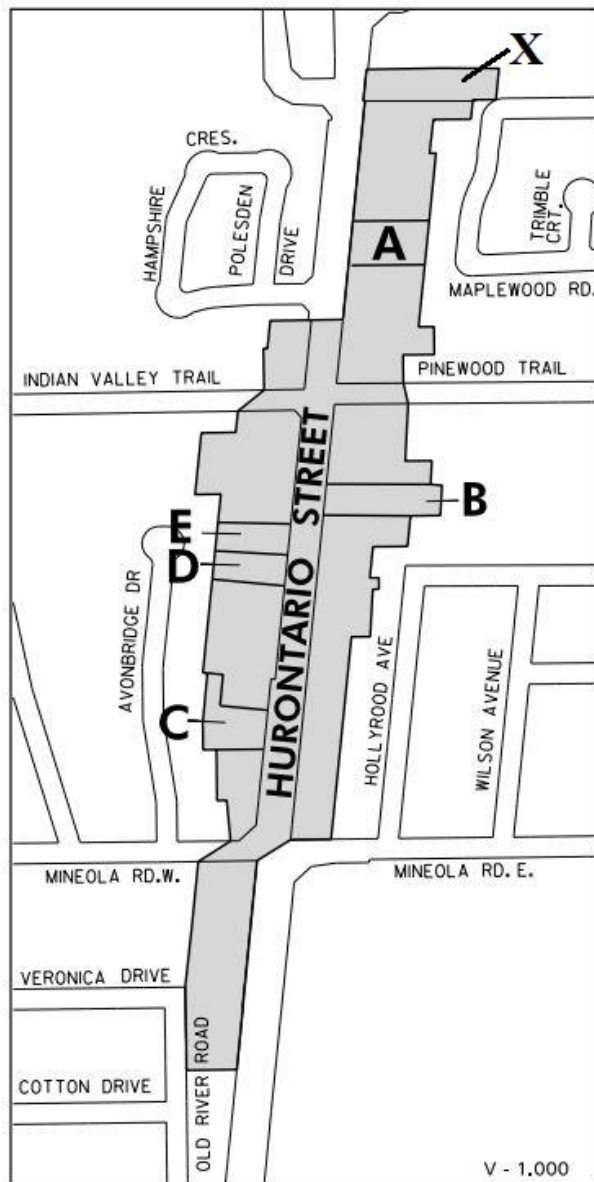


## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Section 16.18.5.2, Site 2, Special Site Policies, Mineola Neighbourhood Character Area, is hereby repealed and replaced with the following revised policies:

### 16.18.5.2 Site 2



16.18.5.2.1 The lands identified as Special Site 2 are lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

16.18.5.2.2 Notwithstanding any policy of the Plan, Horizontal Multiple Dwellings shall be permitted at 1575 Hurontario Street and shall not exceed a floor space index of 1.5.

2. Map 16-18: Mineola Neighbourhood Character Area, of the Mississauga Official Plan, is hereby amended by removing Special Site 'X' from the Mineola Neighbourhood Character Area Special Site 2, as shown on Map "X" of this Amendment.
3. Schedule 10 – Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designations of the subject lands from "Residential Low Density I" to "Residential Medium Density", as shown on Map "X" of this Amendment.

### IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan. The lands will be rezoned concurrently to implement this Amendment.

Provisions will be made through the Zoning By-law Amendment for the lands subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

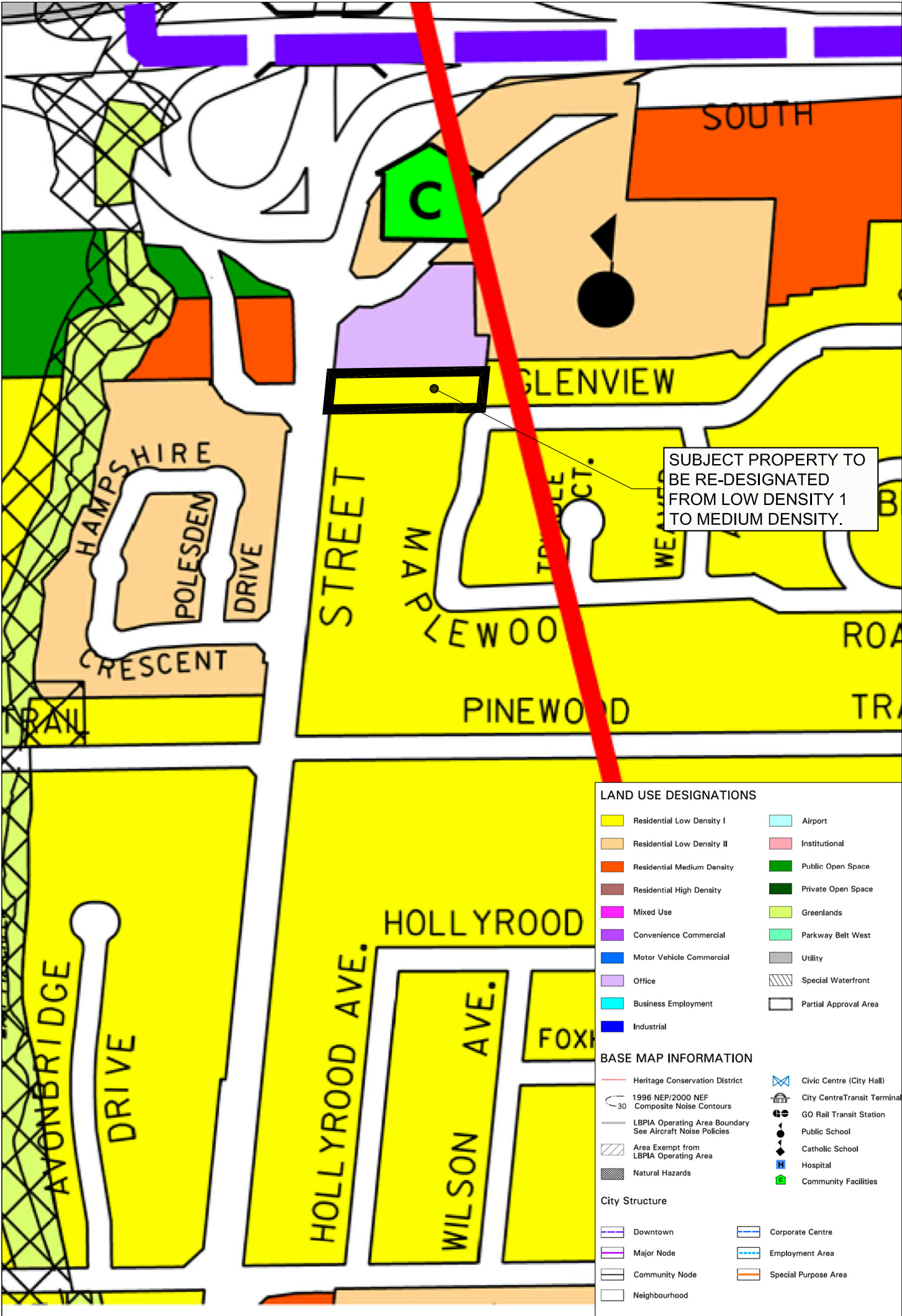
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated August 2, 2017.

### INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

Upon approval of this Amendment, the Mississauga Official Plan, will be amended in accordance with the intent of this Amendment.

SCHEDULE 'A'



\*Schedule based on  
City of Mississauga  
Schedule 10 - Landuse Designation

— Subject Property

Scale: N.T.S.  
December 18, 2017

## Appendix 2

### Draft Zoning By-law Amendment

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.14.2.XX	Exception: RM9-XX	Map # 7	By-law:
In a RM9-XX zone the permitted uses and applicable regulations shall be as specified for a RM9 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.14.2.XX.1.	The regulations of Subsection 3.1.3 and Lines 10.2, 10.3, 10.4, 10.6, 10.9 and 10.10 contained in Table 4.14.1 of this By-law shall not apply		
4.14.2.XX.2	Maximum <b>floor space index</b>		1.5
4.14.2.XX.3	Minimum <b>front yard</b>		6.0 m
4.14.2.XX.4	Minimum <b>side yard</b>		3.4 m
4.14.2.XX.5	Maximum encroachment of a <b>balcony</b> into a required <b>side yard</b>		2.5 m
4.14.2.XX.6	Maximum encroachment of a <b>porch</b> , inclusive of stairs into a required <b>side yard</b>		2.0 m
4.14.2.XX.7	Minimum resident <b>parking spaces</b> per dwelling unit		1.0
4.14.2.XX.8	Minimum visitor <b>parking spaces</b> per dwelling unit		0.24
4.14.2.XX.9	Minimum setback of a parking structure constructed above or partially above finished grade, inclusive of stairwells and air shafts		
	a) to a <b>front yard</b> or <b>side yard</b>	0.00 m	
	b) to a <b>rear yard</b>	10.0 m	
4.14.2.XX.10	Minimum width of a sidewalk		1.15 m
4.14.2.XX.11	Minimum <b>landscaped area</b>		32% of lot area

2. Map Number 7 of Schedule "B" to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from "R1-1" to "RM9-XX" PROVIDED HOWEVER THAT the "RM9-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined in the heaviest broken line with the "RM9-XX" zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2017.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

APPENDIX “A” TO BY-LAW NO. \_\_\_\_\_

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “R1-1” to “RM9-XX”.

“R1-1” permits single family detached dwellings on a 22.5 m (73.8 foot) wide lot

“RM9-XX” permits Horizontal Multiple dwellings

Location of Lands Affected

East side of Hurontario Street, south of the Queen Elizabeth Way, as shown on the attached Map designated as Schedule “A” and municipally known as 1575 Hurontario Street.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.

HURONTARIO STREET

±30.48

O-3

±129.03

R1-1

R1-1

RM9-XX

±30.48

±106.55

R1-37

R1-21

R1-1

R1-22

R1-24

GLENVIEW DRIVE

0 10 20 30 40 50



PT LT 1, RANGE 2 CIR ,  
AS IN VS170625  
CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_