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## Council

**Date:** April 22, 2020  
**Time:** 9:30 AM  
**Location:** Online Video Conference

### Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

**Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Council and Committee meetings until further notice.**

**Public Comments:** The public may submit comments regarding agenda matters to the [city.clerk@mississauga.ca](mailto:city.clerk@mississauga.ca) by Monday , April 20, 2020 before 4:30 PM. Comments submitted will be considered as public information and entered into public record.

### Contact

Krystal Christopher, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5411  
Email [krystal.christopher@mississauga.ca](mailto:krystal.christopher@mississauga.ca)

Find it Online  
<http://www.mississauga.ca/portal/cityhall/councilcommittees>

Meetings of Council streamed live and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"Welcome to the City of Mississauga Council meeting. We would like to acknowledge that we are gathering here today on the Treaty Lands and Territory of the Mississaugas of the Credit, and the traditional territories of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many First Nations, Inuit, Metis and other global Indigenous peoples who call Mississauga home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1 Council Minutes - April 8, 2020

6. **CLOSED SESSION**

6.1 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose:

Legal advice related to the enforcement of provincial emergency orders.

7. **PRESENTATIONS**

8. **DEPUTATIONS**

8.1 City staff to provide an overview of enforcement actions taken to date.

9. **PUBLIC QUESTION PERIOD**

Written submissions can be submitted to [city.clerk@mississauga.ca](mailto:city.clerk@mississauga.ca) by Monday, April 20, 2020 before 4:30 PM

10. **CONSENT AGENDA**

11. **MATTERS PERTAINING TO COVID-19**

12. **INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS**

12.1 Request for Authority to Enter into Letters of Intent with Metrolinx for Bus Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process Studies

12.2 RECOMMENDATION REPORT (WARD 4)

Rezoning application to permit reduced parking requirements and shared parking permissions for the subject lands  
2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive, southwest of Centre View Drive and Hurontario Street  
Owner: OMERS Realty Management Corporation  
File: OZ 19/005 W4

12.3 SECTION 37 COMMUNITY BENEFITS REPORT (WARD 9)

Community Benefits contribution under Section 37 to permit a 12 storey residential apartment building with 174 dwelling units  
6550 Glen Erin Drive, southwest corner of Battleford Road and Glen Erin Drive  
Owner: BCIMC Realty Corporation  
File: OZ 17/010 W9

13. PRESENTATION OF COMMITTEE REPORTS

14. UNFINISHED BUSINESS

15. PETITIONS

16. CORRESPONDENCE

17. NOTICE OF MOTION

18. MOTIONS

18.1 To close to the public a portion of the Council meeting to be held on April 22, 2020 to deal with advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

18.2 To close to the public a portion of the Council meeting to be held on April 22, 2020 to deal with various matters. (See Item 23 Closed Session)

19. INTRODUCTION AND CONSIDERATION OF BY-LAWS

19.1 A by-law to authorize the execution of a Development Agreement between Hazelton Development Corp. and the City of Mississauga. West side of Dixie Road, north of Burnhamthorpe Road E. (H-OZ 18/004 W3)

PDC-0066-2019 / October 7, 2019

19.2 A by-law to remove "H" holding Symbol, West side of Dixie Road, north of Burnhamthorpe Road E. (H-OZ 18/004 W3)

PDC-0066-2019 / October 7, 2019

19.3 A by-law to amend By-law 706-80 being a By-law to Exempt certain lands from Part-Lot Control 5610 Kennedy Road and 5620 Kennedy Road (Ward 5)

- 19.4 A by-law to amend traffic by-law 555-2000 regarding driveway boulevard parking on Sonoma Court (Ward 6)  
GC-0133-2020 / March 25, 2020
- 19.5 A by-law to amend Traffic By-law 555-2000 regarding commercial vehicle loading zone, Lakeshore Road West  
GC-0133-2020 / March 25, 2020
- 19.6 A by-law to delegate authority to the Commissioner of Community Services, or designate, to enter into a license agreement with Heritage Mississauga for the management and operation of the Legends Row program  
GC-0090-2020 / February 12, 2020
- 19.7 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law regarding driveway boulevard parking: Wainbrook Road, Frankston Road, Briggs Court, Patrick Crescent  
GC-0133-2020 / March 25, 2020
- 19.8 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law, regarding All-Way Stop, Destination Drive  
Resolution 0076-2020 / April 15, 2020
- 19.9 A by-law to remove lands located on the south side of South Service Road and east side of Blenheim Road from part-lot control, Tupelo Investments Limited (Ward 1)  
PLC 19-1
- 19.10 A by-law to transfer funds from the Cash in Lieu of Parkland Reserve Fund (Account A32121) to Land Acquisition Downtown Growth Area Cooksville Creek (F-535) (PN 20-308)  
Resolution 0074-2020 / April 15, 2020
- 19.11 A by-law to transfer funds from the Cash in Lieu of Parkland Reserve Fund (Account A32121) to Land Acquisition Downtown Growth Area Cooksville Creek (F-534) (PN 20-308)  
Resolution 0075-2020 / April 15, 2020
- 20. MATTERS PERTAINING TO REGION OF PEEL COUNCIL
- 21. COUNCILLORS' ENQUIRIES
- 22. OTHER BUSINESS/ANNOUNCEMENTS
- 23. CLOSED SESSION

*(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)*

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board:

23.1 Appeal of the Decision of the Committee of Adjustment with respect to File No. "A"38/20, 60 Dundas Street East, Unit 5A, Gold Star Plaza Ltd. (Ward 7)

24. **CONFIRMATORY BILL**

A by- law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on April 22, 2020

25. **ADJOURNMENT**

City of Mississauga  
**Corporate Report**



<p>Date: April 8, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p>
	<p>Meeting date: April 22, 2020</p>

## Subject

**Request for Authority to Enter into Letters of Intent with Metrolinx for Bus Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process Studies**

## Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into any required Letters of Intent with Metrolinx to advance the preliminary design and Environmental Assessment / Transit Project Assessment Process for Rapid Transit Projects that includes the Dundas Bus Rapid Transit Corridor, and may include similar studies for the Downtown Terminal/ Mississauga Transitway link and the Lakeshore Road Corridor, in a form satisfactory to the City Solicitor.

## Background

Following upon the successful municipal advancement of the Mississauga Transitway, which has had sections opened for service since 2014 and the Hurontario Light Rail Transit (HuLRT) project which is now being constructed through Metrolinx, the City of Mississauga has established a Rapid Transit Office to develop the next wave of rapid transit projects. Funding has been allocated in the 2019 to 2022 Roads Service Area Capital Program to initiate the next study phases to advance bus priority infrastructure options for the Lakeshore Corridor, the Dundas Corridor and the outstanding downtown segment of the Mississauga Transitway, which includes assessing opportunities for a future consolidated central terminal that integrates MiWay, GO Transit and HuLRT. The funding allocated is to complete preliminary design and environmental assessment approvals to position these projects for implementation.

As recommended in the report titled "Investing in Canada Infrastructure Program - Public Transit and Community, Culture and Recreation Funding Applications" to Budget Committee on October 2, 2019 from the Commissioner of Corporate Services and Chief Financial Officer, the City has submitted an application for implementation funding to the Public Transit stream of the

Investing in Canada Infrastructure Program (ICIP) focussed on developing bus priority infrastructure on a 2 km segment of the Lakeshore Road Corridor and on a 7 km segment of the Dundas Street Corridor.

## Comments

The City of Mississauga's application for ICIP implementation funding is awaiting federal review with a decision anticipated for later in 2020. The application to the ICIP Public Transit stream built upon the recently completed Dundas Connects (2018) and Lakeshore Road Transportation Master Plan and Implementation Study (2019) along with recognition that ICIP funding requires eligible projects to be substantially completed by March 31, 2027.

The Council-approved 2019 to 2022 Roads Capital Program includes funding to initiate the next phase of work on these projects, which includes undertaking preliminary design, confirming funding requirements and obtaining necessary Environmental Assessment approvals to position these projects for implementation. This work is intended to position these projects for future implementation funding such as the opportunity provided through the City's ICIP funding application.

To satisfy the ICIP timelines, the initial priority is focussed on advancing the more complex and costly preliminary design and the Transit Project Assessment Process (TPAP) for the 7 km Dundas Street corridor segment identified in our ICIP application. Metrolinx has expressed significant interest in the entire Dundas Street corridor from Kipling Station, in the City of Toronto, through the City of Mississauga, Halton Region, to Highway 6 in the City of Hamilton. The Dundas Bus Rapid Transit (BRT) corridor is a priority 'In Development' project under the Metrolinx 2041 Regional Transportation Plan. Metrolinx has recently completed the Dundas BRT Initial Business Case (2020) which was approved by their Board in March 2020 and authorized proceeding with the next phase of work, which includes the development of a Preliminary Design Business Case.

Based upon these mutual interests, Mississauga and Metrolinx have been working together to develop a cooperative procurement package to undertake the next phase of work for the Dundas BRT corridor that satisfies the various requirements and timelines. This collective approach will ensure a consistent review approach of the entire corridor, build upon existing similar procurement works recently undertaken by Metrolinx to improve anticipated procurement timelines and can result in a cost-sharing approach that benefits both parties.

In order to proceed jointly with the Dundas BRT preliminary design and TPAP Study, this Corporate Report is seeking the authority to execute a Letter of Intent with Metrolinx to fast-track this study procurement process that will support the ICIP application timelines, while developing a more comprehensive cost-sharing agreement to be brought back to Council at a future date to obtain authority to enter into it.

The City will need to develop similar supporting work for the Lakeshore Corridor ICIP submission and Metrolinx has been developing a Downtown Mississauga Terminal and Transitway Connection Initial Business Case (Draft). Future opportunities should be explored to also work collaboratively on the next stages of work for these projects using the same Metrolinx procurement model. Therefore, similar Letters of Intent may be pursued with Metrolinx to advance, where possible and mutually beneficial, work on the Lakeshore Road Corridor and the Downtown Mississauga Terminal and Transitway Connection. Authority to enter into these two potential Letters of Intent is also being sought through this Corporate Report. Any comprehensive cost-sharing agreements with Metrolinx will be brought to Council at a future date to obtain authority to enter into those formal agreements.

## Financial Impact

The 2019 to 2022 Roads Service Area Capital Program approved funding to conduct preliminary design and Environmental Assessment / TPAP Studies for the Dundas BRT Corridor, Lakeshore Road Corridor and the Downtown Mississauga Terminal and Transitway Connection. Efforts to negotiate and form a mutually beneficial partnership with Metrolinx and develop cooperative procurement processes for these projects will result in capital savings.

## Conclusion

Mississauga and Metrolinx have been working together to develop a cooperative procurement package to undertake the next phase of work for the Dundas BRT corridor that satisfies the various requirements and timelines. In order to proceed jointly with the Dundas BRT preliminary design/ TPAP Study, this Corporate Report is seeking the authority to execute a Letter of Intent with Metrolinx to fast-track this study procurement process that will support the ICIP application timelines, while developing a more comprehensive cost-sharing agreement to be brought back to Council at a future date to obtain authority to enter into that agreement. Similarly, this Corporate Report is also seeking authority to execute Letters of Intent with Metrolinx to advance, where possible and mutually beneficial, work on the Lakeshore Road Corridor and the Downtown Mississauga Terminal and Transitway Connection.



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Matthew Williams, Project Leader of Rapid Transit

City of Mississauga  
**Corporate Report**



<p>Date: March 30, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ 19/005 W4</p>
	<p>Meeting date: April 22, 2020</p>

## Subject

### **RECOMMENDATION REPORT (WARD 4)**

**Rezoning application to permit reduced parking requirements and shared parking permissions for the subject lands**

**2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive, southwest of Centre View Drive and Hurontario Street**

**Owner: OMERS Realty Management Corporation**

**File: OZ 19/005 W4**

## Recommendation

1. That notwithstanding that the application was not granted the Notwithstanding Planning Protocol clause at the public meeting on October 15, 2019, that the application be brought forward directly to Council given the cancellation of the scheduled Planning and Development Committee meeting of March 30, 2020, and that there was no public opposition received in writing or at the public meeting.
2. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
3. That the application under File OZ 19/005 W4, OMERS Realty Management Corporation, 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive to change the zoning to permit reduced parking requirements and shared parking permissions in conformity with the provisions outlined in Appendix 2, except as regards to the proposed parking rate of 0.7 resident spaces per one-bedroom apartment unit; be approved subject to the conditions referenced in the staff report dated March 30, 2020 from the Commissioner of Planning and Building.

4. That regarding the exception noted in the above recommendation, that OMERS Realty Management Corporation's proposed parking rate of 0.7 resident spaces per one-bedroom apartment unit be replaced by the staff alternative recommended rate of 0.8 resident spaces per one-bedroom apartment unit.
5. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
7. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application.

## Report Highlights

- The application is to change the zoning by-law to permit reduced parking requirements and shared parking permissions for the subject lands
- The proposal is attempting to make the redevelopment of the many existing surface parking lots and underutilized lands for office and other uses more feasible, given the high cost of underground and structured parking
- The applicant has made minor revisions to the proposal to address issues raised by staff, including increased percentage of peak period rates for Retail Core Commercial (Square One Shopping Centre) and University/College (Sheridan College)
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the application be approved subject to an alternative parking rate of 0.8 resident spaces per one-bedroom apartment unit, rather than the 0.7 resident spaces per one-bedroom apartment unit currently proposed

## Background

A public meeting was held by the Planning and Development Committee on October 15, 2019, at which time an Information Report [https://www7.mississauga.ca/documents/committees/pdc/2019/2019\\_10\\_15\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2019/2019_10_15_PDC_Agenda.pdf) was received for information. Recommendation PDC-0072-2019 was then adopted by Council on October 23, 2019.

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the application by OMERS Realty Management Corporation to permit reduced parking requirements and broadened shared parking permissions for the subject lands,

under File OZ 19/005 W4, 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive, be received for information.

This Recommendation Report was initially scheduled for Planning and Development Committee on March 30, 2020, however this meeting was cancelled as a result of the COVID-19 situation. The report is now proceeding directly to Council, despite not receiving the Notwithstanding Planning Protocol clause, given timing concerns and the fact that there was no public opposition received in writing or at the public meeting.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed shared parking formulas including:

- Increasing the percentage of peak period (weekday) requirement for Retail Core Commercial (Square One Shopping Centre) for the afternoon and evening periods from 80 and 65 to 80 and 75
- Increasing the percentage of peak period (weekday) requirement for University/College (Sheridan College) for the evening period from 0 to 40
- Increasing the percentage of peak period (weekend) requirement for Retail Core Commercial (Square One Shopping Centre) for the morning and noon periods from 60 and 75 to 75 and 85
- Increasing the percentage of peak period (weekend) requirement for University/College (Sheridan College) for the morning, noon, afternoon and evening periods from 0 to 40

For clarity, the shared parking formula table proposes a percentage for each use within the morning, noon, afternoon and evening periods (both weekday and weekend) that applies to what percentage of that uses' parking demand it is at that time of day. The parking requirement for each use is then multiplied by the respective percent of demand assigned for each time period within the table, and the total of each column (morning, noon, afternoon, and evening) is added to determine the required parking for the mixed use development. It should also be noted that all parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific uses/users.

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the application on June 3, 2019. No community meetings were held for the subject application. The City has received 8 written submissions. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on October 15, 2019. No members of the public made deputations regarding the application. Responses to the issues raised from correspondence received can be found in Appendix 2.

### **PLANNING ANALYSIS SUMMARY**

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. No official plan amendment is required.

The existing parking requirements were established in the 1980's and 1990's within the previous Zoning By-law (By-law 5500) and carried over to the current Zoning By-law (By-law 0025-2007) and vehicular usage and urbanization has dramatically evolved during that time. The proposed rezoning application seeks to reduce parking requirements and allow for shared parking permissions over a large area of land within the Downtown Core that is under common ownership. The objective is to not oversupply parking by allowing for different uses with different peak period demands to share parking as well as to share between blocks. The intent is to encourage the large number of existing surface parking lots to be redeveloped for a mix of uses including office, in a manner suitable to the urban context. This will also help to achieve a more balanced mix of land uses (intended to be a 1:1 ratio of people to jobs), as existing and planned residential far exceeds employment in the Downtown Core.

### **Strategic Plan**

The applications are consistent with the Connect Pillar of the Strategic Plan by seeking redevelopment of large surface parking lots with a mix of uses and building complete

communities to accommodate growth, the Prosper Pillar by encouraging office uses, and the Move and Green Pillars by encouraging transit ridership, cycling and walking.

## Financial Impact

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

## Conclusion

In summary, the proposed reduced parking requirements and shared parking permissions for the subject lands seek to allow for redevelopment of large surface parking lots with mixed use developments that will provide for a sufficient supply of parking spaces for all uses in an efficient manner within the urban context of the Downtown Core. The proposed rezoning is acceptable from a planning standpoint and should be approved with an alternative parking rate of 0.8 resident spaces per 1 bedroom apartment unit, rather than the 0.7 resident spaces per 1 bedroom apartment unit currently proposed.

Should the application be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

City of Mississauga  
**Corporate Report**



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 19/005 W4

Meeting date:  
2019/10/15

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 4)**

**Application to revise the zoning to permit reduced parking requirements and shared parking permissions for the subject lands**

**2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive**

**Southwest of Centre View Drive and Hurontario Street**

**Owner: OMERS Realty Management Corporation**

**File: OZ 19/005 W4**

**Bill 139**

## Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the application by OMERS Realty Management Corporation to permit reduced parking requirements and broadened shared parking permissions for the subject lands, under File OZ 19/005 W4, 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive, be received for information.

## Background

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

## PROPOSAL

The rezoning application is required to permit reduced parking requirements and shared parking permissions for the subject lands in order to address reduced parking demand in the Downtown Core urban context, recognize different peak hours for different uses, and facilitate redevelopment of surface parking lots into mixed use developments. The zoning by-law will

need to be amended by changing the parking requirements for the subject lands to implement this proposal.

During the ongoing review of this application, staff may recommend different zoning standards to implement the proposal.

## Comments

The properties are located southwest of Centre View Drive and Hurontario Street within the Downtown Core Character Area. The site is currently occupied by Square One mall, Playdium Amusement Centre, Coliseum Cineplex Cinemas, City Centre Transit Terminal, various retail stores, restaurants, surface parking lots, and two vacant lots.



Aerial image of 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive

**LAND USE POLICIES AND REGULATIONS**

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Region of Peel Official Plan (ROP)*. The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

**Financial Impact**

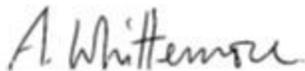
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

**Conclusion**

All City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards and community consultation and input.

**Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: OMERS Realty Management Corporation**

**97, 100, 101 City Centre Drive; 99, 189, 199, 209, 219, 299, 309 Rathburn Road West; 4220 Living Arts Drive; and 35, 55, 65, 95, 155 Square One Drive**

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## 1. Site History

- December 2, 2005 – Application approved under File OZ 05/020 W4 to reduce the parking requirement for CC1 – Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Rathburn Road West) from 5.4 spaces per 100 m<sup>2</sup> (1,076 ft<sup>2</sup>) to 4.57 spaces per 100 m<sup>2</sup> (1,076 ft<sup>2</sup>)
- April 28, 2010 – Council received Downtown21 Master Plan which put forward a vision for the transformation of the Downtown from suburban, auto-oriented downtown to one that is truly urban
- March 6, 2013 – Council enacted and passed MOPA 8 and Zoning By-law 0050-2013 to implement the Downtown21 Master Plan
- April 9, 2013 – MOPA 8 and Zoning By-law 0050-2013 were appealed
- May 30, 2013 – Committee of Adjustment approved minor variance to permit off-site parking for Sheridan College only between the hours of 6:00AM and 6:00PM Monday to Friday for a temporary period of ten years to expire on or before June 30, 2023, provided there is a right, whether by ownership or agreement, granting permission to use such lands for parking and the external lands have sufficient surplus parking spaces (File A-159/13)

- February 20, 2014 – Ontario Municipal Board issued decision on partial approval area for southwest expansion at Square One Mall relating to MOPA 8 and Zoning By-law 0050-2013

## 2. Site and Neighbourhood Context

### Site Information

The subject lands, commonly referred to as Oxford Properties, are located within Mississauga's Downtown Core which is transforming into a mixed use urban area that contains the city's tallest buildings. The subject properties are currently occupied by Square One mall, Playdium Amusement Centre, Coliseum Cineplex Cinemas, City Centre Transit Terminal, various retail stores, restaurants, surface parking lots, and two vacant lots.



Image of Square One mall south facade

### Surrounding Land Uses

Immediately north of the lands is Centre View Drive and Highway 403. To the west is Sheridan College, the Living Arts Centre, City Hall, the Central Library, and several mixed use developments with condominium towers. To the east are office buildings, surface parking lots and Hurontario Street. To the south are office buildings, surface parking lots, Burnhamthorpe Road West, residential condominium towers and vacant lands.

The surrounding land uses are:

- North: Centre View Drive and Highway 403
- East: Office buildings, surface parking lots and Hurontario Street
- South: Office buildings, surface parking lots, Burnhamthorpe Road West, residential condominium towers and vacant lands
- West: Sheridan College, Living Arts Centre, City Hall, Central Library, mixed use developments with condominium towers



Aerial Photo of subject lands

### The Neighbourhood Context

The subject properties are located in the Downtown Core, which is an area that has evolved from farmland with the construction of Square One mall and office buildings, including City Hall (originally at 1 City Centre Drive) in the early 1970's, and was designated as Mississauga's downtown. Development has continued with the introduction of unlimited height and density in the early 2000's, and the implementation of the Downtown21 Master Plan to shift the downtown from a suburban car oriented centre to a true mixed use vibrant urban core. The Downtown Core contains many civic uses,

employment, retail, restaurants, the Mississauga transit terminal, Go bus terminal, Bus Rapid Transit (BRT) and future Hurontario Light Rail Transit (HLRT). The Core contains the highest concentration and densities of residential units in the City. It also contains a large number of surface parking lots left over from its beginnings in the 1970's and 80's.

**Demographics**

Based on the 2016 census, the existing population of the DT Core area is 30,245 with a median age of this area being 34 (compared to the City's median age of 40). 73% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 11% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 61,200 and 70,500 respectively. The average household size is 2 persons with 98% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,740 units (56%) owned and 6,160 units (44%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this CA is 20,619. Total employment combined with the population results in a PPJ for DT Core of 199 persons plus job per ha.

**3. Project Details**

OMERS Realty Management Corporation owns a number of properties in the downtown core which currently function as one large property with respect to parking, even though the lands are divided by public roads. As indicated in the site history, the City has granted parking reductions in the past. As

the downtown is changing, the owners are seeking to reduce the parking further to facilitate new retail, office and residential uses as envisioned in the Downtown Master Plan. To this end, the subject application is to permit reduced parking requirements and shared parking permissions for the subject lands in order to address reduced parking demand in the Downtown Core urban context, recognize different peak hours for different uses, and facilitate redevelopment of surface parking lots into mixed use developments.

<b>Development Proposal</b>	
Application submitted:	Received: April 18, 2019 Deemed complete: May 22, 2019
Developer/ Owner:	OMERS Realty Management Corporation
Parking:	Current Required – 8,892 spaces Current Provided – 9,450 spaces  See Proposed Zoning Regulations for proposed rates and standards

**Supporting Studies and Plans**

The applicant has submitted the following information in support of the application:

- Planning Justification Report
- Parking Management Strategy
- Context Plan
- Summary of easements/restrictions on title
- Draft Zoning By-law Amendment

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

<p><b>Existing Designation</b></p> <p>The site is designated <b>Downtown Mixed Use, Mixed Use – Special Site 7, Downtown Core Commercial, and Public Open Space – Special Site 7.</b></p> <p><b>Downtown Mixed Use</b> permits retail commercial uses, major and secondary offices, civic and cultural facilities, hotel and conference facilities, high density residential, and community infrastructure and parkland.</p> <p><b>Mixed Use – Special Site 7</b> permits a minimum height of one storey in the south addition at Square One with minimum heights of 13.5 m (44.3 ft) (west portion) and 7.5 m (24.6 ft) (east portion).</p> <p><b>Downtown Core Commercial</b> permits retail commercial uses, major and secondary offices, residential apartments, civic and cultural facilities, hotel and conference facilities, entertainment, recreational facilities and parkland.</p> <p><b>Public Open Space – Special Site 7</b> permits parkland, accessory commercial uses to a maximum gross floor area of 925 m<sup>2</sup> (9,957 ft<sup>2</sup>), and below-grade parking structures.</p> <p>Note: MOPA 8 was approved by Council but is currently under appeal and would redesignate the lands north of Rathburn Road West as <b>Office</b> and the remaining lands as <b>Mixed Use</b> and <b>Public Open Space</b>.</p> <p><b>Proposed Designation</b></p> <p><b>There is no Official Plan Amendment proposed as part of this application and the designations remain as above.</b></p>	<p><b>Excerpt of East Credit Neighbourhood Land Use</b></p> <div style="font-size: small;"> <p><b>LAND USE DESIGNATIONS</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> Downtown Mixed Use</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #e6e6fa; border: 1px solid black; margin-right: 5px;"></span> Downtown Core Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Public Open Space</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Greenlands</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Parkway Belt West</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Residential Low Density I</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Residential High Density</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> Utility</li> </ul> <p><b>TRANSPORTATION LEGEND</b></p> <ul style="list-style-type: none"> <li> Provincial Highway and Interchange</li> <li> Arterial</li> <li> Major Collector</li> <li> Minor Collector</li> <li> Local Road</li> <li> Bus Rapid Transit Corridor</li> <li> Bus Rapid Transit Station</li> <li> Higher Order Transit Corridor</li> <li> Proposed Grade Separation</li> </ul> <p><b>LAND USE LEGEND</b></p> <ul style="list-style-type: none"> <li> 1996 NRP / 2000 NRP</li> <li> Compatible Neighbourhoods</li> <li> Natural Hazards</li> <li> Urban 1</li> <li> Conceptual Centre View Drive connection to B Hwy, 403 corridor</li> <li> Conceptual Road strip</li> <li> Utility Road</li> <li> Local Area Plan Boundary</li> <li> Civic Centre (City Hall)</li> <li> Public School</li> <li> City Centre Transit Terminal</li> <li> Community Facilities</li> </ul> <p><b>Notes</b></p> <ol style="list-style-type: none"> <li>1. Any part of the road network shown outside the city boundaries is shown for information purposes only.</li> <li>2. All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.</li> <li>3. Refer to Schedule 2, Natural System for the location of the Natural Heritage System and Natural Hazards.</li> <li>4. The links of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authorities should be consulted to determine high-risk locations.</li> <li>5. The 1996 Neighbourhood Profile (NRP/2000 Neighbourhood Profile) Compatible Neighbourhoods Contours are shown for information purposes only and are not part of this Local Area Plan. These contours will change from time to time as new information becomes available. For accurate reference the compatible NRP/2000 map produced by Transport Canada at a scale of 1:50,000 should be consulted.</li> </ol> <p><b>SUBJECT LANDS</b></p> <p>Downtown Core Local Area Plan Land Use Map</p> <p><b>TITLE:</b> OMERS Realty Management Corporation</p> <p><b>FILE NO.:</b> OZ 19/005 W4</p> <p> <b>MISSISSAUGA</b> Produced by CPS, Geospatial Solutions</p> </div>
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**Mississauga Zoning By-law**

**Existing Zoning**

The site is currently zoned **H-CC2(1)** (City Centre – Mixed Use with Holding Provision), **H-CC1** (City Centre – Retail Core Commercial with Holding Provision), **CC1** (City Centre – Retail Core Commercial), **CC1-1** (City Centre – Retail Core Commercial Exception), **CC1-2** (City Centre – Retail Core Commercial Exception), **H-CC2(2)** (City Centre – Mixed Use with Holding Provision), and **H-CCOS-1** (City Centre – Open Space Exception with Holding Provision).

**CC1** (City Centre – Retail Core Commercial) permits a wide mix of uses including residential, office, and extensive retail commercial uses.

**CC1-1** (City Centre – Retail Core Commercial Exception) permits a wide mix of uses including residential, office, and extensive retail commercial uses and site specific exceptions including a minimum building height of 6.1 m (20 ft).

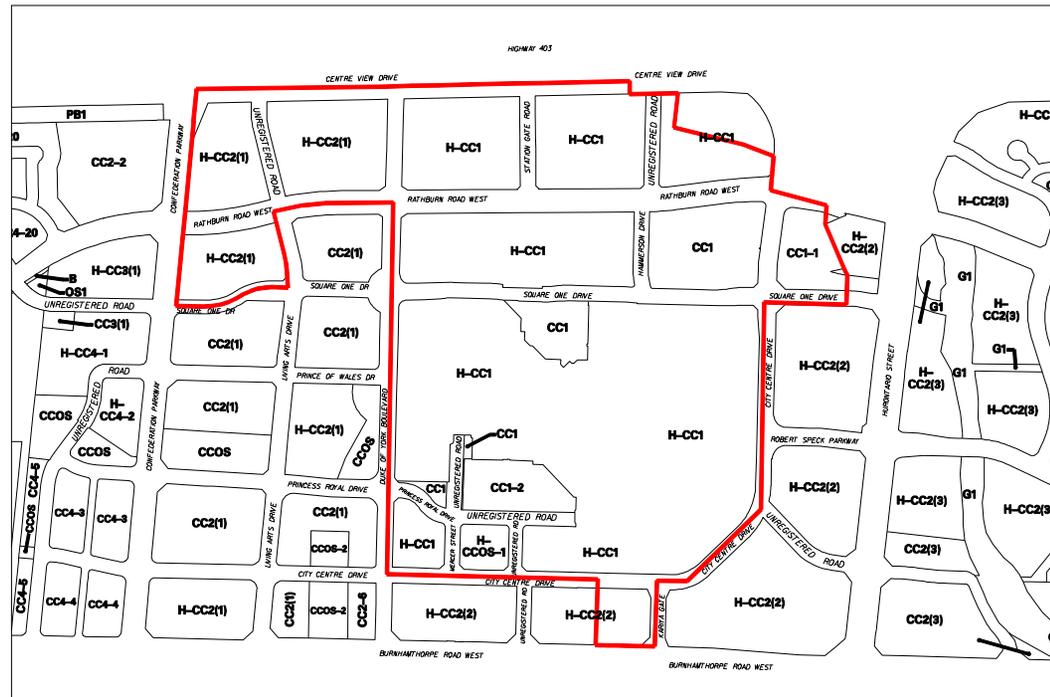
**CC1-2** (City Centre – Retail Core Commercial Exception) permits a wide mix of uses including residential, office, and extensive retail commercial uses and site specific exceptions for 60% glazing along A-Streets and minimum heights of 13.5 m (44.3 ft) and 7.5 m (24.6 ft).

**CC2** (City Centre – Mixed Use) permits a wide mix of uses including residential, office, and retail commercial uses.

**CCOS-1** (City Centre – Open Space Exception) permits active and passive recreational uses, below grade parking structure and a commercial building for uses accessory to the recreational use at a maximum height of one storey and maximum gross floor area of 925 m<sup>2</sup> (9,957 ft<sup>2</sup>).

**Proposed Zoning**

The applicant is only proposing to amend the parking standards as they apply to the subject lands. The Base zone regulations and uses remain the same as above.



### Proposed Zoning Regulations

Land Use	Current Parking Requirements (spaces per 100 m <sup>2</sup> GFA)	Proposed Amended Parking Requirements (spaces per 100 m <sup>2</sup> GFA)
CC1 – Retail Core Commercial	4.3	3.8
Retail Store	4.3	3.8
Office	3.2	2.1
Medical Office	6.5	3.8
Real Estate Office	6.5	3.8
Financial Institution	5.5	3.8
Night Club	25.2 * 9.0 as per By-law 0050-2013 under appeal	9.0
Personal Service Establishment	4.3	3.8
Restaurant	16 * 9.0 as per By-law 0050-2013 under appeal	9.0
Restaurant less than 200 m <sup>2</sup>	n/a * 4.3 as per By-law 0050-2013 under appeal	3.8
Take-out Restaurant	6.0 * 4.3 as per By-law 0050-2013 under appeal	3.8
Apartment	1.0 resident spaces per unit 0.15 visitor spaces per unit	0.7 spaces per bachelor unit and one bedroom unit 0.9 spaces per two bedroom unit 1.0 spaces per three bedroom unit 0.15 visitor spaces per unit
<p><b>Additional Provisions</b></p> <p>Shared parking permissions shall apply to the entire area of the subject lands and allow for required parking to be provided anywhere in the subject land area. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users.</p> <p>The below shared parking formula may be used for the calculation of required parking for Development within the subject land area. The parking requirement for each use in each development is to be multiplied by the percentage of the peak period for each time period, and then each column is totaled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for all development that is participating in the shared parking arrangement.</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.</p>		

TYPE OF USE	PERCENTAGE OF PEAK PERIOD (WEEKDAY)			
	Morning	Noon	Afternoon	Evening
Retail (Downtown) Core Commercial (Square One Shopping Centre)	60	75	80	65
Retail Centre/Retail Store/Personal Service Establishment	80	90	90	90
Cinema	0	25	25	100
Sheridan College	90	100	90	0
Office/Medical Office/Financial Institution	100	90	95	10
Restaurant/Convenience Restaurant/Take-out Restaurant	20	100	30	100
Overnight Accommodation	70	70	70	100
Residential – Resident	90	65	90	100
Residential - Visitor	20	20	60	100
TYPE OF USE	PERCENTAGE OF PEAK PERIOD (WEEKEND)			
Retail (Downtown) Core Commercial (Square One Shopping Centre)	60	75	100	90
Retail Centre/Retail Store/Personal Service Establishment	80	100	100	70
Cinema	10	40	65	100
Sheridan College	0	0	0	0
Office/Medical Office/Financial Institution	10	10	10	10
Restaurant/Convenience Restaurant/Take-out Restaurant	20	100	50	100
Overnight Accommodation	70	70	70	100
Residential – Resident	90	65	90	100
Residential - Visitor	20	20	60	100

## 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 this application have been reviewed and summarized in the table below. Only key policies relevant to the application 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.

<b>Policy Document</b>	<b>Legislative Authority/Applicability</b>	<b>Key Policies</b>
<b><i>Provincial Policy Statement (PPS)</i></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 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</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><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></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>

Policy Document	Legislative Authority/Applicability	Key Policies
<p><b>Region of Peel Official Plan</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The ROP seeks to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive. (ROP 5.3.1.5)</p> <p>The Plan seeks to support complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs. (ROP 5.5.1.6)</p> <p>The ROP promotes intensification on underutilized lands (ROP 5.5.3.1.4), and the reduction of auto dependency by promoting sustainable modes of transportation. (ROP 5.9.9.1.1)</p> <p>ROP encourages parking management strategies that make more efficient use of parking resources and encourages the use of sustainable modes of transportation (ROP 5.9.9.2.7) and encourage area municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures. (ROP 5.9.9.2.8)</p>

**Relevant Mississauga Official Plan Policies**

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this application, some

of which are found below. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
<p><b>Chapter 5 Direct Growth</b></p>	<p>Section 5.1.6 Section 5.3.1.3 Section 5.3.1.6 Section 5.3.1.8 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.12 Section 5.3.1.13 Section 5.5.9</p>	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>The Downtown is an Intensification Area.</p> <p>The Downtown will achieve an average population to employment ration of 1:1, measured as an average across the entire Downtown.</p> <p>The Downtown will support opportunities for residents to work in Mississauga.</p> <p>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.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>Development in the Downtown will be in a form and density that achieves a high quality urban environment.</p> <p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.3	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ol style="list-style-type: none"> <li>Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment community, and recreational land uses;</li> <li>Design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;</li> <li>Encourage environments that foster incidental and recreational activity; and</li> <li>Encourage land use planning practices conducive to good public health.</li> </ol>
<b>Chapter 8 Create a Multi-Modal City</b>	Section 8.1.1 Section 8.1.8 Section 8.2.3.7 Section 8.4.2 Section 8.4.3 Section 8.4.7 Section 8.5.4	<p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.</p> <p>To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.</p> <p>The Downtown will be served by local and higher order transit facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.</p> <p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:</p> <ol style="list-style-type: none"> <li>Access to transit;</li> <li>Level of transit service;</li> <li>Traffic generation; and</li> <li>Impact on the surrounding area.</li> </ol>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>Within Intensification Areas, Mississauga will give consideration to:</p> <ol style="list-style-type: none"> <li>Reducing minimum parking requirements to reflect transit service levels;</li> <li>Establishing maximum parking standards to support transit investments, particularly higher order transit investments;</li> <li>Limiting surface parking by requiring a portion be provided within structured parking facilities;</li> <li>Requiring structured parking facilities to be underground, where viable;</li> <li>Proactively maximizing on-street public parking in appropriate locations;</li> <li>Coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and</li> <li>Requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.</li> </ol> <p>Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.2 Section 9.2.1.4 Section 9.5.5.1 Section 9.5.5.4	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, compliment adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Parking should be located underground, internal to buildings or to the rear of buildings.</p> <p>Shared parking between developments will be encouraged, where appropriate.</p>
<b>Chapter 10 Foster a Strong Economy</b>	Section 10.2.1 Section 10.4.4	<p>Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and Intensification Corridors.</p> <p>Within the Downtown, Major Nodes, Community Nodes and Corporate Centres, existing single storey retail development will be encouraged to redevelop into multistorey mixed use developments.</p>

### Relevant Downtown Core Local Area Plan Policies – MOPA 8 (under appeal)

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 8.3 Parking and Transportation Demand Management</b>	Section 8.3.2 Section 8.3.3	<p>Parking for new development will be accommodated in below ground or above ground structures.</p> <p>Surface parking lots for new developments will not be permitted.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 8.4 Anchor Hub</b>	Section 8.4.10	Parking will be managed carefully within Transit Station Areas. The City will consider reducing parking requirements within Transit Station Areas.
<b>Chapter 9.4 Buildings</b>	Section 9.4.5.1 a.c.	Parking facilities to support new development will: <ul style="list-style-type: none"> <li>- Be accommodated in below-grade or above grade structured parking;</li> <li>- Encourage shared parking between developments where appropriate</li> </ul>

## 6. Community Comments

No community meetings were held and one written comment was received by the Planning and Building Department.

The following comment 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.

- Supportive of denser developments in the downtown with additional commercial, residential, restaurants and entertainment and less land being wasted with parking.

## 7. Outstanding Issues

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?
- Are the proposed parking standards appropriate?

# Recommendation Report Detailed Planning Analysis

**Owner: OMERS Realty Management Corporation**

**2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and  
4220 Living Arts Drive**

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## 1. Community Comments

Comments from the public were generally to seek clarification of the nature and extent of the proposed rezoning, and requests to be notified. Below is a summary and response to the specific comments heard.

### Comment

Denser development consisting of office, restaurants and entertainment uses, and less land being wasted by parking lots is a positive.

### Response

Staff agree that redevelopment of the excessive amounts of surface parking lots to allow for an urban mixed use built form is a positive and necessary step in the evolution of the Downtown Core and implements the vision set forth in the Downtown21 Master Plan and Mississauga Official Plan.

## 2. *Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019*

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## 3. Consistency with PPS

Section 1.1.3.2.a of the PPS states that settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. In Section 1.1.3.3 it states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment.

Mississauga Official Plan (MOP) has policies that designate the Downtown Core as an Intensification Area, and the primary location for high density mixed use development.

The relevant MOP policies in this report are consistent with the PPS.

## 4. Conformity with Growth Plan

Section 2.2.1.2 c) of the Growth Plan directs that growth be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 5.5.9 states that Intensification Areas will be planned to maximize the use of existing and planned infrastructure. Section 5.3.1.12 states that the Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

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

## **5. Region of Peel Official Plan**

The subject property is located within the Urban System within the Region of Peel. Section 5.3.1.5 directs development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that

growth will be directed to Intensification Areas comprised of the Downtown Core (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

Of specific relevance to this application, the Region of Peel Official Plan promotes intensification on underutilized lands (Section 5.5.3.1.4) and the reduction of auto dependency by promoting sustainable modes of transportation (Section 5.9.9.1.1). It also encourages parking management strategies that make more efficient use of parking resources and encourages the use of sustainable modes of transportation (Section 5.9.9.2.7) and encourages areas municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures (Section 5.9.9.2.8).

## **6. Mississauga Official Plan (MOP)**

The proposal does not require any amendment to the Mississauga Official Plan Policies for the Downtown Core Character Area, to permit reduced parking requirements and shared parking permissions.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

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

### *Directing Growth*

The subject properties are located in the Downtown Core Character Area, which is an Intensification Area and the top of the City's urban hierarchy/urban structure. This area is to contain the highest densities, tallest buildings and greatest mix of uses.

The subject lands are designated **Downtown Mixed Use, Mixed Use – Special Site 7, Downtown Core Commercial, and Public Open Space – Special Site 7** which permits a wide mix of uses as outlined in Section 4 of the Information Report attached as Appendix 1.

The existing uses of the subject lands include Square One mall, Playdium Amusement Centre, Coliseum Cineplex Cinemas, City Centre Transit Terminal, retail stores, restaurants, many surface parking lots and two vacant lots. These uses represent an underutilization of the lands from what is planned for the Downtown Core. Development in the Downtown is to be in a form and density that achieves a high quality urban environment (Section 5.3.1.11). The Downtown is to be a major regional centre and the primary location for mixed use development and contain the greatest concentration of activities and variety of uses (Section 5.3.1.9).

The Official Plan states that major office development will be encouraged to locate within the Downtown (Section 10.2.1) and the Downtown will achieve an average population to employment ratio of 1:1 (Section 5.3.1.6), and there has not

been any new office development in in the downtown in 40 years, despite unprecedented high density residential growth. Office development is competing with other areas of the City where land values are much less and large amounts of surface parking are available. The proposed application to reduce parking requirements, and allow for shared parking permissions is attempting to make the redevelopment of the many existing surface parking lots and underutilized lands for office and other uses more feasible, given the high cost of underground and structured parking.

In accordance with MOP, the Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities (Section 5.3.1.12), and will be developed to support and encourage active transportation as a mode of transportation (Section 5.3.1.13). A truly urban downtown will be more walkable and transit friendly and reduce the need for private automobiles. While parking is still important and necessary, a reduction to a reasonable rate and the ability to efficiently share expensive parking resources will assist in the transformation of the area from a suburban car-oriented centre to a vibrant urban downtown. The City is also providing more and more on-street parking on public roads to help supply parking within the Downtown Core.

Section 8.4.2 of MOP states that Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. Section 8.5.4 states that consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit,

cycling and walking, subject to among other matters: access to transit, level of transit service, traffic generation, and impact on the surrounding area.

MOP seeks to create complete communities and develop a built environment supportive of public health by:

- encouraging compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;
- design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;
- encourage environments that foster incidental and recreational activity; and
- encourage land use planning practices conducive to good public health (Section 7.1.3).

The Official Plan also seeks to better utilize existing infrastructure and reduce vehicular congestion by encouraging transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking (Section 8.1.8).

The Parking Management Strategy prepared by BA Group and submitted by the applicant in support of their application assesses the existing and proposed parking on the subject lands and staff generally concur with their rationalization and the appropriateness of the reduced rates.

Staff find however that there is not sufficient justification at this time for the applicant's proposed rate of 0.7 resident spaces per 1 bedroom apartment unit, and instead recommend an

alternative parking rate of 0.8 resident spaces per 1 bedroom apartment unit.

If through further study it is determined that parking is underutilized, further reductions by way of variances may be appropriate for specific projects.

The City is also undertaking a review of the current parking requirements of the Zoning By-law through the Parking Master Plan, with the intent to update the standards to more accurately reflect the current and future demand for parking and not oversupply parking. This project is projected to be completed by early 2021.

The proposal meets the vision, goals, and objectives of Mississauga Official Plan and the Downtown Core.

### **Services and Infrastructure**

The existing infrastructure is adequate to support the proposed parking standards.

The subject lands are currently serviced by the following MiWay Transit routes at the City Centre Transit Terminal:

- Number 3, 6, 7, 8, 9, 10, 19, 19A, 19B, 20, 26, 28, 34, 61, 66, 68, 76, 91, 100, 107, 109, and 110.

In addition, there is also Brampton Zum line 502, the Bus Rapid Transit (BRT) Way running across the city east/west, and the future Light Rail Transit (LRT) running north/south along Hurontario Street and along Rathburn Road West to the

transit terminal, and the GO transit terminal on Station Gate Road. This GO terminal is the second busiest in Ontario, next to the Union Bus Terminal, with eight GO bus routes passing through the terminal.

There are many other services in close proximity to the subject lands including Sheridan College, Living Arts Centre, City Hall, and Central Library.

For these reasons, this application is consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### **Parking Management Strategy**

The Parking Management Strategy prepared by BA Group and submitted by the applicant in support of this application states that as the Downtown Core continues to develop as an urban mixed use centre and leveraging the transportation benefits of the Mobility Hub (Mississauga Transit, GO, BRT, LRT), that multi-modal transportation will take on a substantial role in providing mobility for people who live, work and visit the area. It also anticipates that ride-hailing services (such as taxi and Uber) and autonomous vehicles will take on an increasing role, thus reducing the use of single occupant vehicles and the demand for parking. It also states that one of the most important mechanisms to maximize the efficient use of parking is through allowing different land uses to minimize the need for new parking supply by taking advantage of differences in parking demand by peak period. For example, Square One has considerable vacant parking during the weekdays that could be used to accommodate some of the parking demand

associated with new office space, and vacant office parking on evenings and weekends can be used to accommodate some of the demand associated with other land uses such as residential visitor parking, retail and entertainment uses.

## **7. Zoning**

The proposed parking requirements and shared parking permissions, including staff's alternative parking rate of 0.8 resident spaces per 1 bedroom apartment unit, are appropriate to accommodate the parking demands across the subject lands in an efficient manner given the urban context of the Downtown Core.

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

### **Proposed Zoning Regulations**

<b>Land Use</b>	<b>Current Parking Requirements (spaces per 100 m<sup>2</sup> GFA)</b>	<b>Proposed Amended Parking Requirements (spaces per 100 m<sup>2</sup> GFA)</b>
CC1 – Retail Core Commercial	4.3	3.8
Retail Store	4.3	3.8
Office	3.2	2.1
Medical Office	6.5	3.8
Real Estate Office	6.5	3.8
Financial Institution	5.5	3.8
Night Club	25.2 * 9.0 as per By-law 0050-2013 under appeal	9.0

Land Use	Current Parking Requirements (spaces per 100 m <sup>2</sup> GFA)	Proposed Amended Parking Requirements (spaces per 100 m <sup>2</sup> GFA)
Personal Service Establishment	4.3	3.8
Restaurant	16.0 * 9.0 as per By-law 0050-2013 under appeal	9.0
Restaurant less than 200 m <sup>2</sup>	n/a * 4.3 as per By-law 0050-2013 under appeal	3.8
Take-out Restaurant	6.0 * 4.3 as per By-law 0050-2013 under appeal	3.8
Apartment	1.0 resident spaces per unit 0.15 visitor spaces per unit	0.7 spaces per bachelor unit and one bedroom unit 0.9 spaces per two bedroom unit 1.0 spaces per three bedroom unit 0.15 visitor spaces per unit
<p><b>Additional Provisions</b></p> <p>Shared parking permissions shall apply to the entire area of the subject lands and allow for required parking to be provided anywhere in the subject land area. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users.</p> <p>The below shared parking formula may be used for the calculation of required parking for Development within the subject land area. The parking requirement for each use in each development is to be multiplied by the percentage of the peak period for each time period, and then each column is totaled for weekday and weekend. The highest figure obtained</p>		

Land Use	Current Parking Requirements (spaces per 100 m <sup>2</sup> GFA)	Proposed Amended Parking Requirements (spaces per 100 m <sup>2</sup> GFA)
from all time periods shall become the required parking for all development that is participating in the shared parking arrangement.		
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

## 8. Conclusions

In conclusion, City staff has evaluated the application to permit reduced parking requirements and shared parking permissions for the subject lands against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal meets the vision, goals and objectives of these documents by managing the efficient use of parking to facilitate redevelopment of underutilized lands, elimination of surface parking lots, and support economic development, complete communities and improved urban design, while also supporting alternative modes of transportation.

Column	A	B	C	D	E
Line 1.0	TYPE OF USE	PERCENTAGE OF PEAK PERIOD (WEEKDAY)			
		Morning	Noon	Afternoon	Evening
1.1	CC1 – Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Square One Drive)	60	75	80	75
1.2	Retail Centre/Retail Store/Personal Service Establishment	80	90	90	90
1.3	Cinema	0	25	25	100
1.4	College, University	90	100	90	40
1.5	Office/Medical Office/Financial Institution	100	90	95	10
1.6	Restaurant (less than or equal to 220 m <sup>2</sup> )/ Restaurant (greater than 220m <sup>2</sup> )/ Take-out Restaurant	20	100	30	100
1.7	Overnight Accommodation	70	70	70	100
1.8	Residential - Resident Residential - Visitor	90 20	65 20	90 60	100 100
2.0	TYPE OF USE	PERCENTAGE OF PEAK PERIOD (SATURDAY)			
		Morning	Noon	Afternoon	Evening
2.1	CC1 – Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Square One Drive)	75	85	100	90
2.2	Retail Centre/Retail Store/Personal Service Establishment	80	100	100	70
2.3	Cinema	10	40	65	100
2.4	College, University	40	40	40	40
2.5	Office/Medical Office/Financial Institution	10	10	10	10
2.6	Restaurant (less than or equal to 220 m <sup>2</sup> )/ Restaurant (greater than 220m <sup>2</sup> )/ Take-out Restaurant	20	100	50	100
2.7	Overnight Accommodation	70	70	70	100
2.8	Residential - Resident Residential - Visitor	90 20	65 20	90 60	100 100

City of Mississauga  
**Corporate Report**



<p>Date: April 9, 2020</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ 17/010 W9</p>
	<p>Meeting date: April 22, 2020</p>

## Subject

### **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 9)**

**Community Benefits contribution under Section 37 to permit a 12 storey residential apartment building with 174 dwelling units**

**6550 Glen Erin Drive, southwest corner of Battleford Road and Glen Erin Drive**

**Owner: BCIMC Realty Corporation**

**File: OZ 17/010 W9**

## Recommendation

That the report dated, April 9<sup>th</sup>, 2020 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 17/010 W9, BCIMC Realty Corporation, 6550 Glen Erin Drive, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$600,000.00 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with BCIMC Realty Corporation, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

## Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy

and Procedure on Bonus Zoning

- The Community Benefits contribution is \$600,000.00, which will be used towards the installation of a pedestrian signal where the City trail crosses Battleford Road, benches and/or fitness equipment along the City trail and the remainder will go towards future play equipment at Lake Aquitaine Park
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

## Background

On June 24, 2019, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on the subject property under File OZ 17/010 W9, by BCIMC Realty Corporation, to permit a 12 storey residential apartment building with 174 apartment dwelling units and retain the existing 15 storey residential apartment building subject to certain conditions.

PDC passed Recommendation PDC-0054-2019 which was subsequently adopted by Council on July 3, 2019. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

## Comments

Background information including an aerial photograph and the concept plan for the proposed development is provided in Appendices 1 and 2.

### Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff met with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to this meeting, Planning staff then met with the developer and Ward 9 Councillor, Pat Saito, on separate occasions to discuss the possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit is \$600,000.00 which will be put towards the installation of a pedestrian signal where the City trail crosses Battleford Road to the west of the subject property, benches and/or fitness equipment along the City trail and the remainder will go towards a future play equipment at Lake Aquitaine Park.

### **Guiding Implementation Principles**

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

#### **1. Development must represent good planning.**

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Recommendation Report dated May 31, 2019 presented to PDC on June 24, 2019, evaluated the proposed official plan amendment and rezoning applications and recommended that the applications be approved as they are acceptable from a planning standpoint and represents good planning.

#### **2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.**

The proposed contribution towards the installation of a pedestrian signal and benches and/or fitness equipment along the City trail will benefit the immediate neighbourhood. The future play equipment at Lake Aquitaine Park will benefit the larger, surrounding community. The items listed represent a highest priority Community Benefit, as they are in the immediate vicinity of the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. The overall increased value of the land has been determined

to be \$2,390,978.00. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$600,000.00 represents 25% of the land lift value, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

**3. Community Benefit contributions should respond to community needs.**

The pedestrian signal was identified by Ward 9 Councillor Pat Saito through her involvement with the Peel Vision Zero Road Safety, whose goal is to create safe roads in Peel for drivers, cyclists and pedestrians. Benches and fitness equipment along the City trail was identified by local residents through discussions with Ward 9 Councillor Pat Saito. The applicant supports these initiatives as they provide a direct benefit to the residences of the proposed development. Mississauga Official Plan contains policies which support a walkable City.

Upgraded play equipment at Lake Aquitaine Park was identified as a need which would serve the entire neighbourhood. The Lake Aquitaine Park provides area residents with access to the lake, walking trails and a play area. New play equipment would enhance the use of the existing Park.

In accordance with the Corporate Policy and Procedure, Ward 9 Councillor Pat Saito, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

**4. Ensure that the negotiation process of Section 37 Agreements is transparent.**

The land appraisal report prepared by an independent land appraiser is available for viewing. The proposed contribution towards the pedestrian signal, benches and fitness equipment and the play equipment are subject to a detailed review by the Transportation and Works and the Community Services Departments.

**Section 37 Agreement**

The Planning and Building Department and the owner have reached a mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$600,000.00;
- the contribution is to be used towards a pedestrian signal, benches and fitness equipment, and play equipment;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

## Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

## Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards the pedestrian signal, benches and fitness equipment, and play equipment; will help to implement complete communities, multi-modal city and desirable urban form

## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



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

Prepared by: Lorie Sterritt, Development Planner

LEGEND:



SUBJECT LANDS



DATE OF AERIAL IMAGERY: 2019

TITLE:

BCIMC Realty Corporation

FILE NO:

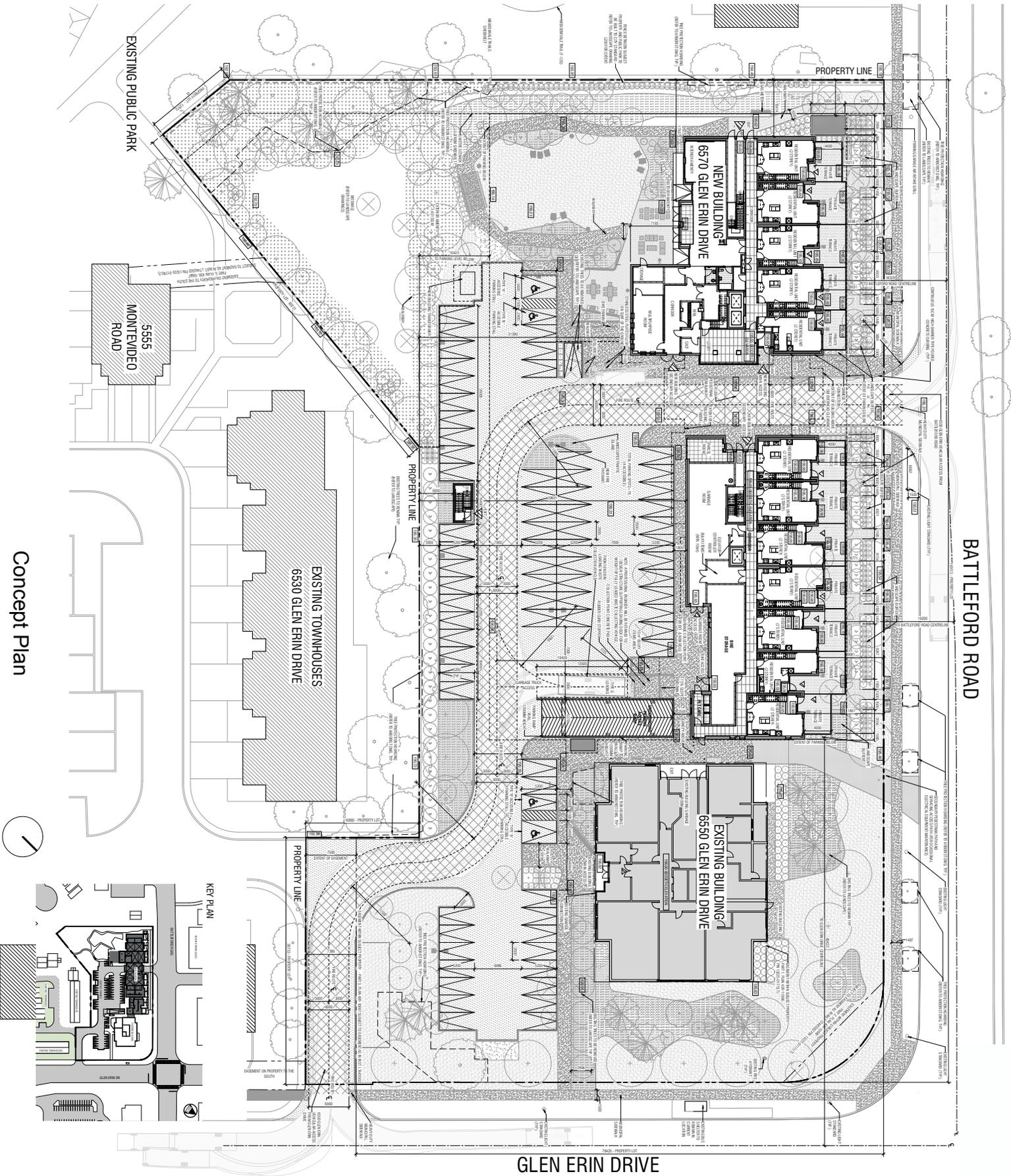
OZ 17/ 010 W9



MISSISSAUGA

Produced by  
CPS, Geospatial  
Solutions





Concept Plan