

---

## Planning and Development Committee

### Date

2016/05/02

### Time

7:00 PM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

### Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Jim Tovey	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 Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

### Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5425  
[mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

### Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

***Send written submissions or request notification of future meetings to:***

Mississauga City Council  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
Att: Development Assistant  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING – April 11, 2016
4. MATTERS TO BE CONSIDERED
  - 4.1. Sign Variance Application (Ward 11) - Sign By-law 0054-2002, as amended
  - 4.2. Application to remove the “H” Holding Symbol to permit a two-storey dental supply office and warehouse building at 90 Skyway Drive, east of Maritz Drive, south of Skyway Drive  
Owner: Nowtash Holdings Ltd.  
File: HOZ 15/002
  - 4.3. **RECOMMENDATION REPORT**  
Applications to permit 20 semi-detached homes and 1 detached home on a common element condominium road at 6532 and 6544 Winston Churchill Boulevard and Block 19 on Registered Plan 43M-932, West side of Winston Churchill Boulevard, south of Aquitaine Avenue  
Owner: Ideal (WC) Developments Inc.  
Files: OZ 14/008 W9 and T-M14002 W9
  - 4.4. Ninth Line Lands Study Project Status Update – Phase One Completion  
File: CD.04.NIN (Wards 9 and 10)
  - 4.5. Affordable Housing Program - Housing Gap Assessment and Municipal Best Practices  
File: CD.06.AFF
5. ADJOURNMENT

City of Mississauga  
**Corporate Report**



Date: 2016/04/14

To: Chair and Members of Planning and  
 Development Committee

From: Ezio Savini, P. Eng.  
 Chief Building Official

Originator's files:  
 BL.03-SIG (2016)

Meeting date:  
 May 2, 2016

## Subject

**Sign By-law 0054-2002, as amended**  
**Sign Variance Application**

## Recommendation

That the following Sign Variances **not be granted**:

- a) Sign Variance Application 15-08508  
 Ward 11  
 Credit River Retirement  
 175 Rutledge Rd.

To permit the following:

- i) One (1) surface sign to be mounted on a masonry wall / fence.
- ii) Three (3) ground signs, each with an area 1.2 m<sup>2</sup> identifying the complex and the municipal address. One ground sign has a proposed setback of 0.75 m from the street line.
- iii) One (1) fascia sign with an area of 7.89 m<sup>2</sup> located on the 6<sup>th</sup> storey of the building.

## Background

The proposed signs identify a residential retirement development located on the north side of Tannery St. on the west side of the railway tracks running through Streetsville. Planning and Building Department staff has reviewed the proposal and cannot support the proposed variances. As outlined in Sign By-law 0054-2002, the applicant has requested the variance decision be appealed to the Planning and Development Committee.

## Comments

The proposed ground signs display the name of the complex as well as the municipal address. Sign By-law 0054-2002 permits one ground sign on the property to identify the municipal address only for emergency responders and the general public. The proposed number of ground signs is excessive and unnecessary. Including the name of the complex introduces a

“commercial element” into a residential zone property whereas the Sign By-law was written to restrict commercial advertising in residential zones. Similarly, locating the fascia sign proposed on the 6<sup>th</sup> floor of the west elevation with the intent to advertise the complex to nearby Streetsville is not keeping with the intent of the Sign By-law by restricting commercial advertising in residential zones.

It is for these reasons the Planning and Building Department cannot support the requested variances.

## Financial Impact

None.

## Conclusion

Allowing the requested variance would result in an undesirable precedent of excessive number of ground signs and commercial advertising with residential zones.

## Attachments

Appendix: Locations and elevations of proposed signs.



---

Ezio Savini, P. Eng., Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit





**SIGN VARIANCE APPLICATION REPORT**  
**Planning and Building Department**

March 29, 2016

**FILE:** 15-08508

**RE: Credit River Retirement**  
**175 Rutledge Rd.**  
**Ward 11**

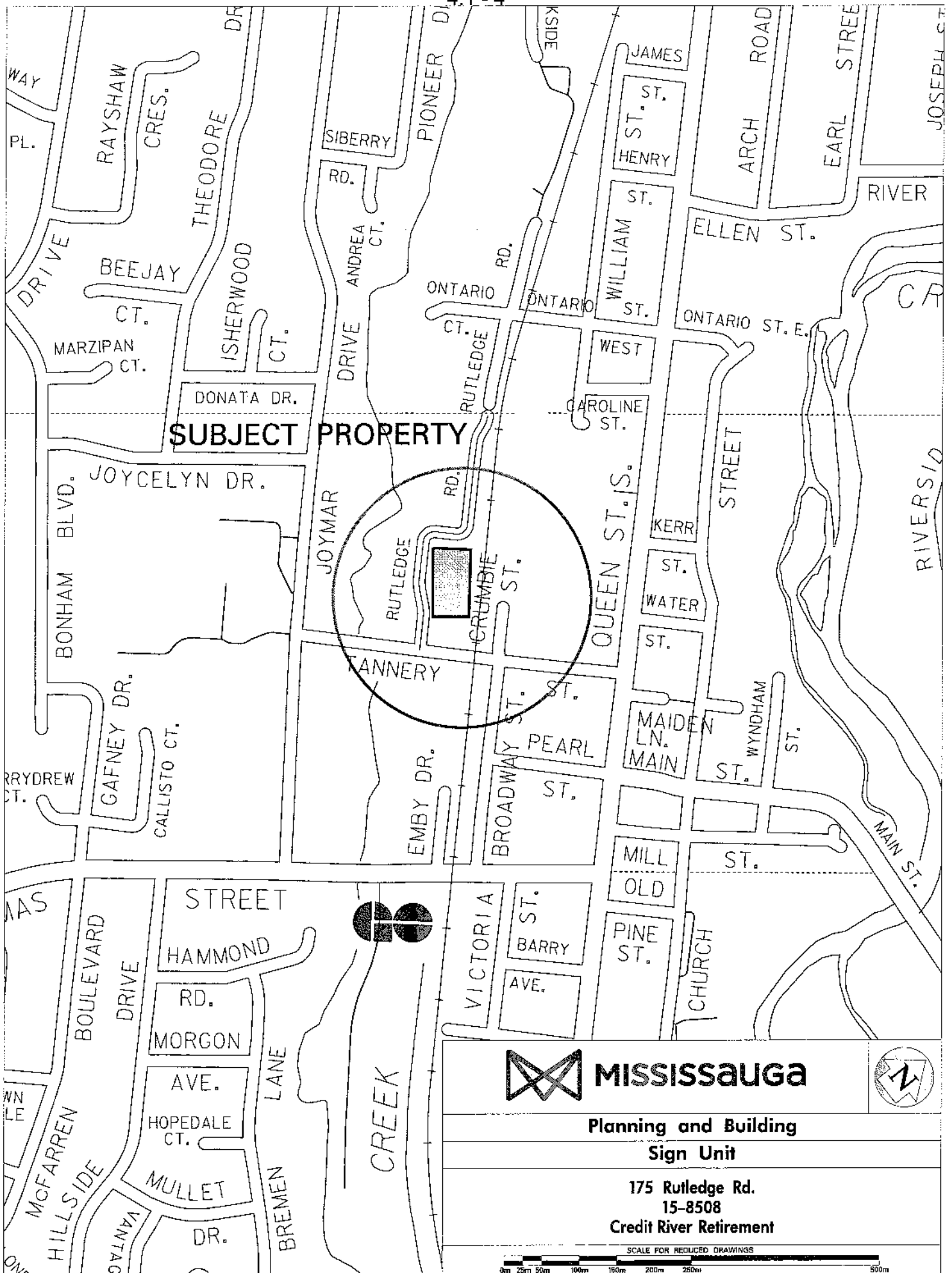
**The applicant requests the following variance to Sections 4 and 12 of Sign By-law 0054-2002, as amended.**

<b>Section 4(6)</b>	<b>Proposed</b>
Any sign not expressly permitted by this By-law is prohibited	One (1) surface mounted sign (1A) to be mounted on a masonry wall / fence
<b>Section 12</b>	<b>Proposed</b>
Only one ground sign permitted with a maximum area of 1.5 m <sup>2</sup> only for an address sign with a minimum setback of 1.0 m to street line.	Three (3) ground signs (2A, 2B, 3A) with an area of 1.2 m <sup>2</sup> not used only to display the address, ground sign (3A) have a 0.75 m setback to street line.
Maximum sign area of fascia sign is 0.4 m <sup>2</sup> and located only on the wall of the first storey.	One (1) fascia sign with an area of 7.89 m <sup>2</sup> located on the 6 <sup>th</sup> storey of the building.

**COMMENTS:**

The proposed sign variance application is refused for the reasons of:

- an excessive number of proposed ground signs that are more than can reasonably be supported, and
- a proposed rooftop fascia sign is unnecessarily large, and could establish an undesirable precedent for similar multi-tenant residential properties.



## Permit World<sup>inc.</sup>

12 Rock Avenue, Kitchener, ON N2M 2P1 T: 519-585-1201 F: 519-208-7008

January 25, 2016

City Hall  
Planning & Building Department, Sign Unit  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Attn: Darren Bryan

**Re: Sign variance application for Credit River Retirement – 175 Rutledge Rd.**

Dear Sir:

Please accept this letter as a formal request for a sign variance to allow four (4) ground signs and one (1) fascia sign in conjunction with a Retirement Residence at this location.

A variance is required based on the following sections of the Sign By-law 54-02 Section 12 (Apartment House)

- Where a fascia sign is not permitted in a residential zone
- Where only one (1) ground sign is permitted per property
- Where the only type of ground sign permitted is an address sign
- Where a 1.0 metre setback is required for all ground signs from the Street line.

Credit River Retirement Residence is a cutting edge retirement home nestled against the Credit River that is turning the industry on its head. It boasts condo style suites with a wide variety of amenities and care services readily available to its residences. It is owned and operated by VERVE/Diversicare, who has been the proud recipient for many years, including 2015, of the Order of Excellence Award given by Excellence Canada which was received for exceptional quality and customer service provided to its residence every day.

The building is situated at the rear of the lot with a beautiful landscaped park like area between the building and Tannery Street creating a lovely community atmosphere. The property has been designed with decorative structures that are meant to be dedicated to signage. The brick structures, although they do not make the setbacks as required by the sign bylaw, have been approved through Planning and Building and the signage will not have any additional impact on these areas.

The proposed fascia sign has been designed very modestly, occupying only 2.79% of the upper most storey. It will serve to identify this exciting new community within the commercial area to the North and is situated appropriately to aide visitors, delivery and emergency personnel, etc. in locating the property.

Due to the vastness of the property we have proposed a ground sign at each entrance to help with identification and wayfinding within this residential community. The proposed sign 1A is located at the corner of Tannery St and Rutledge Rd and will help direct vehicular traffic towards the front entrance. It will be situated on the existing masonry wall which is a feature of this park like setting. The large landscaped area that sets the property back from Tannery St also adds to the natural beauty of this new community.

The 2 signs that are proposed to be located at the main entrance to the building are only visible to those who are travelling on Rutledge Rd. and they clearly identify the main entrance to visitors and residents alike. In addition, they establish the connection between this lovely community and the operators, VERVE. These signs will be installed on the existing masonry walls.

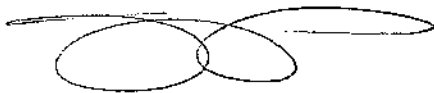
Sign 3A is proposed to be located on the West end of the property and will serve to direct traffic towards the parking area at the rear of the building. This is the only sign visible to those travelling East on Rutledge Rd and will be installed on the existing masonry wall.

The illumination of these signs has been carefully designed to minimize any impact that illumination may have on surrounding properties as well as their own. Being that this is a retirement community geared to the most vulnerable members of society, special consideration has been put into every detail to maintain the community feel. The proposed signage will incorporate softly lit lettering only as opposed to illuminating the entire sign.

Councillor George Carlson has reviewed this proposal and has expressed his support. He encourages you to contact him to discuss this proposal and answer any questions you may have for him.

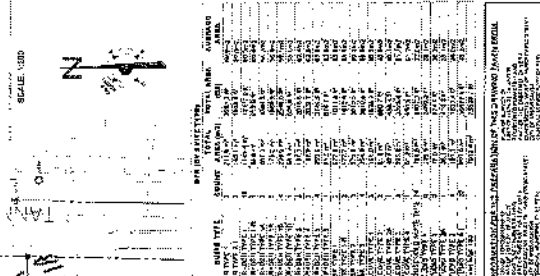
We are respectfully requesting your support in this matter. If you require additional information or have any questions, feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke, representing the name Shawna Petzold.

Shawna Petzold

519-585-1201 ext 101  
support@permitworld.ca



PROJECT STATISTICS	WTRFE	WATER
STATION NO.	100-20	100-20
STATION NAME	100-20	100-20
STATION TYPE	100-20	100-20
STATION AREA	100-20	100-20
STATION DATE	100-20	100-20
STATION TIME	100-20	100-20
STATION LOCATION	100-20	100-20
STATION STATUS	100-20	100-20
STATION COMMENTS	100-20	100-20
STATION DATA	100-20	100-20
STATION RESULTS	100-20	100-20
STATION ANALYSIS	100-20	100-20
STATION CONCLUSIONS	100-20	100-20
STATION RECOMMENDATIONS	100-20	100-20
STATION SUMMARY	100-20	100-20
STATION TOTALS	100-20	100-20
STATION AVERAGE	100-20	100-20
STATION STANDARD DEVIATION	100-20	100-20
STATION COEFFICIENT OF VARIATION	100-20	100-20
STATION CORRELATION COEFFICIENT	100-20	100-20
STATION PEARSON CORRELATION COEFFICIENT	100-20	100-20
STATION SKEWNESS	100-20	100-20
STATION KURTOSIS	100-20	100-20
STATION MEAN	100-20	100-20
STATION MEDIAN	100-20	100-20
STATION MODE	100-20	100-20
STATION RANGE	100-20	100-20
STATION VARIANCE	100-20	100-20
STATION STANDARD ERROR	100-20	100-20
STATION CONFIDENCE INTERVAL	100-20	100-20
STATION HYPOTHESIS TESTING	100-20	100-20
STATION REGRESSION ANALYSIS	100-20	100-20
STATION LOGIT REGRESSION	100-20	100-20
STATION LOGIT REGRESSION RESULTS	100-20	100-20
STATION LOGIT REGRESSION COEFFICIENTS	100-20	100-20
STATION LOGIT REGRESSION P-VALUES	100-20	100-20
STATION LOGIT REGRESSION ODDS RATIOS	100-20	100-20
STATION LOGIT REGRESSION CONFIDENCE INTERVALS	100-20	100-20
STATION LOGIT REGRESSION SUMMARY	100-20	100-20
STATION LOGIT REGRESSION TOTALS	100-20	100-20
STATION LOGIT REGRESSION AVERAGE	100-20	100-20
STATION LOGIT REGRESSION STANDARD DEVIATION	100-20	100-20
STATION LOGIT REGRESSION COEFFICIENT OF VARIATION	100-20	100-20
STATION LOGIT REGRESSION CORRELATION COEFFICIENT	100-20	100-20
STATION LOGIT REGRESSION PEARSON CORRELATION COEFFICIENT	100-20	100-20
STATION LOGIT REGRESSION SKEWNESS	100-20	100-20
STATION LOGIT REGRESSION KURTOSIS	100-20	100-20
STATION LOGIT REGRESSION MEAN	100-20	100-20
STATION LOGIT REGRESSION MEDIAN	100-20	100-20
STATION LOGIT REGRESSION MODE	100-20	100-20
STATION LOGIT REGRESSION RANGE	100-20	100-20
STATION LOGIT REGRESSION VARIANCE	100-20	100-20
STATION LOGIT REGRESSION STANDARD ERROR	100-20	100-20
STATION LOGIT REGRESSION CONFIDENCE INTERVAL	100-20	100-20
STATION LOGIT REGRESSION HYPOTHESIS TESTING	100-20	100-20
STATION LOGIT REGRESSION REGRESSION ANALYSIS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION RESULTS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION COEFFICIENTS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION P-VALUES	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION ODDS RATIOS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION CONFIDENCE INTERVALS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION SUMMARY	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION TOTALS	100-20	100-20
STATION LOGIT REGRESSION LOGIT REGRESSION AVERAGE	100-20	100-20
STATION LOGIT REGRESSION LOGIT		

GROSS FLOOR AREAS	
LEVEL	GFA
GROUND LEVEL	7,710.7 m <sup>2</sup>
1ST FLOOR	7,747.3 m <sup>2</sup>
2ND FLOOR	7,746.0 m <sup>2</sup>
3RD FLOOR	7,710.3 m <sup>2</sup>
4TH FLOOR	7,735.0 m <sup>2</sup>
5TH FLOOR	7,700.1 m <sup>2</sup>
6TH FLOOR	7,725.0 m <sup>2</sup>

the authors of the study, the researchers found that the use of the Internet for health information was associated with a higher level of health literacy. The researchers also found that the use of the Internet for health information was associated with a higher level of health literacy. The researchers also found that the use of the Internet for health information was associated with a higher level of health literacy.

[illegible]

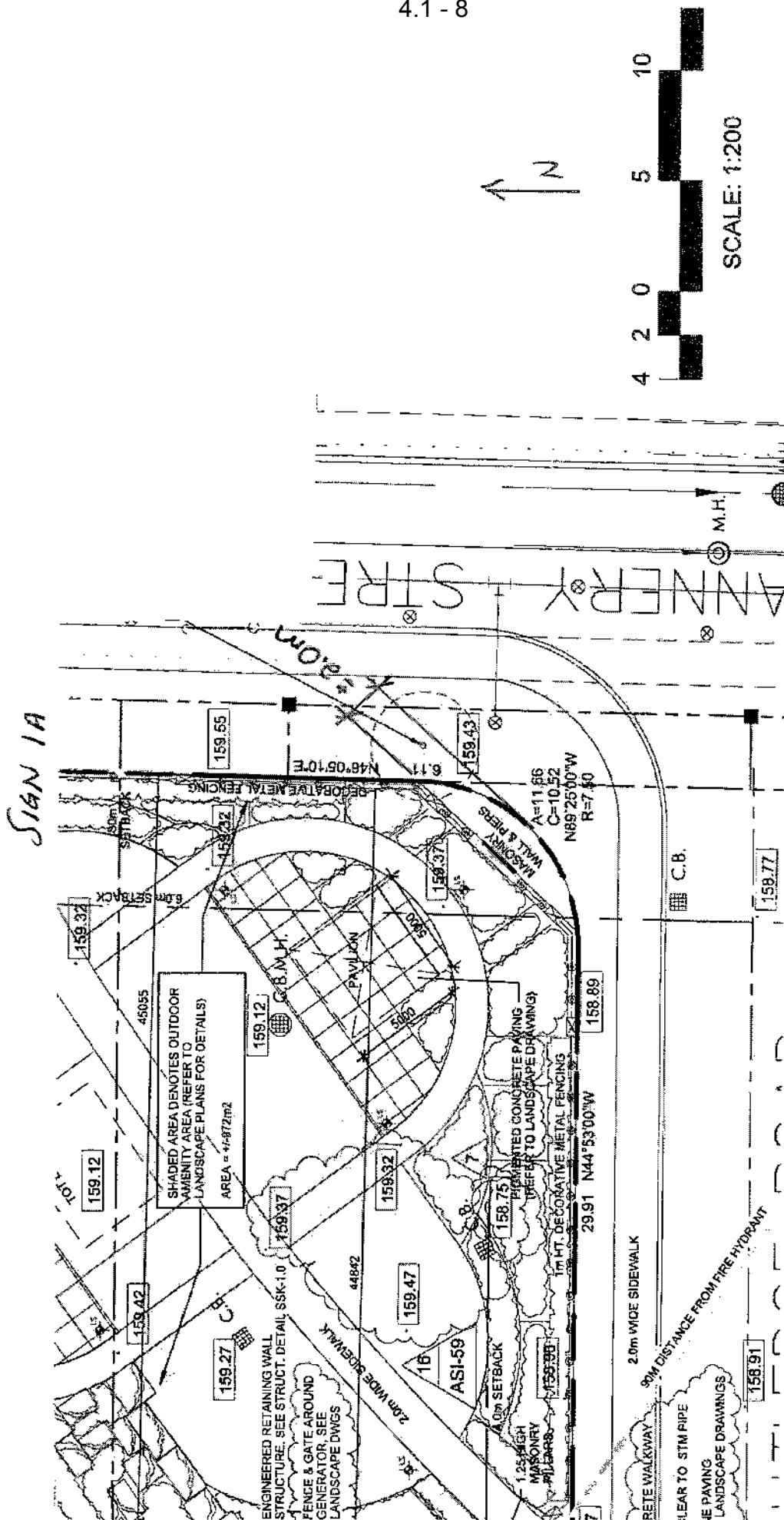
1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

[illegible]

Figure 1: Typical parking sign details. The drawing shows a side elevation of a parking sign assembly. The signpost is 10'-0" high. The sign panel is 4'-0" high and contains the text "TYP. BE PARKING SIGN DETAILS" and "1-20". Below the sign panel is a smaller rectangular panel, 2'-0" high, which also contains the text "TYP. BE PARKING SIGN DETAILS" and "1-20". The drawing is labeled "Figure 1" and "Typical parking sign details".

[illegible][illegible][illegible]

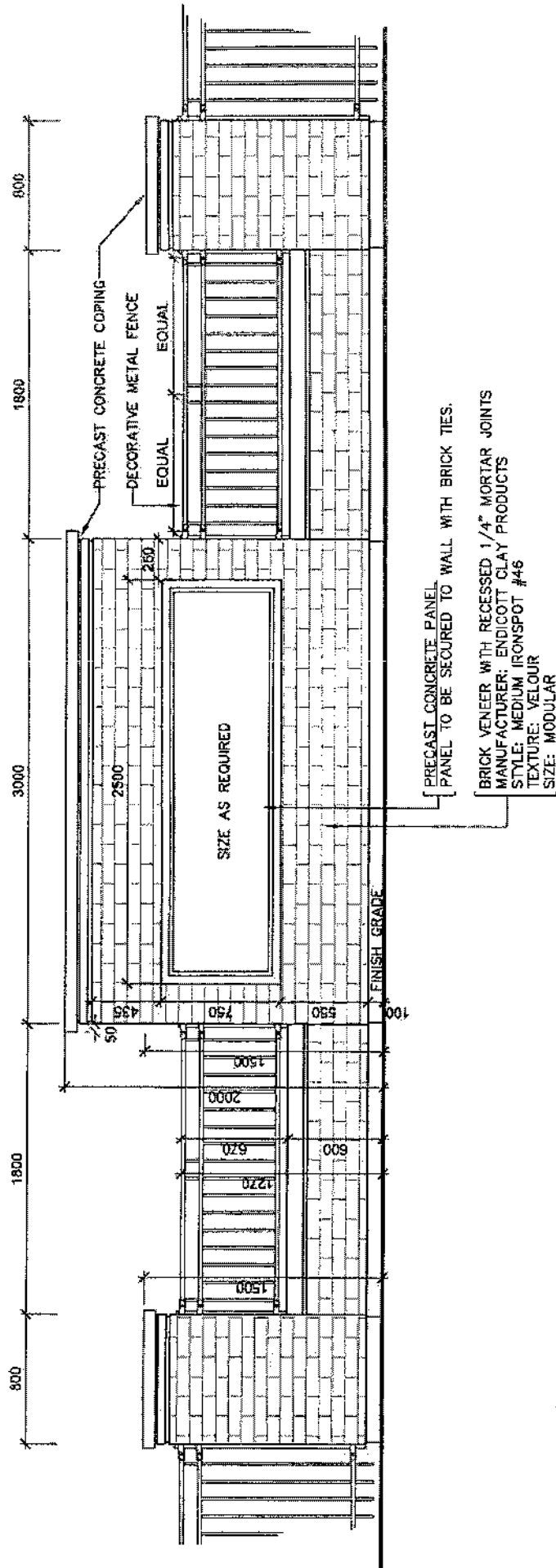
**CREDIT RIVER RETIRE**  
**175 ROUTE 60 E RD**  
**MISSISSAUGA, ON**



CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
MISSISSAUGA, ON  
A001.2

SIGN 1A

4.1 - 9

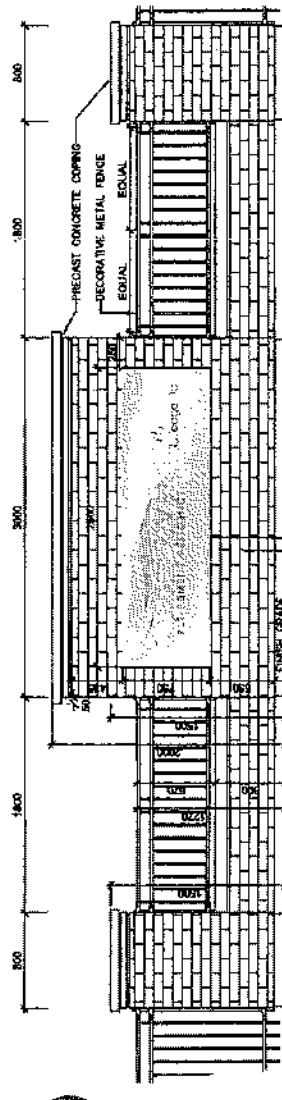


FRONT ELEVATION  
(SCALE 1/32)

4 MASONRY FEATURE WALL

1200

CREDIT RIVER RETIREMENT  
175 ROUTE 246 RD  
MUSKOGEE  
AUGUST 11, PRESENTATION 1A



PREPARED SIGN AREA  
= 2.5m x 0.75m  
= 1.88 m<sup>2</sup>

1 - 29" x 98" LED illuminated signboxes - 6" depth  
Gloss white Alupanel faces - non illuminated  
1/2" thickness push through acrylic letters - illuminated  
Translucent vinyl letter faces

**CREDIT RIVER**  
RETIREMENT RESIDENCE

175  
Rutledge Rd.



519 580-7149  
CanadaSign@rogers.com  
www.CanadaSign.ca  
172 Rolling Meadows Dr.  
Kitchener ON N2A 2H1

This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.

date: Dec. 09, 2015

Drawing approved as is  
With corrections

drawn by: **Darren Ouellette**

Signature

CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
KITCHENER, ON

A003.1 PRESENTATION 1A

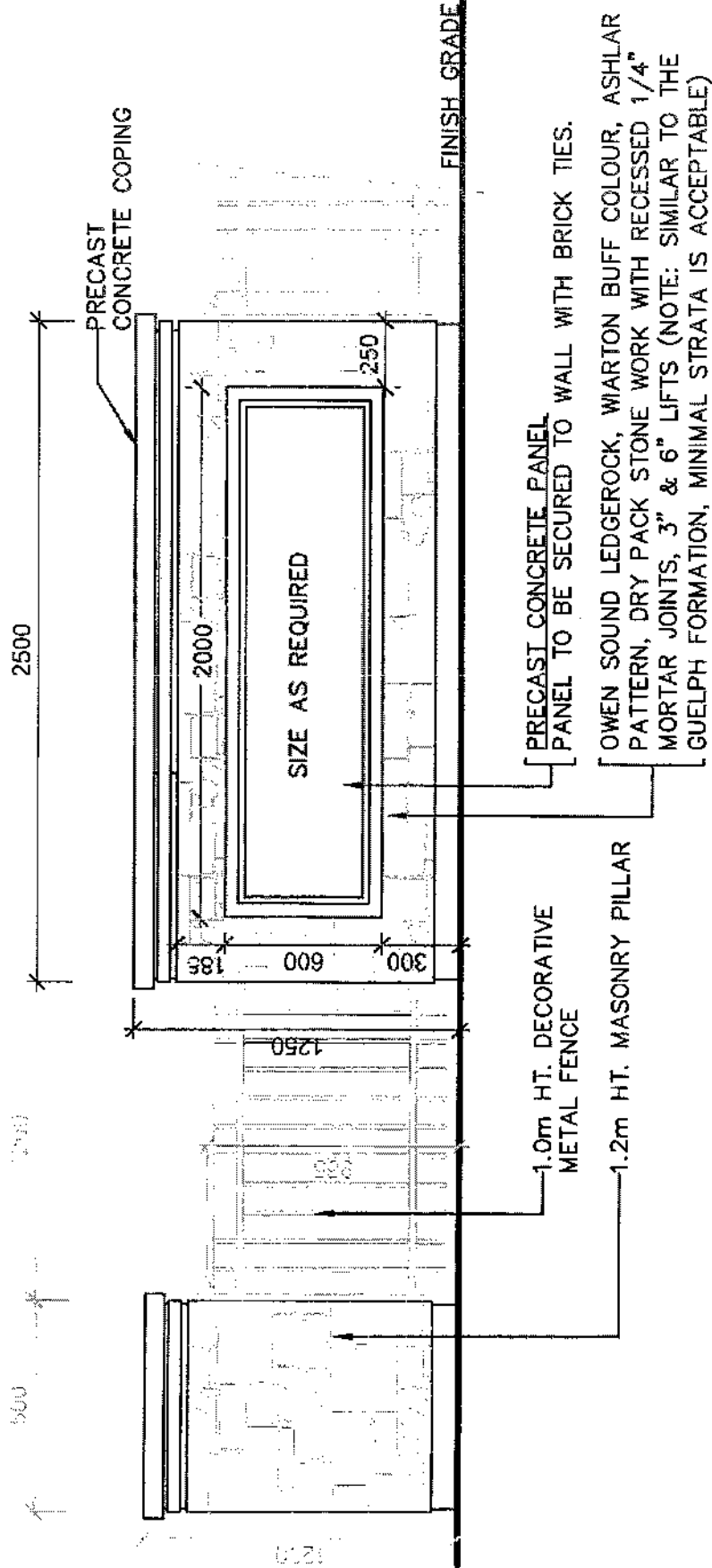


(BASED ON THE DL.....  
CONTAINED IN ZONING BY-LAW)



CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
MISSISSAUGA, ON  
A001.3

SIGNS 2A + 2B



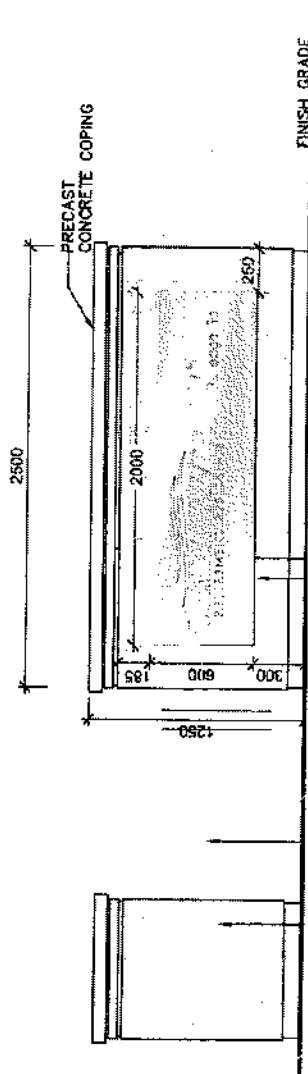
FRONT ELEVATION  
(SCALE 1:30)

1 MASONRY WALL (A)

L101

CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD

A003.21- PRESENTATION 2A



1 - 24" x 79" LED illuminated signboxes - 6" depth  
 Gloss white Alupanel faces - non illuminated  
 1/2" thickness push through acrylic letters - illuminated  
 Translucent vinyl letter faces

PROPOSED SIGN AREA  
 = 2.0m x 0.6m  
 = 1.2m<sup>2</sup>

**CREDIT RIVER**  
 RETIREMENT RESIDENCE

175  
 Rutledge Rd.

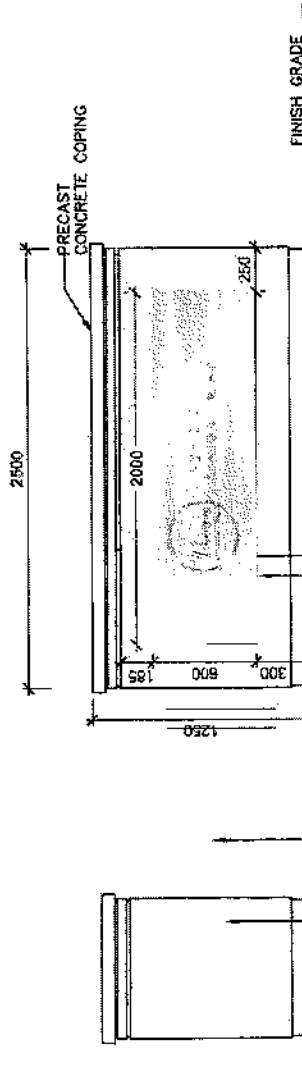
CREDIT RIVER RETIREMENT  
 175 RUTLEDGE RD  
 MISSISSAUGA, ON

A003.2 - PRESENTATION 2A

**CANADA SIGN**  
 great signs that work

519 590-7549  
 CanadaSigns.com  
 1371 Kipling Ave. Unit 10  
 Mississauga, ON L4X 1A1

This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.  
 date: Dec. 09, 2015  
 drawn by: **Darren Quellet**  
 Drawing approved as is  
 With corrections  
 Signature



*PROPOSED SIGN AREA*  
 $\approx 20m \times 0.6m$   
 $\approx 1.2m^2$

1 - 24" x 79" LED illuminated signboxes - 6" depth  
 Gloss white Alupanel faces - non illuminated  
 1/2" thickness push through acrylic letters - illuminated  
 Translucent vinyl letter faces



INSPIRED  
SENIOR LIVING

This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.

519 990-7599  
 CanadaSign@sigmas.com  
 www.canadasign.ca  
 17, Pelham Street  
 Richmond Hill, ON L4B 1N1



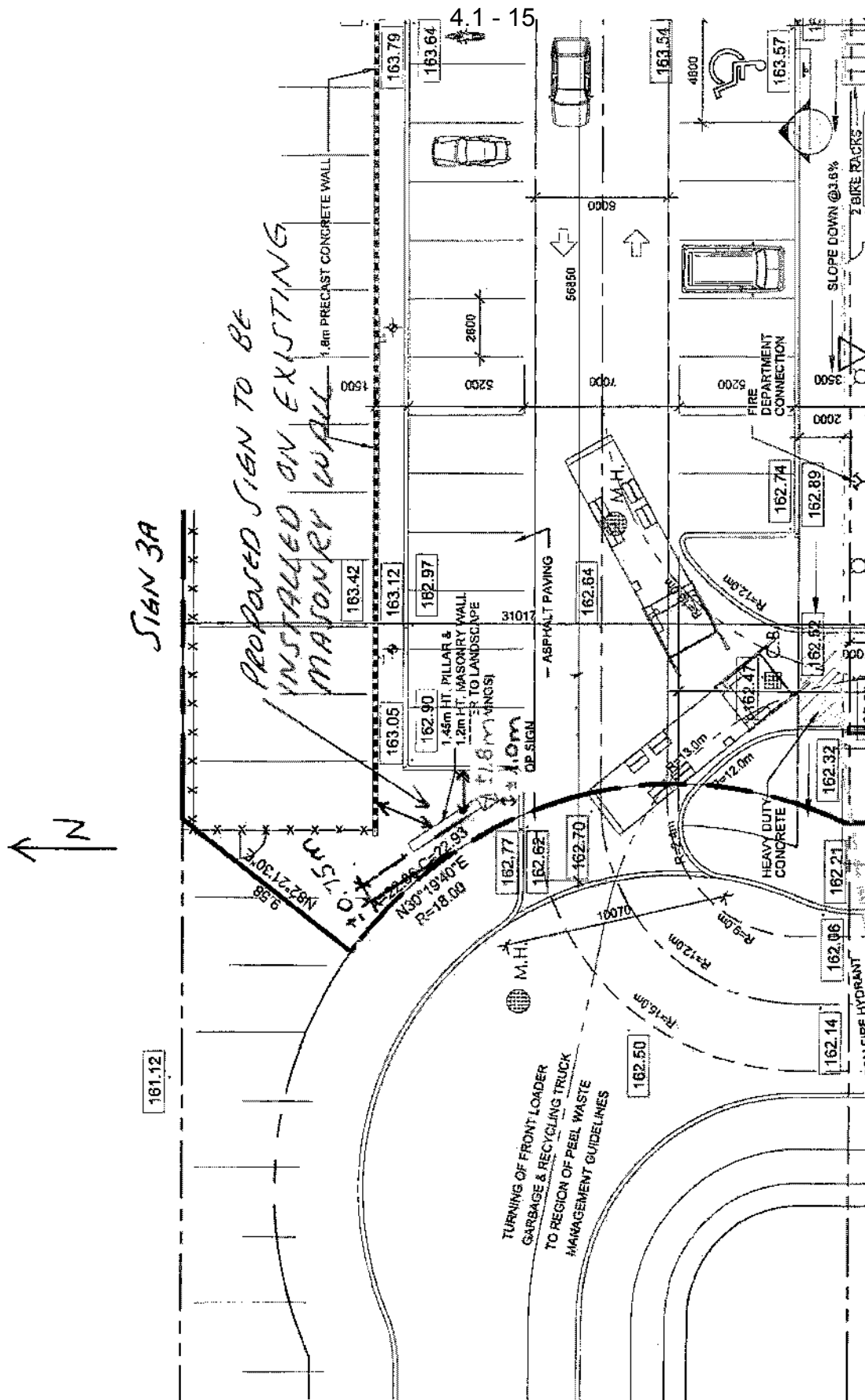
great signs that work

date: Dec. 09, 2015  
 drawn by: Darren Ouellette  
 Drawing approved as is  
 With corrections

Signature

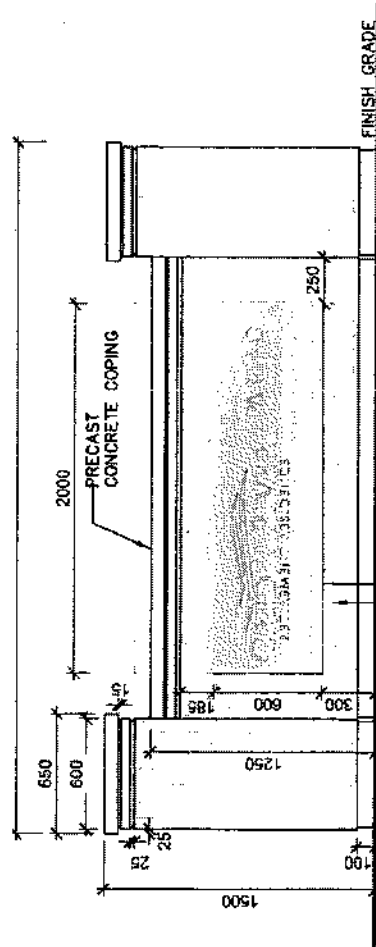
CREDIT RIVER RETIREMENT  
 175 RUTLEDGE RD  
 MISSISSAUGA, ON

A003.3 PRESENTATION 2B



CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
MISSISSAUGA, ON

A003.4- PRESENTATION.3A



1 - 24" x 79" LED illuminated signboxes - 6" depth  
Gloss white Alupanel faces - non illuminated  
1/2" thickness push through acrylic letters - illuminated  
Translucent vinyl letter faces

PROPOSED SIGN AREA  
= 2.0m x 0.6m  
= 1.2m<sup>2</sup>

CREDIT RIVER  
RETIREMENT RESIDENCE

PARKING →

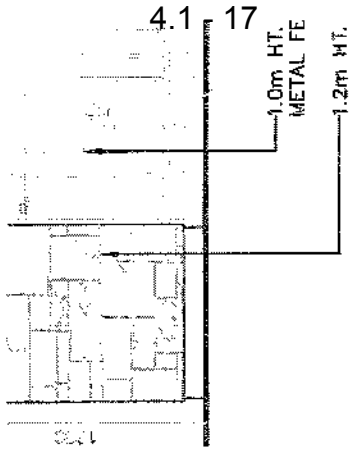
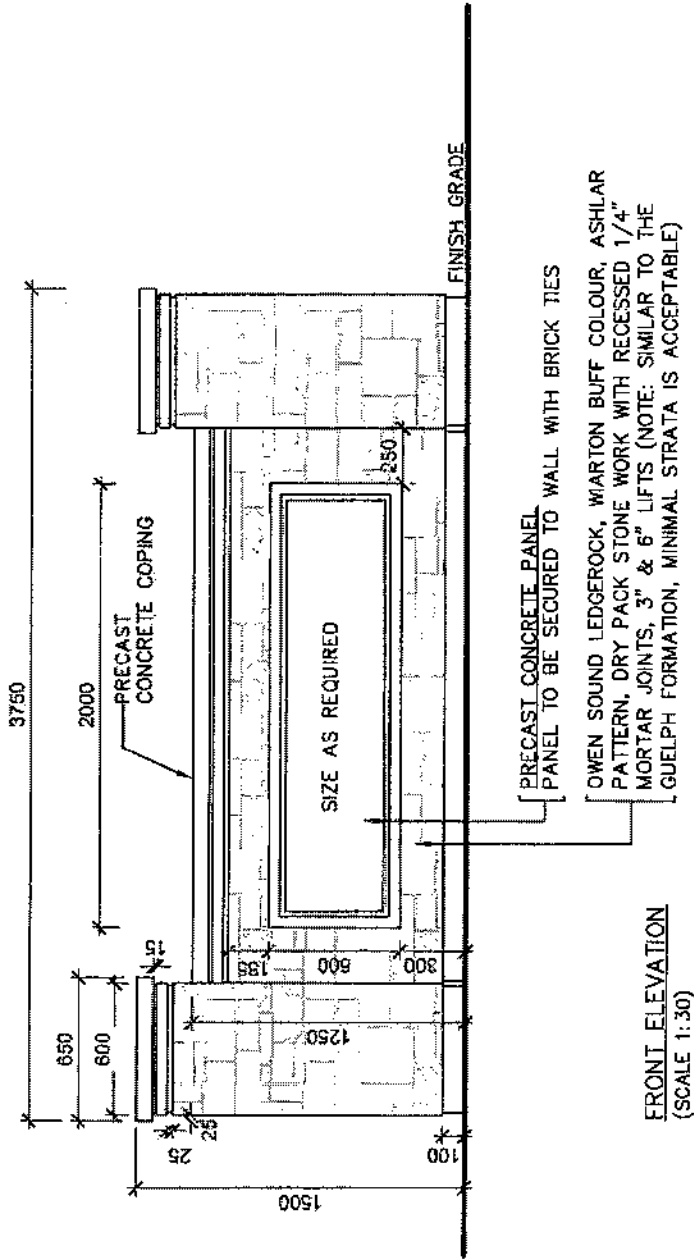
This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.

519-538-7248  
CanadaSign.com  
www.canadasign.ca  
171 Rolling Meadows Dr.  
Richmond Hill, ON L4B 1H1

date: Dec. 09, 2015  
drawing by: Darren Ouellette  
with corrections  
Signature

CANADA  
SIGN  
great signs that work

SIGN 3A



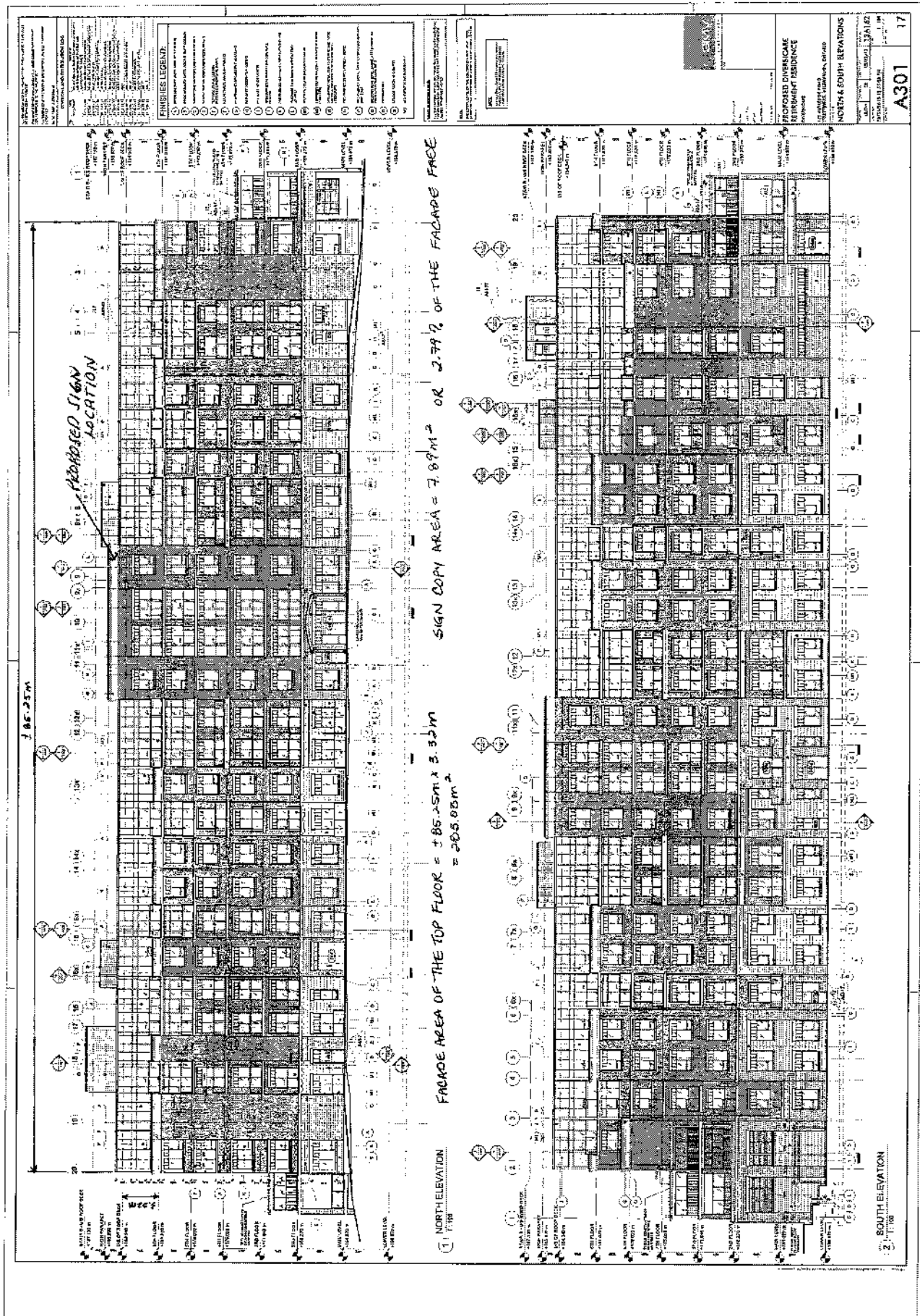
FRONT E  
(SCALE 1:30)

2 MASONRY WALL (B)

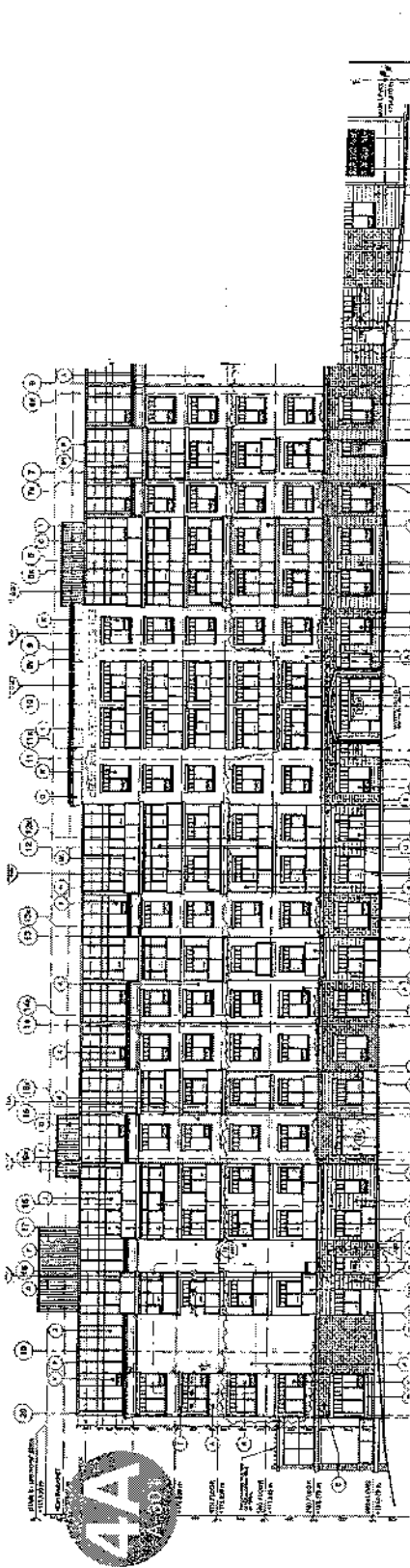
1  
L101

MASONRY WALL

CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
MISSISSAUGA, ON  
A003.44-PRESENTATION 3A.







$$AREA = (0.74m \times 3.88m) + (0.53m \times 9.32m) \\ = 2.95m^2 + 4.94m^2 \\ = 7.89m^2$$

Illuminated channel letter signage:  
Individual letters, LED 3 colour illumination  
Credit River Logo: 30" x 153"  
RETIREMENT RESIDENCE: 21" x 356"  
White faces, white illumination

± 13.2m



519 580-7549  
CanadaSign@progers.com  
www.canadasign.ca  
171 Rolling Meadows Dr.  
Michener ON N2N 2H1

This drawing is creative property of Canada Sign and may not be used or reproduced unless purchased.

date: Nov. 18, 2015

Drawing approved as is

drawn by: **Darren Ouellette**

With corrections

Signature

CREDIT RIVER RETIREMENT  
175 RUTLEDGE RD  
MISSISSAUGA, ON

A003.5 PRESENTATION 4A

City of Mississauga  
**Corporate Report**



<p>Date: April 12, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's file: H-OZ 15/002 W5</p>
	<p>Meeting date: 2016/05/02</p>

## Subject

### **RECOMMENDATION REPORT TO REMOVE AN "H" HOLDING SYMBOL (WARD 5)**

**Application to remove the "H" Holding Symbol to permit a two-storey dental supply office and warehouse building at 90 Skyway Drive, east side of Maritz Drive, south of Skyway Drive**

**Owner: Nowtash Holdings Ltd.**

**File: H-OZ 15/002 W5**

## Recommendation

That the Report dated April 12, 2016, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 15/002 W5, Nowtash Holdings Ltd., 90 Skyway Drive, east side of Maritz Drive, south of Skyway Drive, be adopted and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's consideration.

## Background

Appendices 1 and 2 identify the subject property in the context of the surrounding lands and the existing zoning.

On September 10, 2014, the rezoning application submitted by Derry-Ten Limited, under File OZ 13/002 W5, for the two blocks of land north and south of Skyway Drive, between Hurontario Street and Maritz Drive, was approved. City Council passed Zoning By-law 0242-2014 which zoned the portion of the lands fronting onto Hurontario Street **H-E1-28 (Employment – Exception)** and the remainder of the lands **H-E2-126 (Employment – Exception)**. In order to remove the "H" holding symbol from all or a portion of the lands, a number of conditions need to be fulfilled, including:

- the submission of technical plans, studies, executed agreements and
- the payment of required securities and fees to the satisfaction of the City and Region of Peel

On March 26, 2015, provisional consent was granted by the Committee of Adjustment to create the subject property, having an area of approximately 1.62 ha (4.00 acres), under File 'B' 12/15. As a condition of consent, public easements were registered to permit shared access and driveways with the adjacent lands in order to create an internal road system within the larger block.

The new owner of the subject property, Nowtash Holdings Ltd., has submitted an application to remove the "H" holding symbol from their property. This will allow for a two-storey dental supply office and warehouse building to be permitted on the subject property. The "H" holding symbol will remain on the balance of the lands rezoned by Derry-Ten Limited.

## Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of an "H" holding symbol. A formal public meeting is not required. However, notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

The conditions for removing the "H" holding symbol on the subject property will be fulfilled upon execution of the Development Agreement. This is anticipated to occur at the next Council meeting. This Agreement will guide the development of the property, including securing for the interim and final layout of the private mid-block driveways with public easements. The other "H" conditions have been fulfilled through the submission of outstanding technical plans and studies and the payment of required securities and fees.

The site development plans under File SP 15/047 W5 are considered acceptable for the purpose of removing the "H" holding symbol from the **H-E2-126** zoning on the subject property.

## Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, financial requirements of any other commenting agency must be met prior to development.

## Conclusion

The conditions to remove the "H" holding symbol are to be fulfilled through the execution of the Development Agreement, which is anticipated to be authorized at the next Council Meeting. This agreement must be completed prior to enactment of the By-law to remove the "H" holding symbol, and any delay in fulfilling the above requirement will result in the By-law being brought to a future Council meeting upon satisfaction of this condition.

## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Excerpt of Existing Zoning Map



---

Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Stephanie Segreti-Gray, Development Planner



1.2 4

LEGEND:

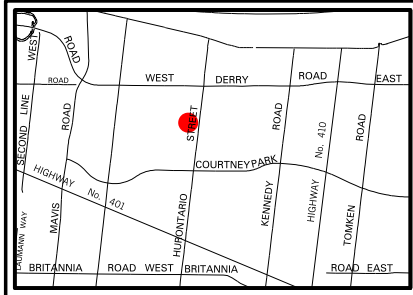


SUBJECT PROPERTY

DATE OF AERIAL IMAGERY: SPRING 2015



SUBJECT: **NOWTASH HOLDINGS LTD.**



FILE NO: H-OZ 15/002
DWG. NO: HOZ_15002-Aerial
SCALE: 1:8000
DATE: 2016/05/02
DRAWN BY: A.SHAH

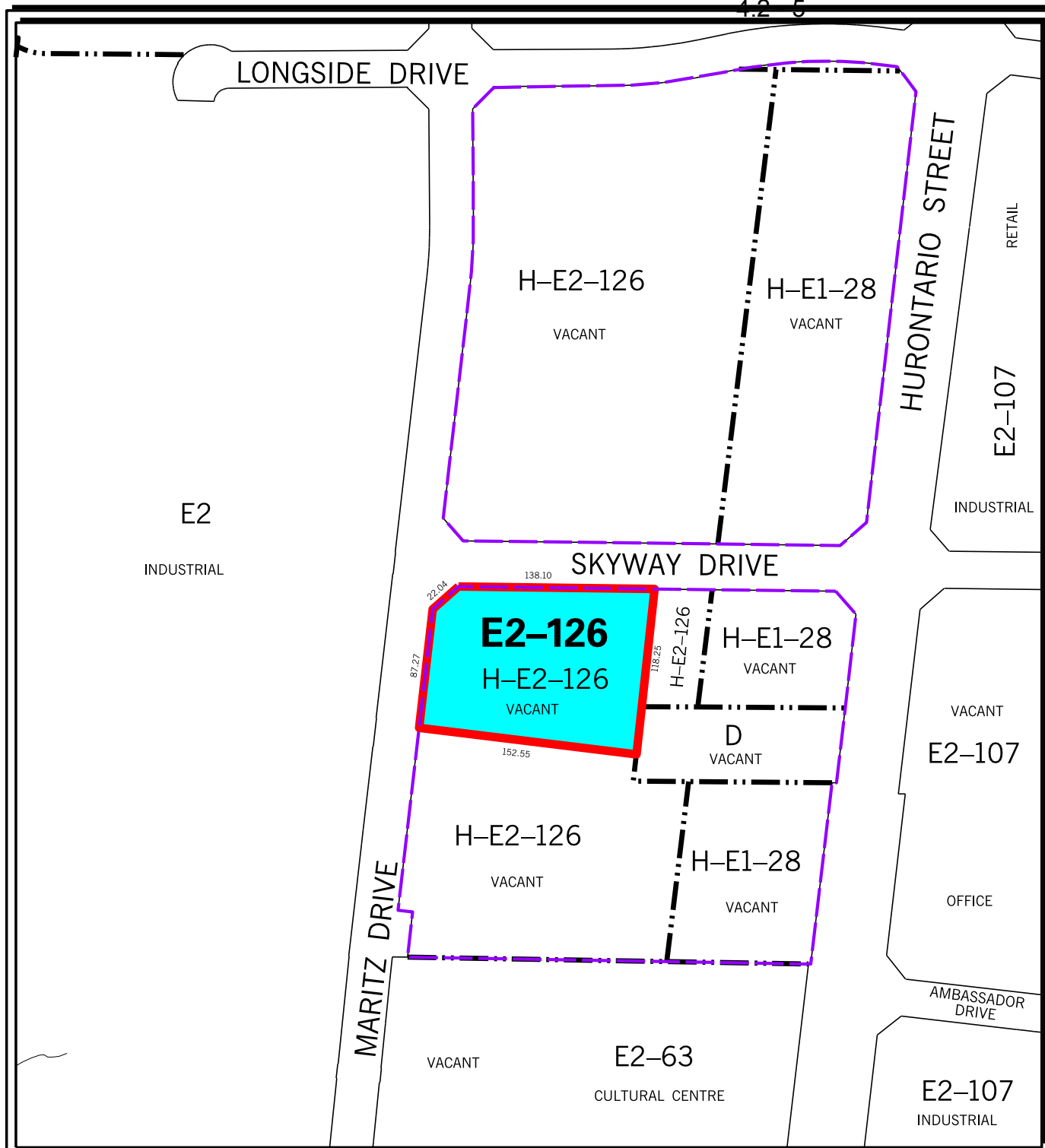


**MISSISSAUGA**



Produced by  
T&W, Geomatics

Appendix 1





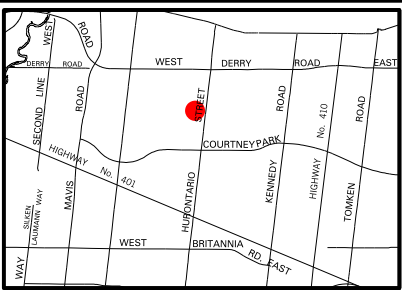
LEGEND:

-  PROPOSED REMOVAL OF THE "H" HOLDING SYMBOL FROM H-E2-126 TO E2-126
-  APPROVED DERRY-TEN LIMITED REZONING APPLICATION OZ 13/002 W5

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.  
THIS IS NOT A PLAN OF SURVEY.



SUBJECT:  
**NOWTASH HOLDINGS LTD.**



FILE NO:  
**HOZ 15/002**

DWG. NO:  
**HOZ\_15002-Rezoning**

SCALE:  
**1:4200**

DATE:  
**2016/05/02**

DRAWN BY:  
**A.SHAH**

Appendix 2

City of Mississauga

# Corporate Report



Date: April 12, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
OZ 14/008 W9 and  
T-M14002 W9

Meeting date:  
2016/05/02

## Subject

### RECOMMENDATION REPORT (WARD 9)

**Applications to permit 20 semi-detached homes and 1 detached home on a common element condominium road at 6532 and 6544 Winston Churchill Boulevard and Block 19 on Registered Plan 43M-932, West side of Winston Churchill Boulevard, south of Aquitaine Avenue**

**Owner: Ideal (WC) Developments Inc.**

**Files: OZ 14/008 W9 and T-M14002 W9**

## Recommendation

That the Report dated April 12, 2016, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 14/008 W9 and T-M14002 W9, Ideal (WC) Developments Inc., 6532 and 6544 Winston Churchill Boulevard and Block 19 on Registered Plan 43M-932, west side of Winston Churchill Boulevard, south of Aquitaine Avenue, be adopted in accordance with the following:

1. That the application to change the Zoning from **R1** (Detached Dwellings -Typical Lots) and **R5** (Detached Dwellings – Typical Lots) to **RM3-Exception** (Semi-Detached Dwellings on a CEC-Private Road - Exception) to permit 20 semi-detached homes and 1 detached home on a common element condominium road in accordance with the proposed revised zoning standards described in Appendix 5 of this report, be approved subject to the following conditions:
  - a. That the draft plan of subdivision be approved
  - b. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development
  - c. That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the

developer/applicant and the Peel District and Dufferin-Peel Catholic District School Boards not apply to the subject lands

- d. That in accordance with Council Resolution 160-91, that a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling not be required for dwellings on lots less than 12 m (39.4 ft.) of frontage for the subject development
2. That the Plan of Subdivision under file T-M14002 W9, be recommended for approval subject to the conditions contained in Appendix 7.
3. 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 36 months of the Council decision.

## Report Highlights

- Since the public meeting, the owner has purchased Block 19 on Registered Plan 43M-932, which is located to the north of the subject lands;
- The proposal has been revised to permit 20 semi-detached homes and 1 detached home with frontage on a common element condominium road;
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint and recommend that the applications be approved.

## Background

A public meeting was held by the Planning and Development Committee on June 8, 2015, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0036-2015 was then adopted by Council on June 24, 2015:

That the Report dated May 19, 2015, from the Commissioner of Planning and Building regarding the applications by Ideal (WC) Developments Inc. to permit 18 semi-detached and 2 detached homes on a private condominium road under files OZ 14/008 W9 and T-M14002 W9, at 6532 and 6544 Winston Churchill Boulevard and Block 19, Plan 43M-932, be received for information.

Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act*.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has modified the proposal as follows:



- Adjacent Block 19 on Registered Plan 43M-932, was acquired by the applicant and incorporated into the development proposal (Appendices 2 and 4) and draft plan of subdivision (Appendix 6). Block D on the draft plan of subdivision, which is a remnant portion of Block 19, is proposed to be conveyed to the neighbour at 6749 Ganymede Road
- The proposed common element condominium road that will connect Ganymede Road to Collista Court has been refined to meet City standards and to utilize a portion of Block 19
- A total of 21 residential units are now proposed, including 20 semi-detached homes and 1 single detached home. Two visitor parking spaces adjacent to Collista Court were removed. The remaining two visitor parking spaces were relocated which allowed for the proposed detached home on the east side of the site to be replaced with two semi-detached homes. With the addition of a portion of Block 19, a larger side yard setback is proposed for the abutting semi-detached home
- The hammerhead portion of Collista Court has been refined to meet City requirements
- The required noise attenuation fencing has been revised to meet noise mitigation requirements for the proposed homes that will back onto Winston Churchill Boulevard.

The revised concept plan and elevations are found in Appendices 2 and 3.

<b>Revised Development Proposal</b>		
Number of units:	20 semi-detached homes 1 detached home	
Height:	3 storeys / 10.7 m (35.1 ft.) maximum	
Lot Coverage:	29.9%	
Net Density:	36.6 units/ha (14.8 units/acre)	
Road Type:	Common element condominium - private road (CEC)	
Anticipated Population:	75.9* *average household sizes for all unit (by type) for the year 2011 (City average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking: Resident Spaces Visitor Spaces Total	Required: 42 5 47	Proposed: 64 2 66

## COMMUNITY COMMENTS

Two community meetings were held prior to the applications being submitted. No additional community meetings have been held since the Information Report was received by Council. The following is a summary of the concerns raised at the community meetings and public meeting:

### Comment

At the first community meeting, prior to application submission, residents had concerns with the amount of development initially proposed. This included townhouses, semi-detached and detached homes. There were also concerns about the loss of privacy due to the removal of existing trees.

### Response

The application includes only semi-detached and detached homes with fewer units than the initial proposal. Existing trees along the boundary of the subject lands, which are in good condition and not impacted by the proposal, are proposed to be preserved. New coniferous and deciduous trees are proposed to be planted along the proposed private road and the boundary of the subject lands.

### Comment

Residents expressed concerns with increased traffic and the potential loss of on-street parking on Collista Court.

### Response

The City's Transportation and Works Department have reviewed the submitted Transportation Assessment Letter and find it satisfactory. The proposed private road will increase connectivity between the cul-de-sac portions of Gannymede Road and Collista Court. This supports Mississauga Official Plan policies for increasing multi-modal connections to the surrounding neighbourhood. The driveways to all proposed homes are shown from the private condominium road, and therefore, the loss of on-street parking along Collista Court will be minimized.

### Comment

The owner of 6749 Gannymede Road is concerned about adjacent Block 19 being included in the development, as she has been maintaining the block since 1990 and wants the block to remain landscaped. There is also concern about drainage and grading impacts to her property if Block 19 is developed.

### Response

The applicant has been in discussions with the adjacent property owner regarding Block 19. The applicant will be conveying a portion of Block 19, shown as Block D on the proposed plan of subdivision (Appendix 6), to the adjacent owner to form part of her front and side yards. The revised grading plan proposes to maintain the existing grades on Block D. The balance of the block has been incorporated into the development and drainage will be contained on the development site.

## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

### Region of Peel

Comments updated March 24, 2016, confirm receipt of the applicant's revised Functional Servicing Report. In order to service the proposed development, the existing 150 mm (5.9 inch) diameter watermain on Collista Court and Ganymede Road must be extended in accordance with the Region's standards and specifications at the expense of the Developer. Curbside waste and recycling collection will be provided by the Region of Peel. The developer will be responsible for collection and disposal of waste until 90 per cent occupancy of the development has been reached.

Prior to execution of the Servicing Agreement, the Developer shall complete the Residential Development Charges Payment Form and pay Regional development charges for hard services. Provision shall be made in the Servicing Agreement with respect to payment to the Region for appropriate development charges for soft services.

### City Transportation and Works Department

Comments updated March 24, 2016, confirm receipt of the applicant's updated Grading and Servicing Plans, which demonstrate an acceptable storm sewer system and a self-contained site. The Functional Servicing Report, revised October 2015, by Masongsong Associates Engineering Ltd. has analysed the storm sewer outlet proposed for the subject development and confirmed that capacity is available to accommodate the proposal. The Noise Impact Study and Addendum was prepared by J.E. Coulter Associates Ltd. It confirmed that compliance with the City/Ministry of Environment and Climate Change (MOECC) Guidelines will be achieved within the rear yard outdoor living areas by installing a 3 m (9.84 ft.) high noise wall on City property along Winston Churchill Boulevard. The Transportation and Works Department has reviewed the applicant's proposed site operations, including access design and pedestrian connectivity. The future traffic volumes generated by the subject lands can be accommodated within the existing road network. The existing pedestrian connection from Winston Churchill Boulevard to Collista Court is to be maintained.

In the event this application is approved by Council, prior to registration, the applicant will be required to enter into Servicing and Development Agreements with the City for the construction of the required municipal works and implementation of the conditions of development/draft plan approval. Site specific details will be addressed through the processing of the Site Plan application.

## PLANNING COMMENTS

### Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of

infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas." It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The proposed development adequately takes into account the existing neighbourhood context and provides an appropriate transition of built form to adjacent areas.

### Official Plan

The subject lands are designated **Residential Low Density II**, which permits detached and semi-detached homes. The applications conform with the land use designation and no Official Plan Amendment is proposed.

### Zoning

The proposed **RM3-Exception** zone is appropriate to accommodate the proposal for 20 semi-detached homes and 1 detached home on a common element condominium road (Appendix 4). Block D on the draft plan of subdivision is proposed to be conveyed to the neighbour and will retain the **R5** zoning. The proposed rezoning conforms with Mississauga Official Plan and the revised zoning standards proposed are described in Appendix 5.

Each proposed semi-detached home will provide 3 parking spaces and the proposed detached home will provide 4 parking spaces, whereas the Zoning By-law requirement is 2 parking spaces per dwelling. Therefore, it is recommended that Council Resolution 160-91 not apply in this instance, as additional on-site parking and two separate visitor parking spaces are proposed.

### Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval. A site plan application has been submitted for the proposed development under file SP 15/117 W9. While the applicant has worked with City departments to address many site plan related issues through review of the concept plan, further revisions to the site plan will be needed to address matters related to green development initiatives, landscaping, grading and architectural elements.

### Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Driveways constructed of permeable pavers

- Increased size of storm sewers to accommodate additional stormwater storage on site
- Increased soil depths to support improved landscaping

**Draft Plan of Subdivision**

The revised draft plan of subdivision in Appendix 6 was reviewed by City Departments and agencies and is acceptable. Development will be subject to the completion of City and agency conditions and registration of the plan.

**Financial Impact**

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met prior to development.

**Conclusion**

The proposed Rezoning and Draft Plan of Subdivision are acceptable from a planning standpoint and should be approved once all the conditions have been met, for the following reasons:

1. The proposed detached and semi-detached homes are compatible with the surrounding land uses and the private road will increase connectivity between the cul-de-sac portions of Ganymede Road and Collista Court.
2. The proposed zoning standards are appropriate to accommodate the requested uses based on the general site design.

**Attachments**

Appendix 1: Information Report  
Appendix 2: Revised Concept Site Plan  
Appendix 3: Revised Elevations  
Appendix 4: Revised Zoning Map  
Appendix 5: Revised Zoning Standards  
Appendix 6: Revised Draft Plan of Subdivision  
Appendix 7: City Draft Plan of Subdivision Conditions



---

Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Stephanie Segreti-Gray, Development Planner

3-1



# Corporate Report

Clerk's Files

Originator's

 Files OZ 14/008 W9  
 T-M14002 W9

**DATE:** May 19, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 8, 2015

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** Application to permit 18 semi-detached homes and  
2 detached homes on a private condominium road  
6532 and 6544 Winston Churchill Boulevard and Block 19 on  
Registered Plan 43M-932  
West side of Winston Churchill Boulevard,  
south of Aquitaine Avenue, north of Battleford Road  
Owners: Ideal (WC) Developments Inc.

Public Meeting/Information Report

Ward 9

**RECOMMENDATION:** That the Report dated May 19, 2015, from the Commissioner of Planning and Building regarding the applications by Ideal (WC) Developments Inc. to permit 18 semi-detached and 2 detached homes on a private condominium road under files OZ 14/008 W9 and T-M14002 W9, at 6532 and 6544 Winston Churchill Boulevard and Block 19, Plan 43M-932, be received for information.

## REPORT HIGHLIGHTS:

- This report has been prepared for a public meeting to hear from the community.
- The project requires a rezoning and a plan of subdivision.
- Community concerns identified to date relate to increased traffic, on-street parking and the loss of privacy due to the removal of existing trees on the subject lands.
- City staff recommends that an abutting remnant block be

3-2

Files: OZ 14/008 W9

T-M14002 W9

May 19, 2015

Planning and Development Committee

- 2 -

rezoned to facilitate its incorporation into the proposed development if approved.

- Prior to the next report, matters to be addressed include: tree preservation; traffic and site access details; pedestrian connections; storm water servicing design; acoustical mitigation; ownership of an abutting remnant block; and environmental site assessment.

**BACKGROUND:**

The applications have been circulated for technical comments and two community meetings have been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

**COMMENTS:****THE PROPERTY AND THE NEIGHBOURHOOD**

Size and Use	
Frontages:	86.1 m (282.5 ft.) – Winston Churchill Boulevard 72.1 m (236.5 ft.) – Collista Court
Gross Lot Area:	0.58 ha (1.4 ac.) Including Block 19 Plan 43M-932: 0.59 ha (1.5 ac.)
Existing Uses:	Two detached homes fronting onto Winston Churchill Boulevard

The site is located within the Meadowvale Neighbourhood which is a mature, stable and mixed use community. The Meadowvale Town Centre, located east of the site, provides a range of services for the community. The housing stock in the immediate area includes detached homes and townhouses.

There is a small parcel of land abutting the subject lands to the north (Block 19, Registered Plan 43M-932) that is held in escrow by the City (see Appendix I-5). The block is being held by the City to ensure that the block is developed in conjunction with the adjacent lands to the south, being the subject lands. Ideal (WC) Developments Inc. is in the process of acquiring this parcel from the federal government which now has authority over the parcel



3-3

Files: OZ 14/008 W9  
T-M14002 W9  
May 19, 2015

Planning and Development Committee - 3 -

since the dissolution of the original development company. Once acquired, the developer intends to incorporate this block into their proposal. Planning Staff recommend that the appropriate zoning of this block be considered at the same time as the subject property zone so that it can be incorporated into this development proposal when purchased by the applicant. The Draft Plan of Subdivision application will also need to be amended accordingly.

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Detached homes and townhouses  
East: Meadowvale Town Centre and motor vehicle service station and repair facility (Master Mechanic)  
South: Detached homes  
West: Detached homes

### DETAILS OF THE PROJECT

The proposal is to permit 18 semi-detached homes and 2 detached homes on a private condominium road.

Development Proposal	
Applications submitted:	Received: November 24, 2014 Deemed complete: December 8, 2014
Developer Owner/Applicant:	Ideal (WC) Developments Inc./ IBI Group
Number of units:	18 semi-detached homes 2 detached homes
Height:	3 storeys / 10.7 m (35.1 ft.)
Lot Coverage:	27.8 % Including Block 19, Plan 43M-932: 27.1%
Net Density:	34.5 units/ha (14.0 units/acre) Including Block 19, Plan 43M-932: 33.9 units/ha (13.7 units/acre)



3-4

Files: OZ 14/008 W9

T-M14002 W9

May 19, 2015

Planning and Development Committee

- 4 -

<b>Development Proposal</b>		
Road type:	Common element condominium-private road (CEC)	
Anticipated Population:	72.6* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
<u>Parking</u>	<u>Required</u>	<u>Proposed</u>
Resident spaces	40	60
Visitor spaces	5	4
Total	45	64

Additional information is provided in Appendices I-1 to I-11.

## LAND USE CONTROLS

The property is located in the Meadowvale Neighbourhood Character Area, and is designated **Residential Low Density II** which permits detached and semi-detached homes (see Appendix I-3).

The applications conform with the land use designation and no Official Plan Amendment is proposed.

A rezoning is proposed from **R1** (Detached Dwelling-Typical Lots) and **R5** (Detached Dwelling-Typical Lots) to **RM3-Exception** (Semi-Detached Dwellings on a CEC- Private Road - Exception) to permit 18 semi-detached homes and 2 detached homes on a private condominium road in accordance with the proposed zone standards contained within Appendix I-10.

A draft plan of subdivision is required in order to create blocks on a registered plan to allow for the draft plan of condominium.

## WHAT DID THE COMMUNITY SAY?

Two community meetings were held by Ward 9 Councillor, Pat Saito, on March 26 and June 3, 2014.

3-5

Files: OZ 14/008 W9

T-M14002 W9

May 19, 2015

Planning and Development Committee

- 5 -

Issues raised by the community are discussed below. They will be addressed along with any new issues raised at the public meeting in the Recommendation Report, which will come at a later date.

At the first community meeting, a number of residents had concerns with the initial development proposal that showed a combination of townhouses, semi-detached and detached homes with net densities between 39.7 to 43.1 units/ha (16.0 to 17.4 units/ac.). At the second community meeting, the applicant presented a proposal for 22 semi-detached homes with a net density of 37.9 units/ha (15.4 units/ac.). The proposal presented at the second community meeting is similar to the layout of the proposal submitted for approval (see Appendix I-6).

A number of residents expressed concerns with increased traffic, loss of privacy due to the removal of existing trees and the potential loss of on-street parking along Collista Court.

#### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Tree Preservation
- Increased traffic and site access details
- Pedestrian connections to Winston Churchill Boulevard
- Storm water servicing design
- Noise mitigation
- Acquisition of remnant block to the north

#### **OTHER INFORMATION**

Ideal (WC) Developments Inc. have submitted a number of studies and reports in support of the applications. The list is below and the studies are available for review.

3-6

Files: OZ 14/008 W9  
T-M14002 W9  
May 19, 2015

Planning and Development Committee

- 6 -

- Concept Plan
- Draft Plan of Subdivision
- Grading and Servicing Plan
- Planning Rationale Report
- Tree Preservation Report
- Noise Attenuation Study
- Transportation Assessment Letter
- Functional Servicing and Stormwater Report

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm water management, which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plans of subdivision and condominium and the site plan application.

### **FINANCIAL IMPACT:**

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

### **CONCLUSION:**

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

### **ATTACHMENTS:**

Appendix I-1: Site History  
Appendix I-2: Aerial Photograph  
Appendix I-3: Mississauga Official Plan Land Use Map  
Appendix I-4: Existing and Proposed Zoning Map  
Appendix I-5: Draft Plan of Subdivision  
Appendix I-6: Concept Plan  
Appendix I-7: Elevation  
Appendix I-8: Agency Comments  
Appendix I-9: School Accommodation



3-7

Files: OZ 14/008 W9  
T-M14002 W9  
May 19, 2015

Planning and Development Committee - 7 -

Appendix I-10: Summary of Existing and Proposed Zoning  
Provisions

Appendix I-11: General Context Map

  
\_\_\_\_\_  
Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Mila Yeung, Development Planner*

3-8

**Ideal (WC) Developments Inc.****Files: OZ 14/008 W9  
T-M14002 W9****Site History**

- July 31, 1989 – Plan 43M-932 was registered including Block 19 which is held in escrow by the City to ensure that the block is developed in conjunction with the lands to the south.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for Meadowvale District which designated the subject lands "Residential Low Density II".
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands "R1" (Detached Dwelling-Typical Lots) and "R5" (Detached Dwelling-Typical Lots).
- November 14, 2012 – Mississauga Official Plan came into force designating the subject lands "Residential Low Density II" in the Meadowvale Neighbourhood Character Area.



LEGEND:  SUBJECT LANDS

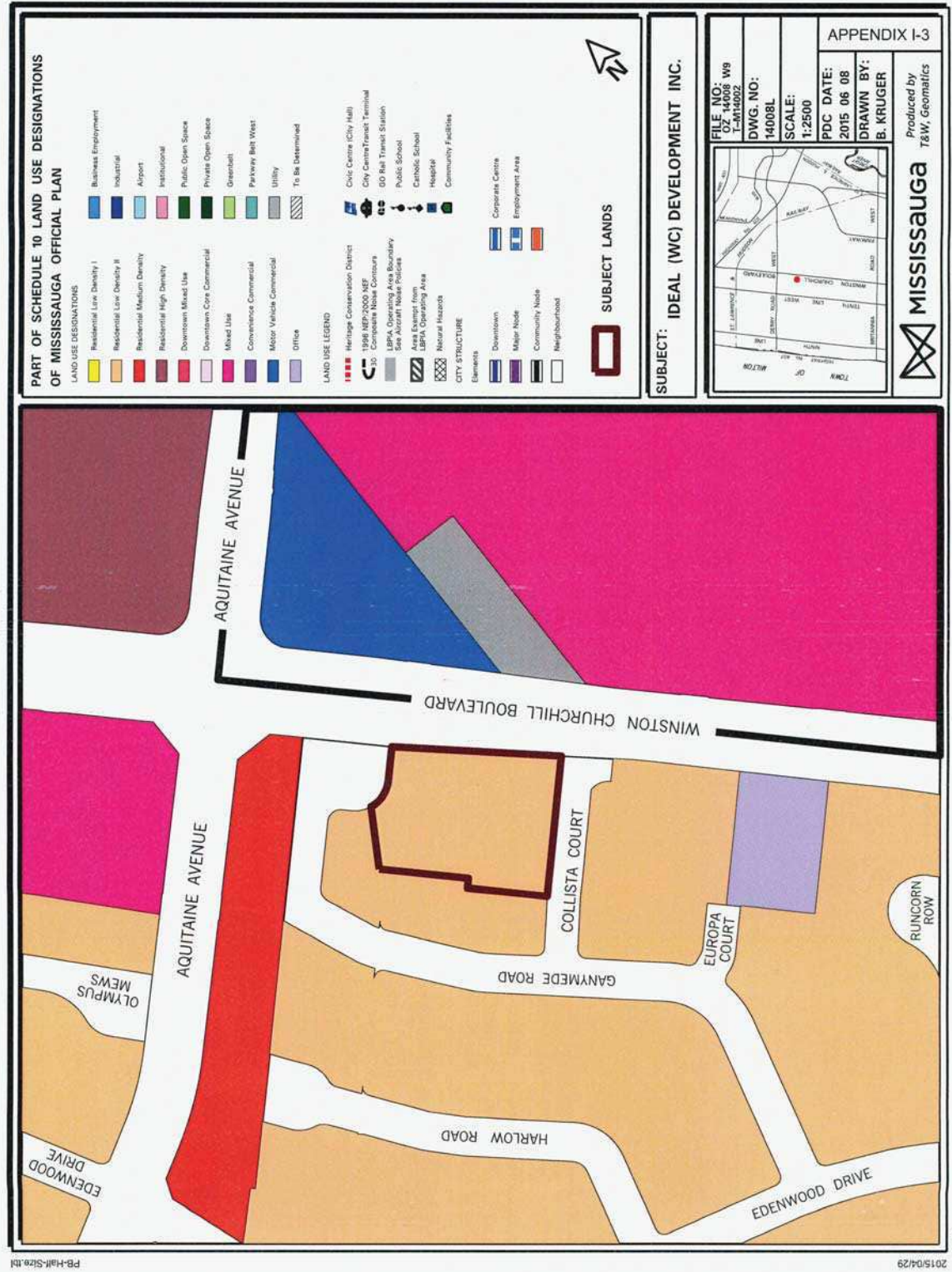
NOTE: DATE OF AERIAL PHOTO - SPRING 2014

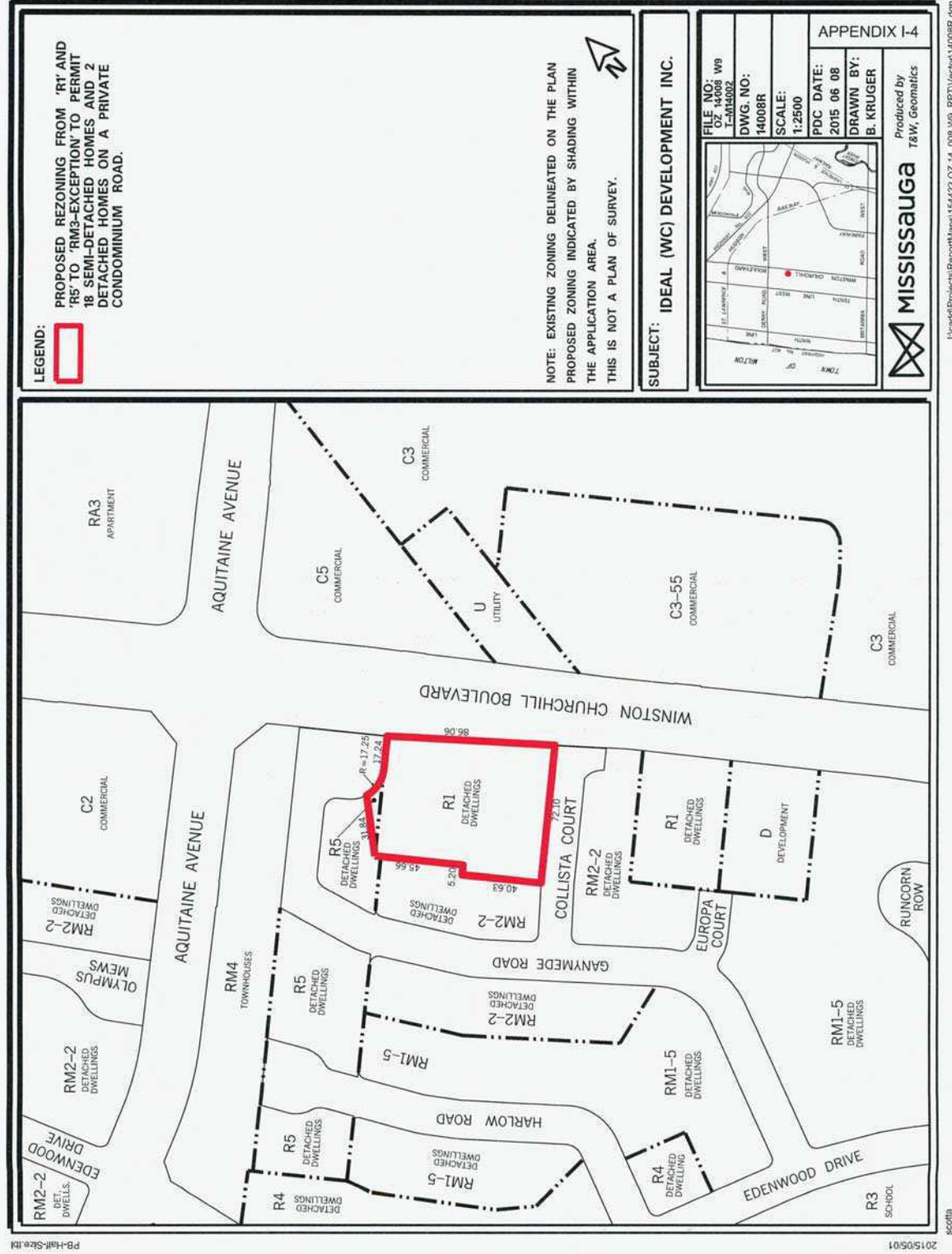
SUBJECT: IDEAL (WC) DEVELOPMENT INC.

<p>FILE NO: OZ 14008 WB T-M14002</p>		<p>DWG. NO: 14008A</p>		<p>SCALE: 1:2500</p>		<p>PDC DATE: 2015 06 08</p>		<p>DRAWN BY: B. KRUGER</p>	
<p>TOWN OF MILTON</p>		<p>WILSON ROAD</p>		<p>ST. LAWRENCE AVENUE</p>		<p>WILSON ROAD</p>		<p>WILSON ROAD</p>	
<p>APPENDIX I-2</p>									
<p>Produced by T&amp;W, Geomatics</p>									

 **MISSISSAUGA**



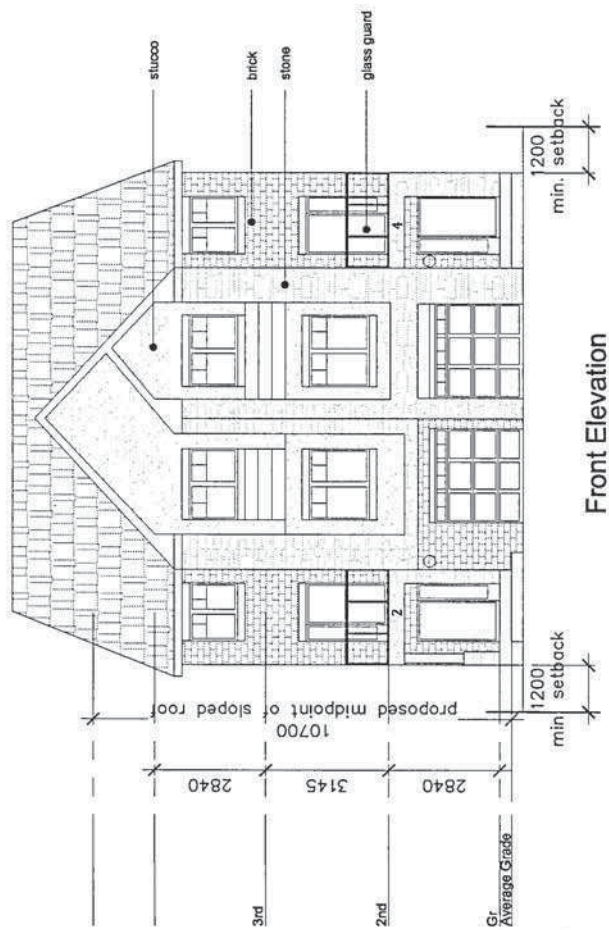
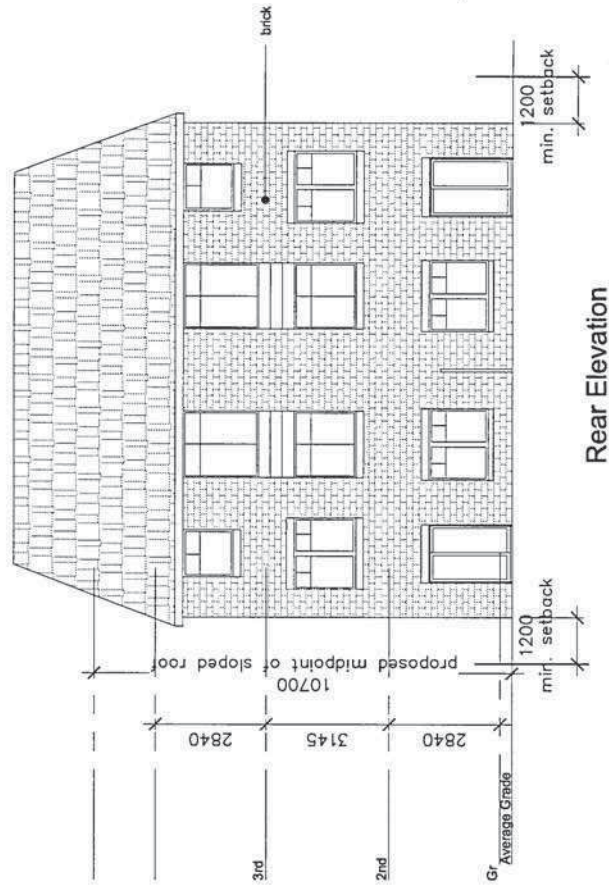














Ideal (WC) Developments Inc.

Files: OZ 14/008 W9  
T-M14002 W9**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (January 30, 2015)	Regional staff have reviewed the Functional Servicing Report (FSR) and have requested a revised FSR to clarify some outstanding issues. The developer is responsible for the removal of existing services and the extension of the existing watermain both on Collista Court and Ganymede Road in accordance with the Region's standards. Curbside garbage, recyclable materials, household organics and yard waste collection will be provided by the Region of Peel. The developer will be responsible for collection and disposal of waste until 90 per cent occupancy of the development has been reached.
Dufferin-Peel Catholic District School Board (January 27, 2015) and the Peel District School Board (January 6, 2015)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require conditions to be added to the Servicing and Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (February 12, 2015)	<p>In comments dated February 12, 2015, this Department indicated that Eden Woods (P-207), zoned OS1 and G2, is located 400 m (1,312 ft.) from the property. Lake Aquitaine Park (P-102), zoned OS2 and G1, is located 600 m (1,969 ft.) from the property. Meadowvale Community Centre is also located within Lake Aquitaine Park.</p> <p>Prior to the approval of the Servicing and/or Development Agreements, street tree contributions will be required for</p>

Ideal (WC) Developments Inc.

Files: OZ 14/008 W9  
T-M14002 W9

Agency / Comment Date	Comment
	<p>Collista Court, Winston Churchill Boulevard and Ganymede Road.</p> <p>Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (March 3, 2015)	<p>Fire and Emergency Services have no concerns; emergency response time to the site and water supply available are acceptable.</p>
City Transportation and Works Department (April 7, 2015)	<p>In comments dated April 7, 2015, this Department confirmed receipt of the Draft Plan of Subdivision, Alternative Concept Plans, Functional Servicing Report, Stormwater Management Report, Site Grading/Servicing Plans, Noise Impact Feasibility Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the Department include:</p> <ul style="list-style-type: none"><li>• Traffic implications and site access details</li><li>• Pedestrian connections</li><li>• Stormwater servicing design</li><li>• Acoustic mitigation</li><li>• Environmental Site Assessment</li><li>• Acquisition of additional land to the north</li><li>• Compliance with City condominium standards</li></ul> <p>These outstanding issues will be addressed in detail prior to the Recommendation Report.</p>

Ideal (WC) Developments Inc.

Files: OZ 14/008 W9  
T-M14002 W9

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Trillium Health Partners Mississauga Transit Canada Post Enbridge Gas Distribution Inc. Bell Canada Rogers Cable Enersource Hydro Mississauga GTAA</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Realty Services Peel Region Police City Community Services Department – Cultural Division TransCanada Pipelines Ltd.</p>



Ideal (WC) Developments Inc.

Files: OZ 14/008 W9  
T-M14002 W9

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield:               <ul style="list-style-type: none"> <li>5 Kindergarten to Grade 6</li> <li>2 Grade 7 to Grade 8</li> <li>3 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation:               <ul style="list-style-type: none"> <li>Miller's Grove Public School                   <ul style="list-style-type: none"> <li>Enrolment: 193</li> <li>Capacity: 309</li> <li>Portables: 0</li> </ul> </li> <li>Edenwood Middle School                   <ul style="list-style-type: none"> <li>Enrolment: 488</li> <li>Capacity: 504</li> <li>Portables: 2</li> </ul> </li> <li>Meadowvale Secondary School                   <ul style="list-style-type: none"> <li>Enrolment: 1220</li> <li>Capacity: 1497</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield:               <ul style="list-style-type: none"> <li>1 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation:               <ul style="list-style-type: none"> <li>St. John of the Cross                   <ul style="list-style-type: none"> <li>Enrolment: 266</li> <li>Capacity: 185</li> <li>Portables: 0</li> </ul> </li> <li>Our Lady of Mount Carmel                   <ul style="list-style-type: none"> <li>Enrolment: 1734</li> <li>Capacity: 1320</li> <li>Portables: 16</li> </ul> </li> </ul> </li> </ul>

3-19

Ideal (WC) Developments Inc.

Files: OZ 14/008 W9

T-M14002 W9

**Summary of Existing Zoning By-law Provisions  
Proposed Zoning Standards**

<b>Zone Standards</b>	<b>Existing R1 Zoning Standards</b>	<b>Required RM3 Zoning By-law Standards</b>	<b>Proposed RM3- Exception Zoning By- law Standards</b>
Permitted Uses	Detached Dwelling	Semi-Detached Dwelling on a CEC- private road	Detached Dwelling on a CEC-private road  Semi-Detached Dwelling on a CEC- private road
Minimum unattached side yard	1.8 m (6.0 ft.) on one side of the lot and 4.2 m (13.7 ft.) on the other side	0.9 m (3.0 ft.)	1.2 m (3.9 ft.)
Minimum exterior side yard – Lot with an exterior side lot line abutting a CEC-private road	n/a	4.5 m (14.8 ft.)	2.7 m (8.9 ft.)
Minimum setback of a semi-detached dwelling on a CEC- visitor parking space	n/a	3.3 m (10.8 ft.)	3.0 m (9.8 ft.)
Minimum setback of a semi-detached dwelling to a CEC- amenity area	n/a	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Minimum resident parking space per dwelling unit	2	2	3
Minimum visitor parking space per dwelling unit	n/a	0.25	0.20



3-20

Ideal (WC) Developments Inc.

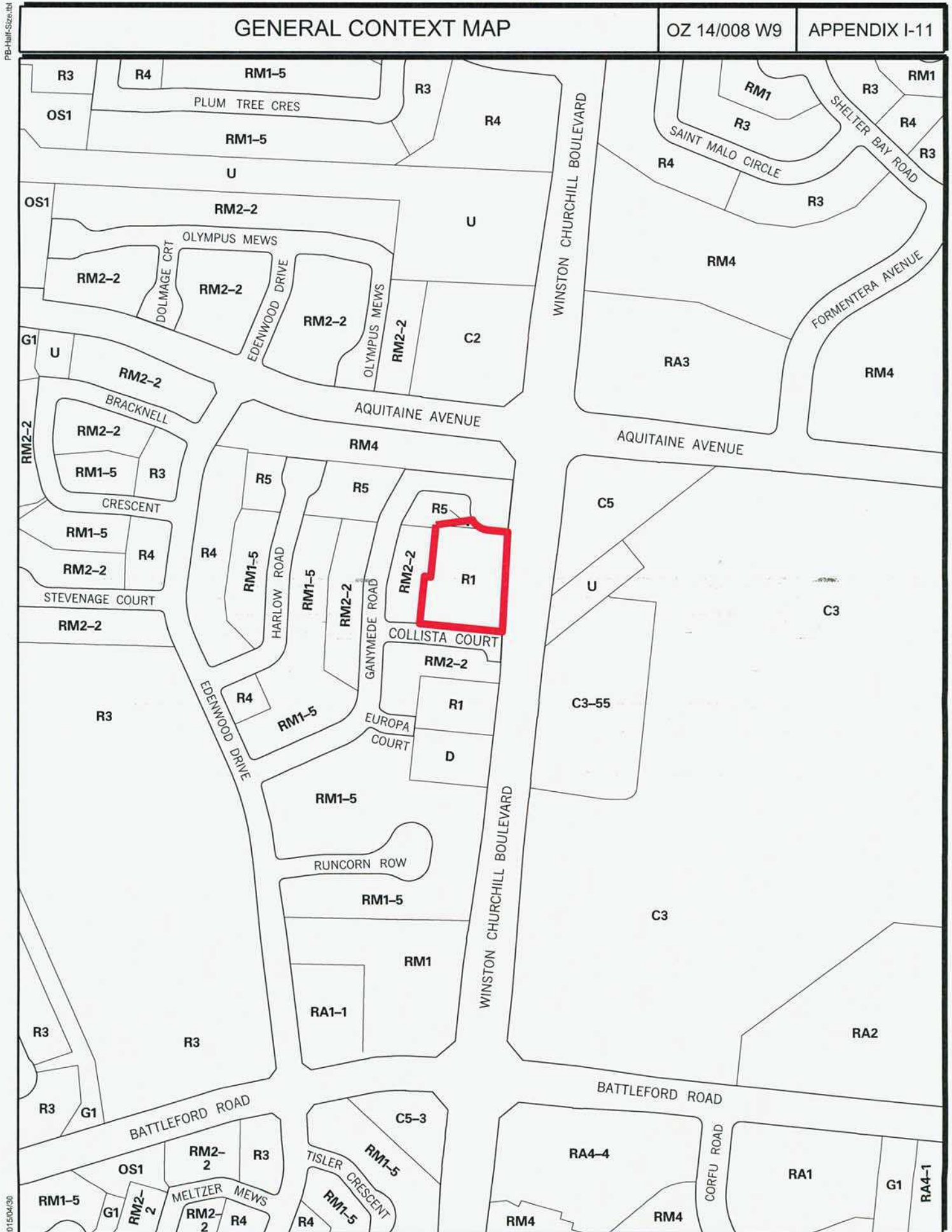
Files: OZ 14/008 W9

T-M14002 W9

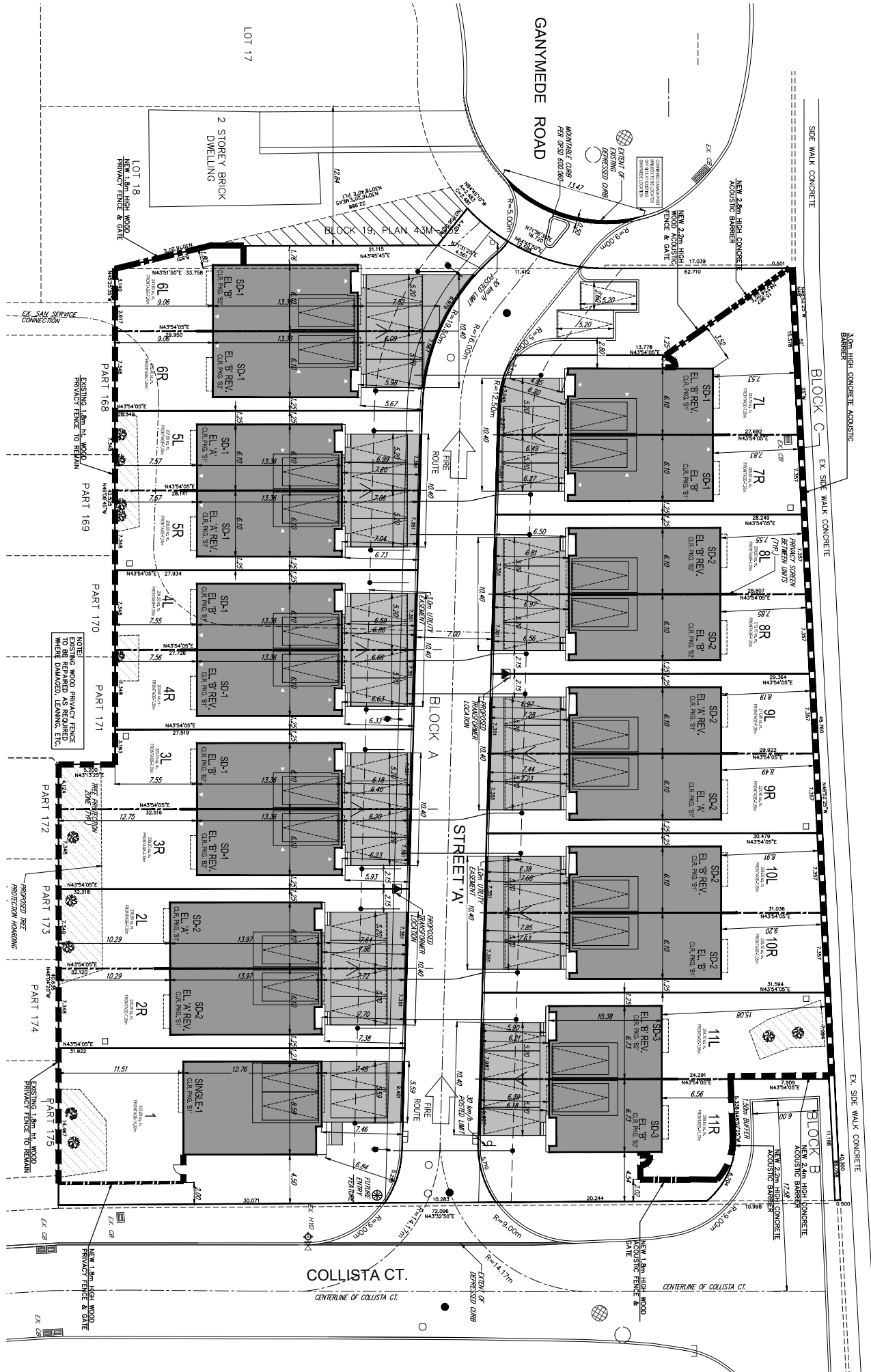
Zone Standards	Existing R1 Zoning Standards	Required RM3 Zoning By-law Standards	Proposed RM3-Exception Zoning By-law Standards
Maximum driveway width	Width of garage door opening (s) plus 2.0 m (6.6 ft.) up to a maximum of 8.5 m (27.9 ft.); if no garage door then a maximum width of 6.0 m (19.7 ft.)	4.3 m (14.1 ft.)	5.2 m (17.1 ft.)

3-21

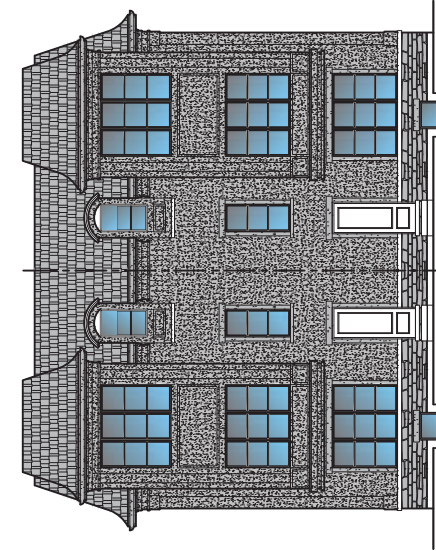
PB-Half-Size.tbl



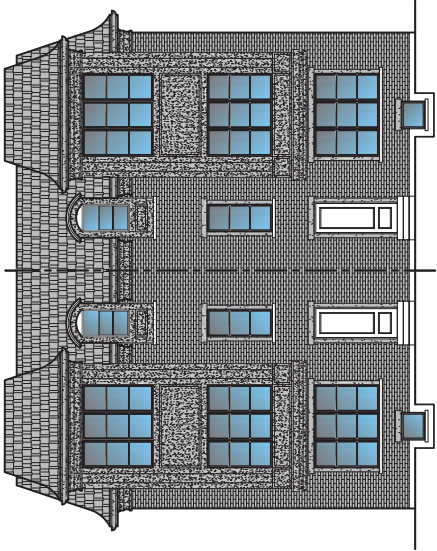
SITEPLAN



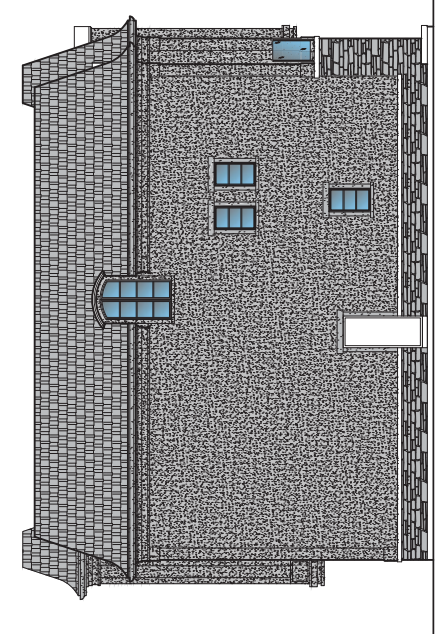




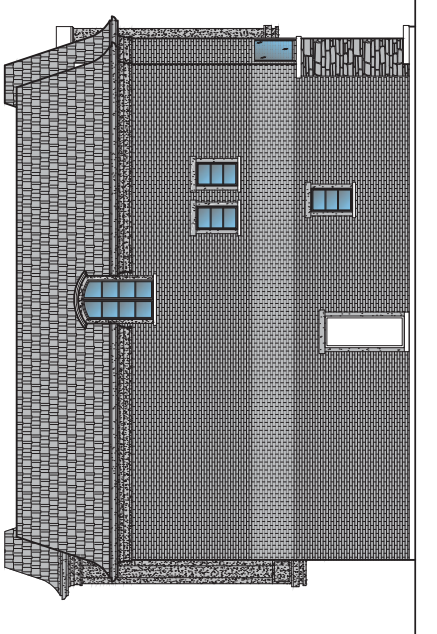
REAR ELEVATION A - SD - 1



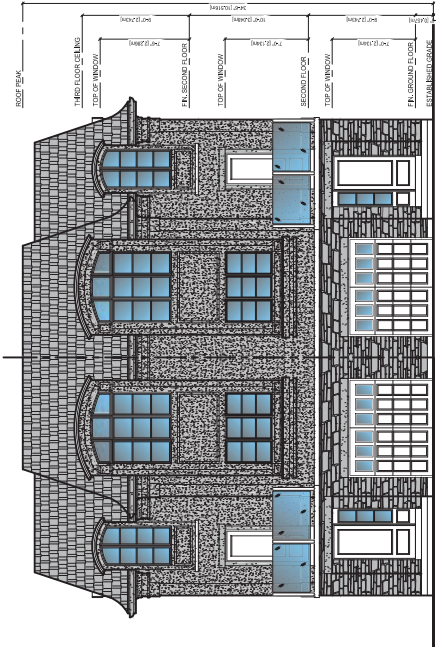
REAR ELEVATION B - SD - 1



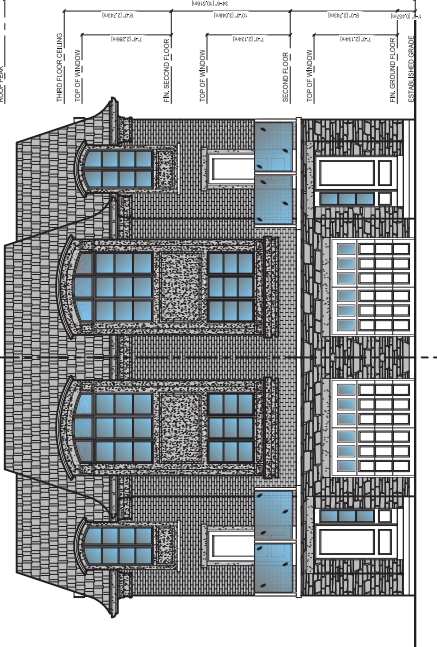
SIDE ELEVATION A - SD - 1



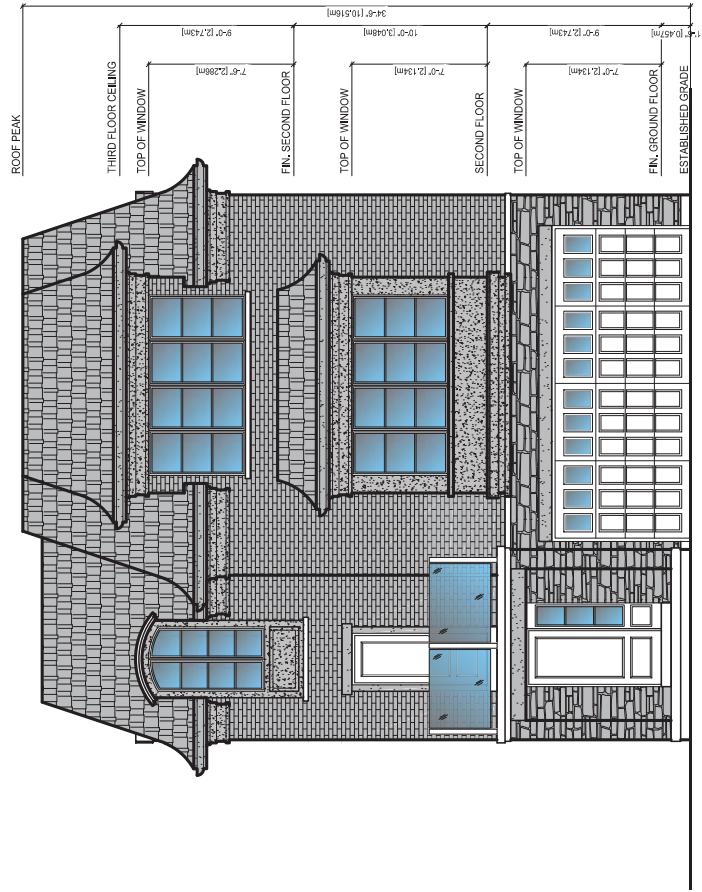
SIDE ELEVATION B - SD - 1



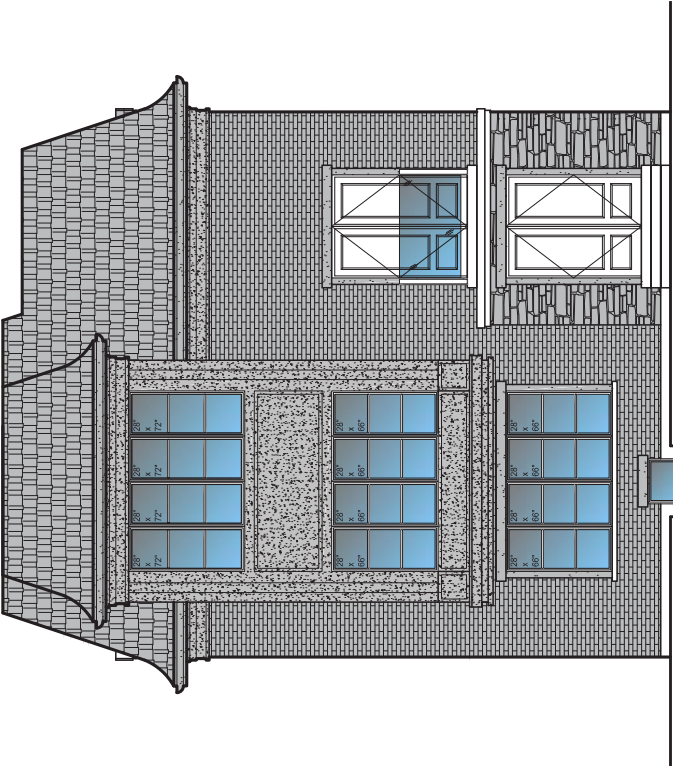
FRONT ELEVATION A - SD - 1



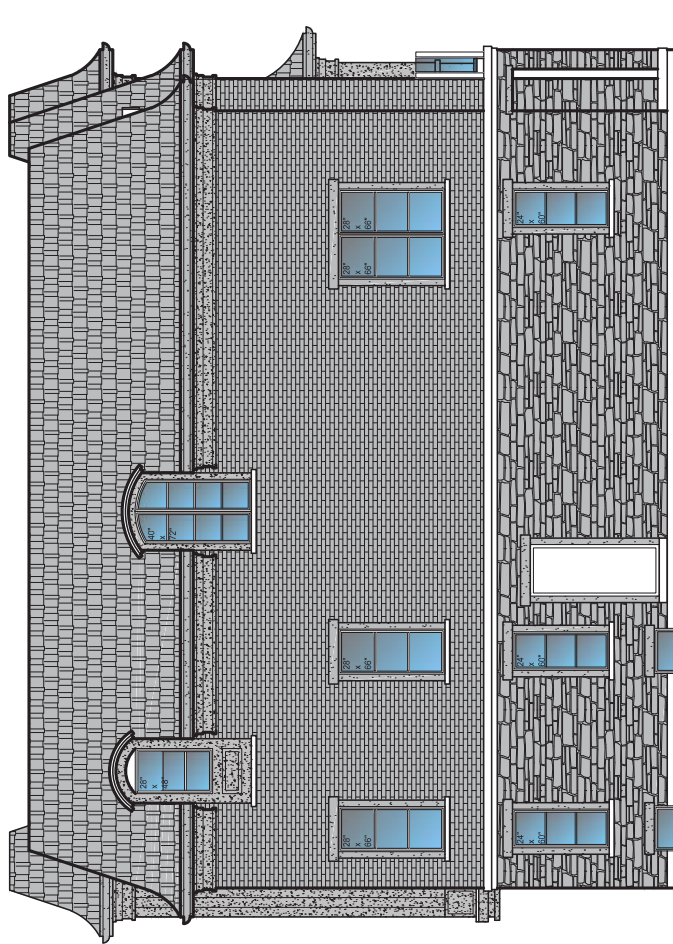
FRONT ELEVATION B - SD - 1



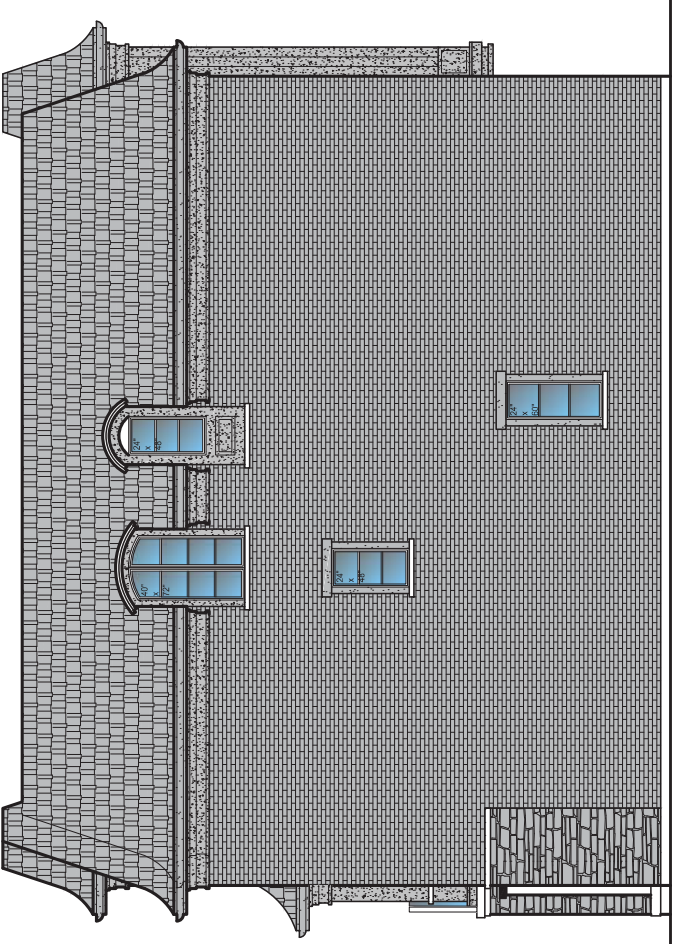
FRONT ELEVATION - SINGLE



REAR ELEVATION - SINGLE



LEFT SIDE ELEVATION - SINGLE



RIGHT ELEVATION - SINGLE



## LEGEND:



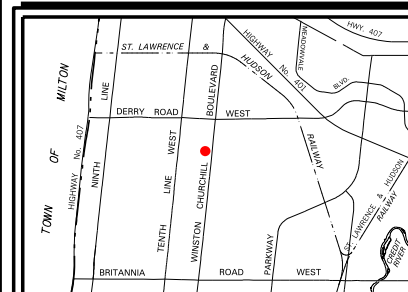
PROPOSED REZONING FROM 'R1' AND 'R5' TO 'RM3-EXCEPTION' TO PERMIT 20 SEMI-DETACHED HOMES AND 1 DETACHED HOME ON A PRIVATE CONDOMINIUM ROAD.

THIS IS NOT A PLAN OF SURVEY.



## SUBJECT:

IDEAL (WC) DEVELOPMENTS INC.



FILE NO:  
OZ 14008 W9  
T-M14002 W9

DWG. NO:  
14008R

SCALE:  
1:2500

PDC DATE:  
2016 05 02

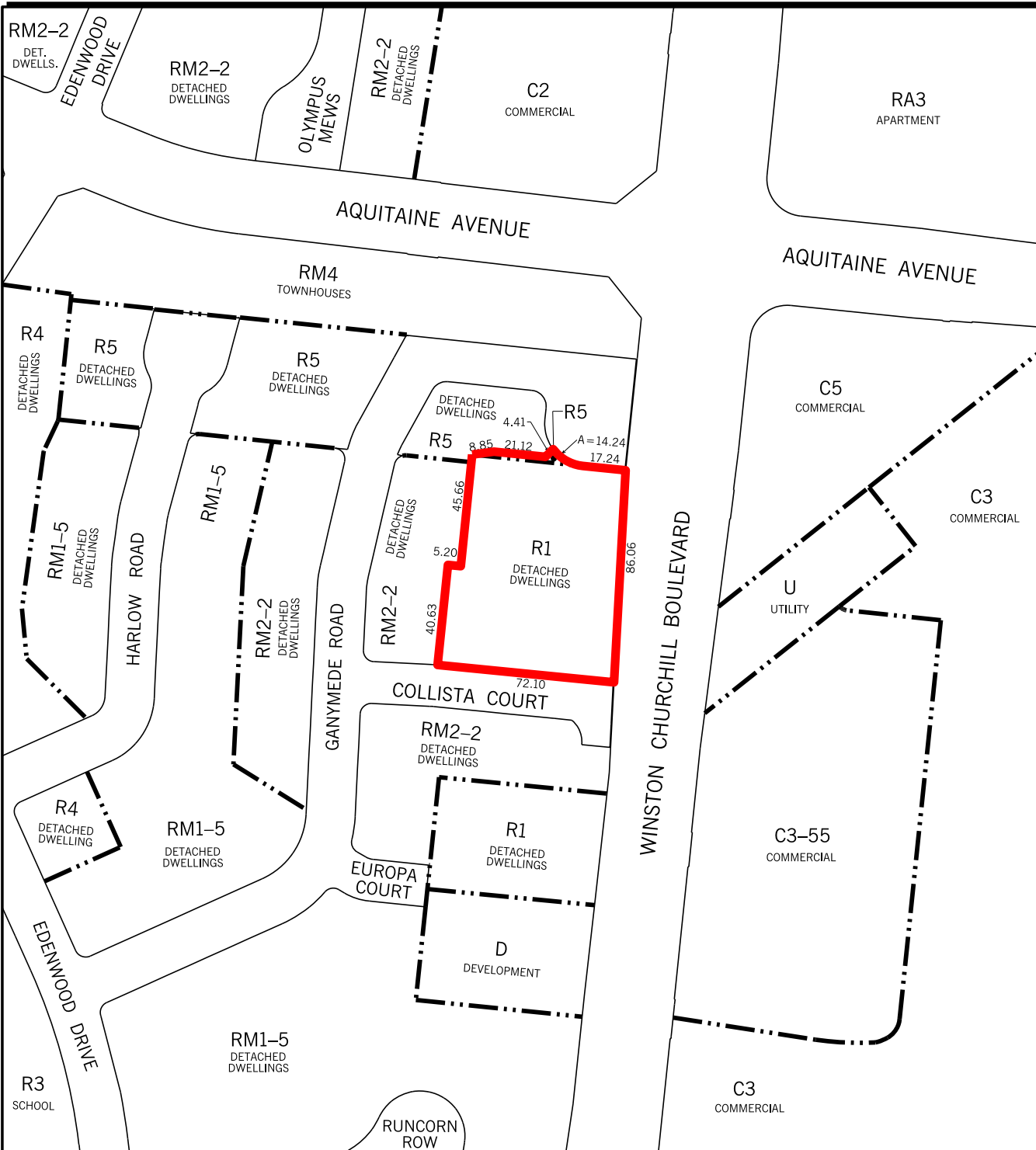
DRAWN BY:  
B. KRUGER

Appendix 4



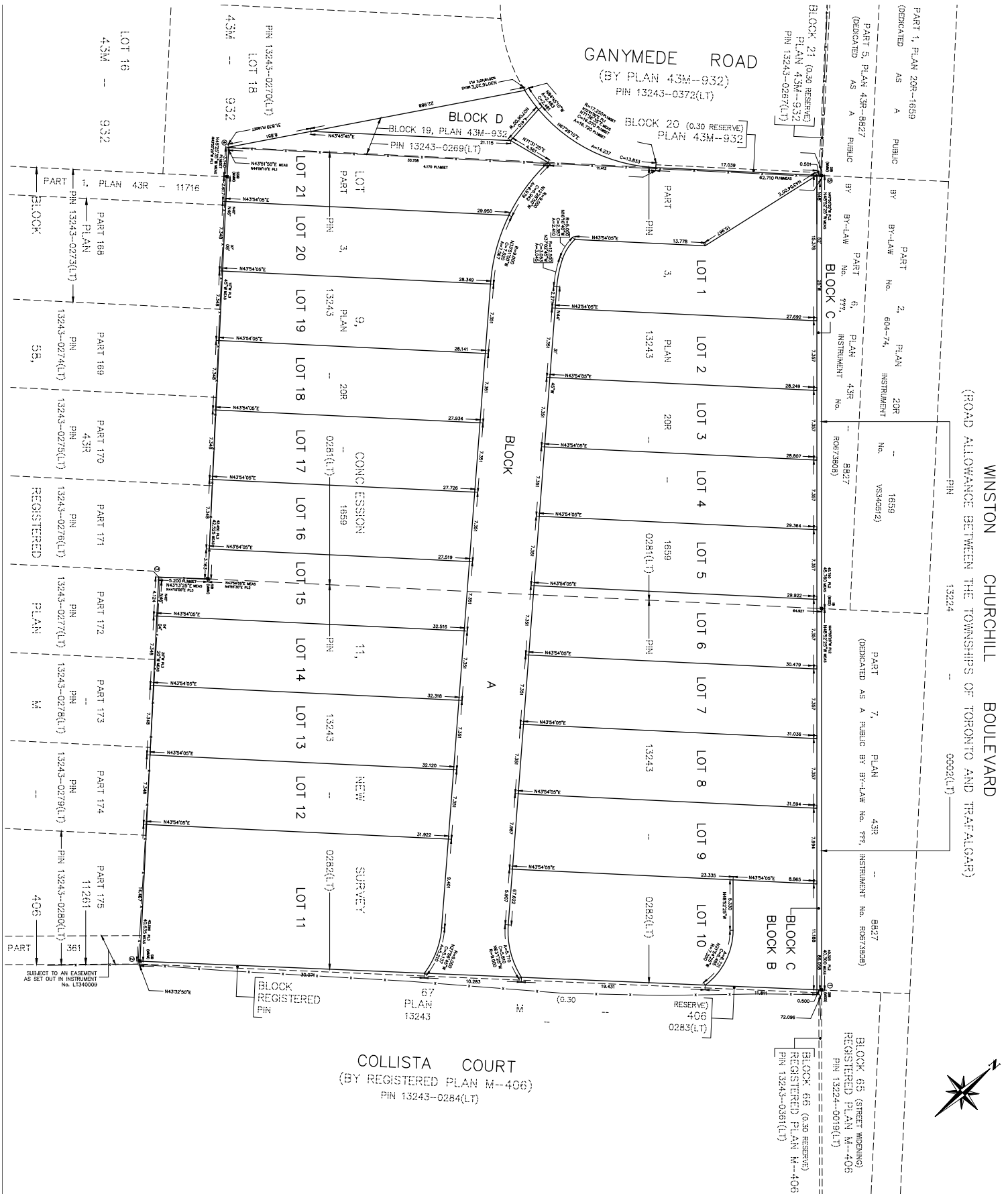
MISSISSAUGA

Produced by  
T&W, Geomatics



**Revised Summary of Existing Zoning By-law Provisions and  
Proposed Zoning Standards**

<b>Zone Standards</b>	<b>Existing R1 Zoning Standards</b>	<b>Required RM3 Zoning By-law Standards</b>	<b>Proposed RM3-Exception Zoning By-law Standards</b>
Permitted Uses	Detached Dwelling	Semi-Detached Dwelling on a CEC-private road	Detached Dwelling on a CEC - private road  Semi-Detached Dwelling on a CEC - private road
Minimum rear yard for semi-detached dwelling on CEC – private road corner lot	n/a	7.5 m (24.6 ft.)	6.5 m (21.3 ft.)
Minimum setback of a dwelling unit to a CEC- visitor parking space	n/a	3.3 m (10.8 ft.)	2.8 m (9.1 ft.)
Minimum setback of a dwelling unit to a CEC- amenity area	n/a	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Minimum resident parking space per dwelling unit	2	2	3
Maximum driveway width for semi-detached dwellings	n/a	4.3 m (14.1 ft.)	5.2 m (17.1 ft.)
Maximum driveway width for detached dwelling	Width of garage door opening (s) plus 2.0 m (6.6 ft.) up to a maximum of 8.5 m (27.9 ft.); if no garage door then a maximum width of 6.0 m (19.7 ft.)	n/a	5.6 m (18.4 ft.)








---

**SCHEDULE A  
CONDITIONS OF APPROVAL**

**FILE:** T-M14002 W9

**SUBJECT:** Draft Plan of Subdivision  
6532 and 6544 Winston Churchill Boulevard and Block 19  
on Registered Plan 43M-932  
West side of Winston Churchill Boulevard, south of  
Aquitaine Avenue  
City of Mississauga  
Ideal (WC) Developments Inc.

---

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P.13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated January 14, 2016.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, grading, signals, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 
- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed private road shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to site plan approval for any building permit clearance. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0. Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 12.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 13.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**

# City of Mississauga

## Corporate Report



Date: 2016/04/12

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
CD.04-NIN

Meeting date:  
2016/05/02

## Subject

**Ninth Line Lands Study Project Status Update – Phase One Completion**

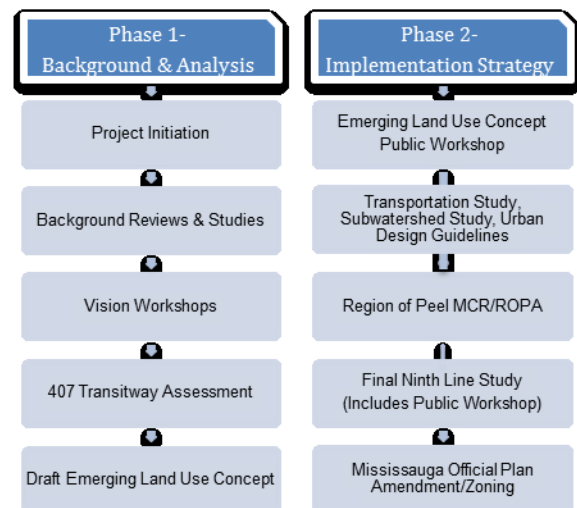
## Recommendation

That the report entitled “Ninth Line Lands Study Project Status Update- Phase One Completion”, dated April 18, 2016, from the Commissioner of Planning and Building, be received for information.

## Background

The Ninth Line Lands study is a joint City of Mississauga and Region of Peel land use review that will establish a planning framework to guide future growth and development in the area. Approximately 350 hectares (870 acres) in size, the area is bound by Highway 407 (centreline) to the west, Ninth Line to the east, Highway 401 to the north and the Highway 403/407 interchange to the south (see Appendix 1). A transitway is proposed to run the length of the study area. It is envisioned as a dedicated bus-only rapid transit line with a potential future connection to the Mississauga Transitway.

Figure 1



Consultants were retained to provide professional and technical services to complete the Ninth Line Lands Study. Figure 1 depicts the planning process which comprises of two Phases. Phase 1, which is the most extensive component, will conclude in June 2016 with the public unveiling of the emerging land use concept plan. Highlights of Phase 1 deliverables include:

**Background Report:** Comprehensive documentation and analysis of environmental, transportation and land use planning matters.

**Visioning Workshops:** A series of workshops and landowner meetings were held to obtain feedback from the surrounding community on their vision for the Ninth Line lands with over 200 residents attending. A Vision Workshop Summary Report was produced.

**407 Transitway Corridor Assessment:** A study to determine a preferred functional alignment and associated hydraulic impacts for the proposed transitway.

**Subwatershed Study (Phase 1):** A report on the existing natural environment, related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources within the study area.

**Transportation Study Background Report:** A report on existing traffic conditions, safety, transit and active transportation within the study area.

**Region of Peel Background Studies:** Reports such as Agricultural Impact Assessment, Water and Wastewater Servicing Background Study, among others, were completed to address Region of Peel Official Plan requirements.

## Comments

The Ninth Line Lands Study Project is one of the City's more complex land use planning initiatives. These lands are envisioned as a thriving urban community with new community services, a planned major transit corridor, and leading environmental protection and stormwater management techniques.

The lands must also conform to the Provincial Growth Plan, Provincial Policy Statement, and the Regional Official Plan and Mississauga Official Plan. As such, several government agencies have approval and regulatory oversight on these lands, adding to its complexity. (i.e. City of Mississauga, Region Of Peel, MTO, and Conservation Halton)

The following section is a summary of the work completed to date and an overview of next steps. A companion report has been prepared by the Region of Peel which addresses the Regional Plan Amendment process to support the study process.

### What Did We Hear?

The visioning process provided a forum to share information and hear from area landowners, stakeholders and local residents. Some of the themes emerging include:

- Promote built form to provide appropriate transitions for neighbourhoods to the east;
- Promote mid-rise mixed use buildings near Transitway stations and employment uses in a compact, campus style context;

- Provide a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs;
- Provides a diversity of employment opportunities to meet current and future needs;
- Create a linked natural heritage system;
- Provide a variety of parks and open spaces for all ages and abilities;
- Integrate a network of trails that link open spaces, and key destinations; and
- Provide direct connections to adjacent existing destinations and trail networks.

#### What were the results of the 407 Transitway Assessment?

Understanding the impacts of the transitway is critical for completing the project. The assessment serves as a basis for establishing the amount of potential developable land for future urban development. It also informs both the Region of Peel Official Plan Amendment (expansion of urban boundary to include these lands), and the City's Official Plan Amendment.

Preliminary findings from this work identify a new transitway alignment which provides the optimal location for addressing hydraulic impacts within the study area while minimizing conflicts with existing infrastructure. The findings also suggest that with improved design and hydraulics, existing constraints on the lands could be reduced, thus increasing the amount of land potential available for future land uses.

#### Emerging Land Use Concept Plan

Using the results of the transitway assessment, an emerging land use concept for the study area was developed. The concept plan is currently undergoing a technical review and is scheduled to be unveiled to the public in June 2016 for their review and input.

#### Next Steps

Phase 2 of the process will immediately commence following the June public session, including:

**Finalizing the Emerging Land Use Concept:** The emerging land use concept will be finalized over the summer months following a technical review.

**Drafting Region of Peel Official Plan Amendment:** The Region of Peel will advance a Municipal Comprehensive Review Process (MCR), scheduled for completion in the fall. This will facilitate the inclusion of the study lands within the provincially defined urban boundary. A Region of Peel Official Plan Amendment (ROPA) to support this is scheduled for 2017.

**Finalizing Ninth Line Lands Study:** A set of urban design guidelines will be completed, and a transportation study and subwatershed study finalized in support of the land use plan in Spring 2017.

**Drafting Official Plan policies and Zoning By-law:** Draft plan policy will be prepared to articulate the new land use vision. A final OPA and associated zoning will be complete before the end of 2017.

**Initiating an Environmental Assessment:** An Environmental Assessment (EA) for the proposed transitway will be completed by MTO. The EA will finalize the preferred alignment, station design, stormwater management systems and parking requirements. It is staff's understanding that the preparation for the initiation of the EA process is underway.

## Financial Impact

None

## Conclusion

Phase 1 of the Ninth Line Lands Study is concluded. Phase 2 will commence June 2016 and is scheduled to be complete by the end of 2017.

## Attachments

Appendix 1: Location of Ninth Line Lands



---

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Frank Marzo, Policy Planner



City of Mississauga

# Corporate Report



Date: 2016/04/12

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:

CD.06.AFF

Meeting date:

2016/05/02

## Subject

**Affordable Housing Program - Housing Gap Assessment and Municipal Best Practices**

## Recommendation

That the directions contained in the report titled "Affordable Housing Program – Housing Gap Assessment and Municipal Best Practices" from the Commissioner of Planning and Building, dated April 12, 2016 be endorsed.

## Report Highlights

- On February 10, 2015, Council approved the Affordable Housing Program: Strategic Framework and Work Plan which examined strategies to increase the supply of affordable housing.
- Nine specific tasks were included in the work plan. This report addresses two of those tasks - an analysis of the gap between the demand and supply of affordable housing and a municipal scan of best practices to address this gap.
- The Housing Affordability Advisory Panel provided advice on the reports.
- There is an affordable housing gap in Mississauga. The gap needs to be considered from two perspectives – income and supply. The income gap is a matter that needs to be addressed by senior levels of government. The City should focus on influencing the supply gap.
- The City should focus on protecting and increasing the supply of rental housing, particularly affordable rental housing, and encouraging more affordable home ownership for larger households.
- A number of tools are identified as a priority for addressing the gap. These include regulatory and process tools, land based incentives, financial incentives and enabling legislation.



- Seven directions for further work have been identified for Council's endorsement. These include: confirming the City's role, developing of a guiding philosophy, investigating the cost of incentives and tools, investigating funding and programs of other levels of government, developing a housing target and preparing reports regarding the protection and/or replacement of existing rental stock and a land for housing first policy.

## Background

On February 10, 2016, Council approved the Affordable Housing Program: Strategic Framework and Work Plan. The program aims to address concerns regarding the growing gap between the supply and demand for affordable housing, and the potential loss of existing housing stock in areas such as the Hurontario Corridor where large infrastructure investments are planned.

Nine specific tasks are to be completed by the end 2016. To date, the Housing Affordability Advisory Panel was struck (Appendix 1). The Panel plays a critical role in advising staff on work as it is completed. A Technical Working Committee of staff from across the City and including Region of Peel staff has also been formed.

Additionally, on March 30, 2016, Council endorsed staff's recommendation to replace the second unit licensing program with a registration process. The new registration process provides the same level of oversight respecting the health and safety of residents living in a second unit but eliminates the requirement for an annual licensing fee which was perceived by Council as a deterrent.

The focus of this report is an analysis of the gap between the demand and supply of affordable housing and a municipal scan of best practices. SHS Consulting, a highly regarded group of professionals in the field of housing, was retained to undertake this work. The full studies can be viewed at [www.mississauga.ca/affordablehousingprogram](http://www.mississauga.ca/affordablehousingprogram).

The studies provide necessary background analysis to inform Council's future decisions and actions. The studies provide quantitative data and comprehensive overview of the many facets that influence housing affordability. Specifically, the studies include information related to Council's requests for:

- An inventory of affordable rental and ownership housing available in the city, and in specific areas including the City Centre Character Area and the Hurontario Intensification Corridor; and
- A scan of best practices, which includes a summary of policies and practices available to municipalities to increase the supply of affordable rental and owned units.

## Comments

Housing is typically the biggest expense for most households. Given that government policy influences housing affordability, it is a critical policy issue for the City. Housing affordability, however, is a very complex subject; one which has been, and continues to be, studied and

planned by almost every large city in North America. Housing affordability ranks among the most pervasive and persistent of national issues.

To better understand the issue, it is divided into five parts:

- **Part 1:** Some basic facts about Mississauga's housing environment
- **Part 2:** An overview of the challenges with affordability
- **Part 3:** A summary of policy interventions that other cities have adopted to address the affordability gap
- **Part 4:** An overview of comments from the Housing Affordability Advisory Panel
- **Part 5:** Recommended directions and next steps

### Part 1: Mississauga's Housing Environment

The number of households in Mississauga today is 234,600 and expected to grow by 20% to 280,800 by 2036. Households in Mississauga can be divided into three income groups – low, moderate and high. The number of households and income ranges of each group are shown on the table. Examples of occupations with salaries falling within the low income bracket include cleaners, retail and office clerks and those in moderate income include journalists, social workers and nurses.

Income Group*	Households		Income Range
	#	%	
Low	74,575	32%	less than \$55,500
Moderate	67,480	29%	\$55,500 to \$100,000
High	92,530	39%	over \$100,000

*\*refers to total household income*

Among all households, approximately 39% live in single-detached homes, 35% in apartments and 26% in semi-detached and townhouses.

### Part 2: Understanding the Affordability Gap

Council is seeking to understand the gap between the demand and supply of affordable housing. However, SHS Consultants have confirmed the definition, measurement and interpretation of housing affordability is ultimately subjective - a single correct answer to the question is very difficult to quantify. Consequently, for purposes of the City's research, specific definitions and analysis models were applied as outlined in the full report. The following highlights the findings of the research.

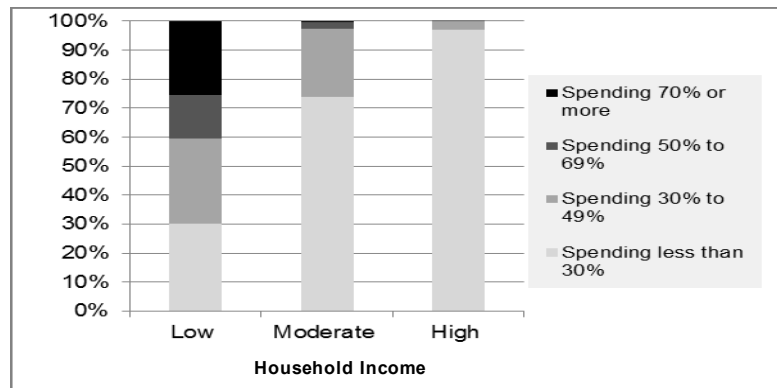
#### What is affordable?

Housing is considered affordable for low and moderate income households when it does not exceed 30% of the household income. The table shows the price points that are considered affordable for ownership and rental housing.

Household Income	Affordable Ownership	Affordable Rental
Low	Less than \$221,000	Less than \$1,390 per month
Moderate	\$221,000 to \$398,000	\$1,390 to \$2,500 per month

### Is housing affordability an issue, if so, for whom?

Housing affordability is an issue for almost 1 in 3 Mississauga households. There are severe affordability issues for 1 in 8 households who spend more than half of their income on housing and 1 in 12 who spend 70% or more. As the graph illustrates, it is low and moderate income households that are facing the affordability challenge. The number of households with severe housing affordability issues is pronounced among low income households. Many households would be excluded from the housing market altogether if they did not pay such high proportions of their income on housing. A much larger proportion of renter households are facing housing affordability issues with 42.5% spending more than a third of their income on housing costs and 20.4% spending half or more.



### Why are residents having difficulty accessing affordable rental housing?

Vacancy rates are extremely low in Mississauga. Presently, a vacancy rate of 1.6% exists but a healthy rental environment should have a rate of 3.0%. Bachelor units have the highest vacancy rate at 2.9%, while units with three or more bedrooms have the lowest vacancy rate at 1.2%.

Additionally, Mississauga's housing market is not producing new rental housing. The number of new rental units built in 2015 was only 57 units. At the same time, approximately 75 rental units are being converted to condominiums each year.

### How much does housing cost in Mississauga?

The cost of housing has been steadily increasing in Mississauga. The average market home is \$546,720 up from \$421,096 in 2011. Rents have also been increasing in Mississauga. The average market rent is now \$1,205. A two-bedroom unit rents for an average of \$1,243 and a bachelor unit for \$827.

### How much affordable housing exists and what type?

The table provides the supply of ownership and rental housing units available to low and moderate income households. The majority of rental housing affordable to low income households is either subsidized units or primary rental units (units in rental buildings).

Household Income	Access to Rental	Access to Ownership
Low	35,218 units	10,757 units
Moderate	26,137 units	43,433 units

Given a limited supply of subsidized or primary rental, the secondary rental market is an important source for rental accommodation. Secondary rental refers to the units not specifically built for the rental market, but are being rented by their owners. This includes detached, semi-detached, townhouses and apartments as well as second units (e.g., basement units). In recent

years, most new units added are condominium units and generally rent for an average of \$1,555. This is well above the affordable rental threshold (\$1,175) for Mississauga. The exception is second units which rent on an average of \$955.

Price varies considerably depending on the housing form as is shown on the table. Regardless, ownership is not affordable for low income households based on the previous table showing what is affordable for this group. Condominium apartments and some lower than average price townhouse units are affordable to moderate income households. For larger households an apartment is not suitable. As a result, many are stretching their housing budgets to purchase other housing forms which are beyond what is generally considered as affordable.

Average House Prices	
Apartment	\$282,914
Townhouse	\$408,848
Semi-Detached	\$552,464
Detached	\$868,380

#### How many households are in core housing need?

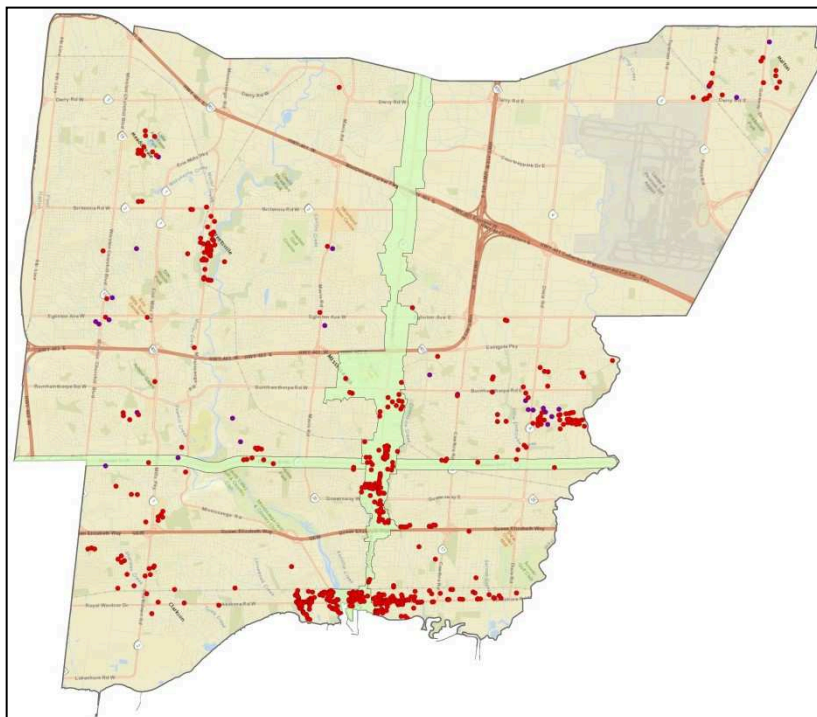
Core housing need refers to the ability to meet housing standards of affordability, suitability and adequacy. In 2011, 15.3% of Mississauga households did not meet these standards. Over 90% of these households lived in homes that were not affordable and almost a quarter in homes that were not suitable. Approximately 8% lived in housing that was not adequate (i.e. required major repairs).

#### How many households are waiting for subsidized housing?

There are 13,132 subsidized rental units in Mississauga, yet there are still 5,688 households on the waiting list for this housing. 43% of those on the waiting list are families, 33% are seniors and 24% are singles. Almost 60% of households are waiting for a one bedroom unit and 19% are waiting for a two-bedroom unit.

#### Where is affordable housing located, and is it equally distributed?

As the map below illustrates, the majority of rental buildings are located in the vicinity of Lakeshore Road West and Hurontario Street. More than one third of units in rental buildings are located in the Intensification Corridors, primarily the Hurontario Corridor.



Over 60% of affordable ownership units are apartments. These are heavily concentrated in the Hurontario Corridor which includes the Downtown Core where a quarter of all affordable units are located.

Affordable townhouses account for a third of the affordable ownership stock and are generally located in the Meadowvale, Erin Mills, Hurontario, Churchill Meadows and Mississauga Valleys neighbourhoods.

The only area with any concentration of affordable detached and semi-detached units is the Malton neighbourhood.

#### What are the key conclusions?

Housing affordability is a major issue for Mississauga residents. That said, there is a need to consider the affordability issue from two perspectives – the income gap and the supply gap. The income gap is a matter that needs to be addressed by more senior levels of government through rent and income subsidies as well as through other policy initiatives. What the Mississauga Affordable Housing Program should focus on is the supply gap:

- More rental housing is required to address the low vacancy rate and provide choice to households with moderate incomes who can generally afford market rental prices.
- The supply of affordable rental housing for low income households needs to be increased. This includes subsidized units built by government and non-profit groups and second units in homes. It also includes encouraging the private development sector to build rental units that would meet the affordable rental threshold at which point rent and income subsidies could be layered in by senior levels of government.
- There is a need to protect and/or replace the rental stock that exists, particularly as so much of this stock is affordable to low and moderate income families and has good access to transit and other services.
- There is a need to encourage more affordable ownership housing suitable to larger households.

### **Part 3: Municipal Best Practices Report**

Since the 1990s, Canadian municipalities have increasingly become more involved in the provision of affordable housing. There is a direct correlation between housing and the physical, economic and social well-being of people and cities. This has prompted small Canadian cities with less than 50,000 population<sup>1</sup> to develop affordable housing strategies.

A scan of leading Canadian and international cities was conducted. This research focused on identifying interventions which could preserve the existing supply of affordable rental stock and encourage the development of new purpose-built market rental, affordable rental and entry level ownership units.

A total of 30 key tools and strategies were identified from the research. Appendix 2 provides an overview of the most commonly used tools to support affordable housing. Many of these could be implemented in Mississauga with relative ease as they are within current land use regulations and municipal powers. Priorities for further investigations include:

- density bonusing;
- fast tracking development approvals;
- provision of land;
- capital loans and grants; and
- Tax Increment Equivalent Grants (TIEGs).

---

<sup>1</sup> City of Brandon, Manitoba

The next step is to conduct a detailed cost/benefit analysis to determine the effectiveness of these tools to increase the supply of affordable housing in Mississauga. Inclusionary zoning and Municipal Capital Facility (MCF) agreements are two additional strategies which the City will investigate. On March 14, 2016 the province announced its intention to introduce legislation later this year that would, if passed, enable municipalities to require developers to provide a certain percentage of affordable units in new residential construction. Municipal Capital Facilities are city facilities developed by a third-party. Provincial staff have advised potential reforms to the Municipal Capital Facility provisions under the Municipal Act are being considered which would enable lower tier municipalities to develop affordable housing through this mechanism. Staff will continue to monitor these initiatives and report back.

#### **Part 4: Housing Affordability Advisory Panel Comments**

The results of these studies were presented to the Housing Affordability Advisory Panel at the inaugural meeting on March 22, 2016. A discussion on both the findings of the gap analysis and the best practices provided critical insight and informed the directions and next steps outlined in this section.

- The City has a role to play in affordable housing.
- An annual target for new affordable units should be established and linked to household income.
- A priority should be on new rental housing with emphasis on a rental protection/replacement policy.
- Greater consideration should be given to incenting rental housing given affordable home ownership can be addressed by the development industry without incentives.
- A portfolio of tools to incent affordable housing is needed, including waiving or deferral of development charges and parkland dedication, density bonusing, and providing land at no or low cost. Reducing parking requirements, fast tracking applications, waiving fees, capital loans and grants and property taxes (TIEGs) for a certain period of time, should also be considered.
- Inclusionary zoning could be a successful tool if combined with other tools (e.g., density bonusing, financial incentives) to avoid market units subsidizing affordable units.
- A levy should be placed on market condo units to create a fund to waive development charges and create a revolving fund that would provide no interest loans for affordable rental units.
- A city-wide Community Improvement Plan (CIP) for affordable housing should be implemented.

#### **Part 5: Recommended Directions and Next Steps**

Based on the analysis of the housing affordability gap and best practices and the advice of the Housing Affordability Advisory Panel, the following directions are identified for Council's consideration and endorsement.

**Direction 1:** Confirm the City's role is not to provide subsidized housing and other programs such as income or rent supplements. This is because senior levels of government have funding for these types of programs as well as complementary social support services. Notwithstanding

that the City would not be directly engaged in the provision of subsidized housing, it may provide support to other levels of government through its policy framework and other initiatives.

**Direction 2:** Develop a guiding philosophy that articulates the principles and goals for the affordable housing program. This would be informed by the findings of the research regarding the existing affordable housing problem and outline how the City could play a constructive role towards addressing it.

**Direction 3:** Investigate the cost of incentives and tools listed as a high priority for implementation. This will assist the City to identify the most effective means of addressing housing affordability and setting achievable targets.

**Direction 4:** Investigate the housing programs and funding available from Federal, Provincial and Regional governments. This will allow the City to apply for support and ensure that Mississauga's initiatives do not duplicate those of other levels of government.

**Direction 5:** Proceed with the establishment of an annual target for affordable housing. Setting this target will depend on the cost of various housing initiatives as well as the programs and funding available from other levels of government.

**Direction 6:** Prepare a report regarding the protection and/or replacement of the existing rental stock.

**Direction 7:** Prepare a report regarding a "land for housing first" policy. This report will consider City owned land as well as land owned by other levels of government and public agencies (e.g., school boards).

## Strategic Plan

The need for affordable housing originated from the Strategic Plan Belong Pillar. Two strategic goals relate to affordable housing – Ensure Affordability and Accessibility, and Support Aging in Place. Three strategic actions link to the work underway for the affordable housing strategy:

- Action 1 – Attract and keep people in Mississauga through an affordable housing strategy.
- Action 6 – Expand inclusionary zoning to permit more housing types and social services.
- Action 7 – Legalize accessory units.

## Financial Impact

Not applicable at this time.

## Conclusion

Housing affordability is a very complex subject; one which has been, and continues to be, studied and planned by almost every large city in North America. Housing affordability ranks among the most pervasive and persistent of national issues. Intervention by various levels of government is needed to address this critical issue.

This report provides evidence of the existence of an affordability gap in Mississauga. This gap is both at the income level as well as the supply level. The City's role should focus on the latter. The best practices identified within the report offer Council tools for addressing the gap

in supply. Should Council endorse the direction contained within the report, the next step will be to analyze the potential impact and cost to the City related to implementing the various forms of tools, including financial incentives.

## Attachments

Appendix 1: Mississauga Housing Affordability Advisory Panel

Appendix 2: Best Practice Policies & Initiatives – Priority Tools



---

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Angela Dietrich, Manager Policy Planning



**Mississauga Housing Affordability Advisory Panel**

Mayor Bonnie Crombie City of Mississauga	Councillor George Carlson City of Mississauga	Councillor Carolyn Parrish City of Mississauga
Ed Sajecki Commissioner, Planning and Building City of Mississauga	Andrew Whittemore Director, City Planning City of Mississauga	Janice Sheehy Commissioner, Human Services Region of Peel
Sue Ritchie Manager, Strategic Planning, Policy and Partnerships, Human Services Region of Peel	Nadia Frantellizzi Manager, Intergovernmental Relations, Affordable Housing Consultant Canada & Mortgage Housing Corporation	Ian Russell Team Lead, Regional Housing Services, Central Municipal Services Office Ministry of Municipal Affairs & Housing
Tony Pontes Director of Education Peel District School Board	Marianne Mazzorato Director of Education Dufferin-Peel Catholic School Board	Pat Vanini Executive Director Association of Municipalities of Ontario (AMO)
Andrea Calla Chair, CUI President, The Calla Group Member, Association of Ontario Land Economists (AOLE)	Joe Vaccaro Chief Executive Officer Ontario Home Builders Association	Steve Deveraux Chair BILD
Paula Tenuta VP Policy and Government Relations BILD	John Gerrard Executive Director – Halton Habitat for Humanity	Heather Tremaine Chief Executive Officer Options for Homes
Martin Blake Vice President Daniels Corp.	Frank Giannone President FRAM Building Group	Hanita Braun Executive Director, PM, Planning and Development Verdiroc
Vijay Gupta Principal Schaeffers Consulting Engineers	Jamie McCallum Assistant Vice President, Commercial Leasing First National Financial	Angela Dietrich Manager, City Wide Planning City of Mississauga
Paulina Mikicich Project Leader, City Planning City of Mississauga	Emily Irvine City Planner, City Planning City of Mississauga	

## Appendix 2

Best Practice Policies & Initiatives – Priority Tools		
Regulatory and Process Tools		
Tool	Description and Comments	Examples Where Implemented
Official Plan and Zoning	Pre-designate and pre-zone lands to promote a diversity of housing unit types suitable to a wider range of household incomes. For example, zone to permit micro units, increased density and mixed use near major transit locations, Pre-zoning appropriate development in these locations could act as an incentive and reduce development costs.	<ul style="list-style-type: none"> <li>• Squamish BC</li> </ul>
Density Bonusing	Secure affordable housing units as a community benefit contribution in exchange for approval of additional density and/or height associated with a rezoning. Consideration should be made to identifying affordable housing as a priority community benefit in key locations e.g. Hurontario Street Corridor or where appropriate, securing funds in lieu of the on-site provision of affordable housing. The City may also wish to exempt affordable housing developments from providing community amenity benefits.	<ul style="list-style-type: none"> <li>• Toronto ON</li> <li>• Vancouver BC</li> <li>• New York NY</li> </ul>
Demolition and Conversion Control	Protecting and maintaining existing affordable rental stock is a priority in areas undergoing redevelopment pressure or where higher order transit is planned e.g. Hurontario Street. This can be achieved by introducing effective demolition control by-laws and protocols for the conversion of rental stock to condominium. Over the last 15 years an average of 75 rental units per year have been converted to condominiums.	<ul style="list-style-type: none"> <li>• Guelph ON</li> <li>• Ottawa ON</li> <li>• Burlington ON</li> <li>• Regina SASK</li> </ul>
Reduce Barriers to the Creation of Second Units	<p>Recent revisions to the approval process for second units from a licensing to a registration process are in keeping with what many cities have done to reduce barriers to the creation of accessory apartments in existing homes.</p> <p>Providing financial incentives for the creation of new second units can potentially increase the supply of affordable rental housing in all areas of the city. It can also help low to moderate income households either remain in their homes or assist larger entry-level households with the costs of owning a detached, semi-detached and town house unit.</p>	<p><u>Registration of Second Units</u></p> <ul style="list-style-type: none"> <li>• Caledon ON</li> <li>• Newmarket ON</li> <li>• Oakville ON</li> <li>• Toronto ON</li> <li>• Whitby ON</li> </ul> <p><u>Incentives for Second Units</u></p> <ul style="list-style-type: none"> <li>• Calgary, AB</li> <li>• Edmonton AB</li> <li>• Peel Region ON</li> </ul>
Fast-Track Development Approval Process	Fast-tracking affordable housing development proposals can be achieved by designating such proposals as a high priority and devoting specific resources to achieve expedited time lines. The City's Development Liaison role could be expanded to incorporate this service.	<ul style="list-style-type: none"> <li>• Saskatoon SASK</li> <li>• Toronto ON</li> </ul>
Public Education and Community Outreach Programs	Increasing public awareness of housing needs, issues and opportunities for action can promote greater acceptance of affordable housing in communities and uptake on incentive programs. Successful campaigns focus on the need to provide affordable housing to people who provide critical services to the municipality e.g. nurses, firefighters,	<ul style="list-style-type: none"> <li>• State of Maine Housing Authority</li> <li>• HousingMinnesota</li> </ul>

Land Based Incentives		
Providing Land at Reduced Cost	Providing municipal land at no or reduced cost is an effective way to create affordable housing for a range of households. The City can provide land at reduced cost, through donation or a long term lease to a non-profit developer or service manager. Agreements registered on title can ensure that affordability is maintained over the long term. When combined with other financial incentives this strategy could target low to moderate income rental households.	<ul style="list-style-type: none"> <li>• Mississauga ON</li> <li>• Calgary, AB</li> </ul>
Housing First for Surplus Public Lands	Due to the scarcity of new development sites, adoption of a housing first policy for the disposal of surplus public lands would ensure that affordable housing producers would have greater access to land supply. This intervention would be more effective if provincial, federal and school boards also adopted this policy.	<ul style="list-style-type: none"> <li>• Pembroke ON</li> <li>• Regina, SASK</li> </ul>
Large Site Policy	A large site policy in the Official Plan would stipulate that large brownfield and greyfield areas undergoing redevelopment (e.g. Lakeview, Imperial Oil) are to include an acceptable proportion of affordable housing. This would ensure that as new communities are built they are socio-economically diverse and accessible to low and moderate households. To be truly effective this approach should be combined with inclusionary zoning regulations.	<ul style="list-style-type: none"> <li>• Toronto ON</li> <li>• Montreal QUE</li> </ul>
Mixed-Use Community Facilities	Integrating affordable rental housing with city owned community facilities (community centre) is another way to remove significant land costs from the creation of an affordable housing development. Through partnerships with Peel Region or other non-profit housing providers, it would also be possible to secure affordable housing over the long term.	<ul style="list-style-type: none"> <li>• Richmond BC</li> <li>• Vancouver BC</li> <li>• Winnipeg, MAN</li> <li>• Richmond Hill, ON</li> </ul>
Financial Incentives		
Municipal Planning and Building Fees	Although a relatively low proportion of the capital cost of a unit (1-2%) waiving planning and building fees for affordable housing projects would assist many non-profit providers who incur higher upfront costs and financing challenges.	<ul style="list-style-type: none"> <li>• Ottawa ON</li> <li>• Kitchener-Waterloo ON</li> </ul>
Municipal Development Charges	Members of the Advisory Panel indicated that waiving or deferring development charges (up to 20 years) would assist with the delivery of affordable housing units. While waiving municipal development charges is not recommended at this time, deferral of municipal, regional and school board charges could have a positive impact on affordability.	<ul style="list-style-type: none"> <li>• Cambridge ON</li> <li>• Kitchener-Waterloo ON</li> <li>• Hamilton ON</li> <li>• Ottawa ON</li> <li>• Toronto ON</li> </ul>
Capital Loans and Grants	Municipal capital loans and grants could potentially have a significant impact on the creation of a range of affordable units, e.g. second units, purpose built rental accommodation or combine local incentives with funding from other levels of government to help low income households.	<ul style="list-style-type: none"> <li>• Regina SASK</li> <li>• Winnipeg MN</li> <li>• Region of Peel ON</li> <li>• Toronto ON</li> <li>• Province of Ontario</li> <li>• Region of Ottawa-Carleton (former)</li> </ul>
Tax Equalization for New Rental / Property Tax Exemption	By making adjustments to the municipal property tax system the City could equalize the property tax for new rental and condo buildings or provide an exemption for affordable rental housing. This would address the current development bias towards multi-unit condo development.	<ul style="list-style-type: none"> <li>• Seattle, WA</li> <li>• Region of Halifax</li> <li>• Toronto ON</li> </ul>
Tax Increment Equivalent Grants (TIEGs)	The Housing Advisory Panel identified TIEGs as helpful for creating affordable housing units particularly in the private rental market sector and especially in combination with other incentives.	<ul style="list-style-type: none"> <li>• Peterborough, ON</li> <li>• City of Sault Ste. Marie</li> </ul>

Levy on Property Tax for Affordable Housing	To provide capital grants and loans the City must consider ways to raise revenue. An annual surtax on all tax classes should be considered similar to the storm water charge. Alternatively, a surtax could be charged on non-residential classes of development who benefit from the creation of affordable housing in the city through more affordable homes for their employees.	<ul style="list-style-type: none"> <li>• Seattle, WA</li> <li>• Toronto (under review)</li> </ul>
<b>Enabling Legislation</b>		
Community Improvement Plans (CIP)	A CIP is a tool that enables municipalities to direct funds and implement policy initiatives toward a specifically designated project area. A CIP provides the enabling mechanism for Council to provide the financial incentives noted above as well as participate in innovative municipal/private/non-profit partnerships to deliver affordable housing.	<ul style="list-style-type: none"> <li>• Region of Waterloo (Transit Infrastructure)</li> </ul>