
Planning and Development Committee

Date

2017/10/16

Time

6:30 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

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 – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - September 25, 2017
4. MATTERS TO BE CONSIDERED
 - 4.1. **INFORMATION REPORT (ALL WARDS)**
Making Room for the Middle: A Housing Strategy for Mississauga
File: CD.06.AFF
 - 4.2. **INFORMATION REPORT (ALL WARDS)**
New Planning Legislation and Policies for Resilient, Efficient and Transit-Oriented City Building – File: LA.07-PRO
 - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARD 11)**
Applications to permit three apartment buildings with heights of 22, 25, and 36 storeys and retail and commercial uses on the first two to four floors, 2475 Eglinton Avenue W.
Owner: Daniels HR Corporation
File: OZ 16/003 W11
 - 4.4. **RECOMMENDATION REPORT (WARD 1)**
Applications to permit 17 townhomes and 1 detached home on a private condominium road, 1142 Mona Road, west side of Mona Road, north of the CN Railway
Owner: Queenscorp (Mona Road) Inc.
File: OZ 16/006 W1
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2017/10/02

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:
2017/10/16

Subject

INFORMATION REPORT (ALL WARDS)

Making Room for the Middle: A Housing Strategy for Mississauga

File: CD.06.AFF

Recommendation

That "Making Room for the Middle: A Housing Strategy for Mississauga" as outlined in the report entitled "Making Room for the Middle: A Housing Strategy for Mississauga" from the Commissioner of Planning and Building dated October 2, 2017, be adopted.

Report Highlights

- Making Room for the Middle: A Housing Strategy for Mississauga, hereafter referred to as the 'Strategy' is the City's plan for fostering a supportive environment for the delivery of a range of housing affordable for all.
- The Strategy defines the City's role in housing matters. It focuses on middle income households yet acknowledges the importance of housing for all.
- The 40 actions in the Strategy are identified based on existing and evolving municipal powers and working with funding partners to implement them.
- There was wide support for the Strategy at Mississauga's Housing Forum. Stakeholder comments were in alignment with the goals and specific actions contained in the Strategy.

Background

In 2016 the City embarked upon an ambitious task to understand how to narrow the gap between affordable housing supply and demand. The research found that affordable housing is not being produced to satisfy housing needs. The range of housing available to middle income earners is dwindling, so that they are at risk of being priced out of Mississauga. Housing for lower incomes is occupied by those that can pay more.

Potential interventions were identified that would be most effective to increase the supply of affordable housing. Understanding how policy decisions impact the economics of land

development was a key consideration in the analysis. Innovative ideas were explored and tested with a Housing Advisory Panel made up of public, private and non-profit industry and stakeholder experts.

At the same time the provincial (Ontario Fair Housing Plan) and federal governments (National Housing Strategy) were making significant investments and regulatory changes to address housing market challenges – taxation measures to cool the market, incenting the creation of new rental housing, introducing new planning powers (inclusionary zoning) etc. The focus of all levels of government on housing created a ‘perfect storm’ for action. It prompted the City to push the bar on solutions beyond its traditional regulatory role. Bold strategies and implementation measures were required since the City has no prescribed regulatory powers over affordable housing or direct access to capital funding.

On March 29, 2017 City Council received *Making Room for the Middle: A Housing Strategy for Mississauga (draft)* and endorsed it as the basis for consultation with stakeholders and the public on the City’s role in housing matters.

The Strategy is the City’s plan for fostering a supportive environment for the development of a range of housing that is affordable for all. It does this by targeting an area that has not been widely supported in the housing supply continuum – namely the availability of suitable housing that is affordable to middle income households. In doing so, the benefits will spill to lower income households.

This report discusses the key messages coming out of the engagement process and responds to the feedback received. The report proposes minor changes to the Strategy and outlines an Action Plan for its implementation.

Comments

1. Mississauga Housing Forum

On May 25 and 26, 2017 the draft housing strategy was presented at the Mississauga Housing Forum. The City of Mississauga engaged the Canadian Urban Institute and Urban Land Institute Toronto to organize the Forum and ‘road test’ the Strategy with residents, a broad group of stakeholders and representatives of the building and development industry. The theme of the Forum was “Closing the Missing Middle Income Housing Gap”. The event took place over two days in May 2017 and engaged over 200 participants.

The goals of the Forum were to:

- Raise awareness of middle income housing issues
- Launch the City’s Housing Strategy to elected officials, the building and development industry, the public, residents and ratepayers groups and other stakeholders

- Get advice from these stakeholders on specific actions and tools to increase the supply and affordability of housing, support good design and community acceptance
- Influence elected officials at all levels of government to implement systems reform.

On May 25th a public open house was held at the Living Arts Centre. This included a presentation by keynote speaker Paul Kershaw (Generation Squeeze) and a presentation on the Strategy. Attendees provided input on housing priorities and shared personal housing challenges through various engagement techniques.

On May 26th, an industry forum was held at the University of Toronto Mississauga. Professionals from the building industry in Canada and the US delivered presentations on the economics of building housing, good building design that supports families, regional, provincial and national housing programs and the kind of interventions that might enable the development industry to build a broader range of affordable housing. In attendance were representatives from all levels of government, private and non-profit housing developers.

2. What did we learn at the Housing Forum?

a. There is wide support for Mississauga's Affordable Housing Strategy

People who attended the Public Open House and Industry Forum indicated strong support for the Strategy's focus on middle income households (\$50,000 - \$100,000) and its target of 35% of all new market housing to be built affordable for those households.

There was consensus that the market is unlikely to support the development of new ownership or rental development in Mississauga without financial assistance. It was accepted that while this often involves financial support, not all government assistance involves direct financial subsidy.

Response:

Mississauga's Housing Strategy (Actions #1-9) seeks to remove barriers to the development of housing by streamlining the process and establishing clear development requirements that reduce costs. These actions fall within the City's regulatory powers.

b. It's Important to Understand the Economic Impact of Housing Policy

There was recognition that housing policies and regulations have a measurable economic impact on the pro-forma of housing development.

Response:

Mississauga's Housing Strategy has been formulated with a solid understanding of the financial "math" needed to deliver more affordable housing. For this reason, the Strategy focuses on current and emerging municipal planning and taxation powers as well as partnerships with Peel Region to cost-effectively increase the supply of housing.

The City also continues to lobby for systems reform on housing matters through its engagement on the National Housing Strategy, Ontario Fair Housing Plan, Association of Municipalities of Ontario and Big City Mayors' Caucus to secure new direct revenue sources for local municipalities.

c. Support Purpose-Built Market Rental Housing

All types of purpose-built market rental units provide security of tenure and become affordable over time through filtering or naturally occurring affordability. They are an important component of a balanced housing market, provide lifestyle options, supporting the local labour force and should be encouraged.

Interventions to support purpose-built market rental include:

- **Reducing Project Costs** (e.g. reduce fees and consider a different DC rate for rental, streamline approval and processing times, pre-zone infill sites)
- **Building Design** (e.g. reduce parking requirements particularly near transit stations)
- **Operating Cost Implications** (e.g. property tax reductions)

Response:

City Council has already endorsed in-principle a Rental Housing Protection and Demolition Control By-law aimed at preserving existing purpose-built rental housing (Actions #12 and #13) (to be tabled this Fall). In addition, the City is engaged in broader advocacy through the Tower Renewal Partnership Project to support the preservation and retrofits of existing apartment neighbourhoods.

Several actions are in alignment with the Forum's recommended interventions to encourage the development of a range of affordable housing including, new purpose-built rental housing.

d. Inclusionary Zoning requires Offsets and Can be Expensive to Implement

Inclusionary zoning enables municipalities to require affordable housing in development proposals. Relying on decades of experience in the US it became apparent that creating affordable rental units through IZ requires monetary off-sets which can be expensive for a local municipality to implement.

Without a new source of revenue many of these incentives will be costly for municipalities as they involve a tax expenditure or forgone capital payment.

Response:

The Housing Advisory Panel identified incentives for IZ as one of the most impactful interventions to promote the development of affordable housing. Action #3 directs staff to implement tools such as IZ by creating the necessary enabling planning framework. This work can commence once the Province introduces IZ regulations which implement Bill 204: Promoting the Affordable Housing Act, 2016. Through Action #17 the City will work with the Region of Peel to explore an IZ incentive program based on its access to capital.

e. There is a Strong Interest in Affordable Home Ownership Housing and Shared Appreciation Mortgages (SAMs)

Ownership housing continues to be the preferred tenure. Whether providing an opportunity to acquire equity or build family security or savings for retirement, owning a home remains a desirable investment. For many middle-income earners, accumulating a sufficient down payment in an escalating market is the main barrier to purchasing a first home.

Shared Appreciation Mortgages (SAMs) are loans that reduce the amount of the down payment and are recognized as purchaser's equity by financial institutions that can be scaled up, so that hundreds of units can be created at a time. It was suggested that the City and/or Region could start a revolving loan fund that is available to non-profit producers as early seed capital and then is repaid to fund other new projects.

Response:

Currently an ownership dwelling is affordable to middle-income households if it costs up to \$400,000. While it is still possible to find some market units that fall within this threshold they are likely to be small and inappropriate for families. As high density apartments become the new starter home, greater attention needs to be paid to their design. Creating larger units with greater design flexibility and introducing family-

oriented amenities such as indoor play rooms, community gardens, workshop/craft space can enhance the long term livability of apartment living.

Actions #1 and #2 will examine how to create a more supportive regulatory environment for affordable ownership housing by reviewing existing policies, development standards and design guidelines. Action #18 will examine how to encourage first time home ownership through SAMs and other tenures (e.g. co-op housing)

f. Create Opportunities to Enhance Housing Affordability Along Priority Transit Corridors and Around Major Transit Station Areas

The 2016 Ontario Growth Plan requires that priority transit corridors and major transit station areas are planned for greater densities and a mix of uses. It was recommended that the City obtain greater control of land along transit corridors slated for transit investment by pre-zoning. It was also suggested that the City urge the Province to introduce regulations to Bill 51 that would allow for conditional zoning. In this way the City could introduce requirements that deal with housing matters including the mix of housing types and tenures.

Response:

The Strategy identifies intensification corridors and major station areas as desirable locations for a broader range of housing that could be supported by reduced parking requirements.

Action #3 will explore the implementation tools such as IZ, pre-zoning and a development permit system in proximity to transit services to produce affordable housing and the establishment of family-sized units.

g. Leverage Mississauga's Opportunities and Build a Leading Edge Program

Mississauga is poised to develop a leading-edge program that works to deliver affordability and livability at a meaningful scale. Such a program could:

- *Include innovative tenure and equity models (e.g. SAMs)*
- *Stimulate the construction of housing affordable to middle-income households*
- *Attract federal and provincial funds*
- *Be scalable*
- *Build enduring working partnerships between, public, private and non-profit housing producers, the community and all levels of government.*

It was suggested that a desirable outcome would be that Mississauga's housing affordability solution become a model for other Canadian cities.

Response:

Mississauga's Housing Strategy recognizes that affordable housing is not simply the responsibility of provincial and federal governments, but that of numerous stakeholders, including property owners, developers, and non-profits. To be truly scalable and accommodate the demand for affordable housing, partnerships are required.

The City has taken bold steps to create a strategy that goes beyond its existing jurisdiction on housing matters, which is largely to regulate the use of land and approve development.

h. Measuring Success

Mississauga will need to increase its capacity to measure success. This work begins with establishing a baseline so that housing trends in supply and affordability can be tracked over time.

Response:

The City will work with the Region to develop and implement a housing monitoring system that provides the necessary metrics to gauge the success of this Strategy. The City is also encouraged by the federal government's commitment in its most recent budget to support municipalities and housing producers with better research e.g. \$39.9 million to Statistics Canada to develop a new Housing Statistics Framework providing standardized housing, income, sales and ownership information.

The Strategy further refines its goals for affordable ownership and rental housing. Information is included to explain how the affordable ownership component of the target could be achieved. Additional information clarifies the parameters for promoting the creation of new supply, protecting and enhancing existing rental housing.

3. Supporting all household earners

While there was wide support for Mississauga's Housing Strategy, minor fine tuning is required to provide further clarification on elements of the Strategy.

Page 7 – Our Principles

The main focus of Mississauga's Housing Strategy is to address the needs of middle income households which are currently ineligible for financial assistance and struggle to find affordable and suitable accommodation in the market. The Strategy also supports the Region of Peel who, as Housing Service Manager, has the primary responsibility for low income and vulnerable households. Rental housing protection measures (Action #s 12 & #13), investigating opportunities to intensify Peel Living sites (Action # 4) and exploring opportunities for co-development of city facilities and affordable housing (Action #8) also support lower income households.

The following will be added to Build Partnerships to reflect how Mississauga will support affordable housing for low income households.

“Mississauga will minimize barriers for the Region of Peel as Housing Service Manager to house low income and vulnerable populations.”

4. A Time for Action

Making Room for the Middle: A Housing Strategy for Mississauga grew out of a sense of urgency to address the housing needs of middle-income households. The Strategy consists of a series of 40 actions to be operationalized over the coming years. Appendix 1 presents the final Strategy and Appendix 2 is the Five Year Action Plan which provides additional details about the scope of each action, expected deliverables and anticipated time frame for implementation.

The Action Plan proposes to move forward in the short term on interventions currently within the City's authority. Mississauga will prioritize removing barriers that prevent the development of housing that is affordable by reviewing its own policies and procedures.

The following actions have already been introduced or are underway:

- Action 5 – Provide support for affordable housing with the Development Liaison position
- Action 7 – Housing First Policy for surplus City lands
- Action 9 – Simplify process for second units
- Action 11 – Review property taxation for existing rental buildings
- Actions 12-13 - Rental Housing Protection and Demolition Control By-law

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 Draft 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

The Action Plan relies greatly on financial support from the Region of Peel and provincial and federal governments. New regulations and fee-based incentives are not adequate to stimulate the construction of affordable housing. Where financial incentives are proposed, a thorough evaluation of their impact on City budget operations will be conducted prior to approval. For example, Corporate Services staff are examining the cost of providing grants to off-set municipal development charges to incent new development and are reviewing the impact of changes to the multi-residential tax rate for existing rental buildings to reduce operating costs. Separate reports on these matters will be brought forward to General Committee later this year.

The Region of Peel is supportive of the general direction of the Actions in Mississauga's Housing Strategy and looks forward to partnering with the City on these initiatives. The Peel Affordable Housing Needs and Strategies study scheduled to be completed by the end of Q1 in 2018 will further inform whether the Actions involving the participation of Peel can be implemented.

Conclusion

Making Room for the Middle: A Housing Strategy for Mississauga focuses on the ongoing creation of housing supply for middle income households to support the City's long term economic health and quality of life. It is organized around four strategic goals: **Remove Barriers, Close the Missing Middle Gap, Champion Systems Reform and Be Accountable.** Forty actions centred on municipal powers, as well as funding partnerships, are proposed to achieve the goals.

The Strategy received wide support at its launch at the Mississauga Housing Forum, and successfully raised awareness of housing issues for middle-income households. It provides innovative solutions to increase affordability in spite of the City having no prescribed role in affordable housing. In this respect Mississauga has distinguished itself as leader on municipal housing issues.

Attachments

Appendix 1: Making Room for the Middle: A Housing Strategy for Mississauga
(October 2017)

Appendix 2: Making Room for the Middle: Action Plan
(October 2017)

A handwritten signature in black ink, appearing to read "E. R. Sajecki". The signature is fluid and cursive, with a large initial "E" and "R".

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paulina Mikicich, Manager
Emily Irvine, Planner

Making Room for the Middle:

A Housing Strategy for Mississauga



October 2017



Mayor's Message

Mississauga is a remarkable city which is growing. By 2041, Mississauga will near a million residents. Our city is thriving and well poised to foster a quality of life that is second to none.

With growth comes change, new opportunities, and new challenges. In January 2016, Council embarked on an ambitious program to study and understand the challenges of housing facing our community. We learned the challenges are real, and that an intervention by all levels of government is needed.

Housing is an issue that touches every resident and business. I am committed to building a City and creating the conditions where residents from all walks of life continue to thrive and enjoy a high quality of life!

Making Room for the Middle: A Housing Strategy for Mississauga is our call to action! It is our blueprint for fostering a supportive development environment for the delivery of a range of housing affordable for all!

Our Strategy focuses on the middle income. Families need homes where they gather to create traditions and celebrate their culture; seniors need housing that supports aging in place; millennials, who add so much vibrancy to our city, need to have entry-level housing near their employment. In doing so, all income levels will benefit.

Our Strategy offers 40 Actions. It articulates a clear role for the City, but appeals to both the Provincial and Federal governments for major reform to existing housing policy and programs. I am confident through our continued collaboration with the Region of

Peel we will effect significant and lasting change.

My sincere thanks and appreciation to members of Council for their leadership. Without their unwavering support, the Strategy simply would not have been possible. My deepest thanks to the members of the Advisory Panel. Your incredible insight, knowledge and advice were invaluable, and have served the City well.

Inaction is not an option; the future of Mississauga depends on our leadership.



Bonnie Crombie
Mayor of Mississauga



It is our blueprint for fostering a supportive development environment for the delivery of a range of housing affordable for all!



Advisory Panel Message

Housing is a concern for all residents. Mississauga's middle-class is becoming increasingly challenged to find suitable housing.

This trend is certainly not unique to the City of Mississauga. Nationally, housing affordability has reached a crisis-point in some cities. As such, a proactive intervention is absolutely necessary.

I would like to commend Mayor Bonnie Crombie and Members of Council for showing such leadership and for taking action!

It has been my honour to chair the Mississauga Housing Advisory Panel. I am incredibly proud of the contribution we have made. The frank and honest insight of each member has been invaluable, and is embedded in the 40 Actions contained within the Strategy.

At the beginning of this year, a group of over 20 housing professionals from the public, private and non-profit sectors were convened to share their knowledge, provide advice, and offer solutions.

The resulting Strategy is ambitious! It challenges the status quo. It sets a new course for the City of Mississauga! It proposes innovative, yet practical, solutions for the City. It acknowledges the importance of partnerships, not only with other orders of government, but with the local building industry.

I am confident the Strategy will make a difference!

On behalf of Panel members, I would like to extend my sincere appreciation to staff for their quality work, care, and support. It has been a pleasure.

We are feeling incredibly optimistic! We look forward to a continued working relationship with the city as we collectively work to make Mississauga thrive!

Andrea Calla,



*Chair, City of Mississauga Housing Advisory Panel
President & CEO, The Calla Group
Chair, Canadian Urban Institute*

“

The resulting Strategy is ambitious! It challenges the status quo. It sets a new course for the City of Mississauga!

”

Introduction	6
Our Vision	7
Based on Research	8
Why Are We Doing This?	10
About Our Goals	15
What Are We Aiming for?	35

Introduction

The City of Mississauga has had a long-standing role in supporting the delivery of a range of housing. Our comprehensive land use planning policy program articulates a strong vision for diverse, inclusive, mixed-use communities. Planning tools have been adopted to facilitate new housing and communities.

As a result, Mississauga has earned a reputation as a great city. Mississauga's growth can largely be attributed to middle income earners – young professionals and families seeking the quality of life and affordable housing that was available.

However, as the city continues to grow, the very qualities that made Mississauga great are increasingly at risk of being compromised. The cost of housing is increasing; rental vacancy rates are incredibly low; the supply of vacant land is dwindling and rising in price; and the cost of infrastructure to support development is increasing.

Collectively, this poses a significant challenge. Housing and its affordability must be at the forefront of our thinking. The provision of a range of housing choices for all household incomes

is critical for the long term health and viability of our city.

Increasingly, middle income households are struggling to find housing appropriate to their needs and income level. Our research shows this will not improve without an intervention by the City and other partners.

The goals and actions of this Strategy tackle this challenge head-on. It recommends a change to traditional approaches to planning. No longer should the City be simply a passive facilitator of housing development. Best practices research and a growing body of evidence shows that in the absence of policy intervention and actions, the housing market will not correct itself.

This strategy is bold, and innovative. It acknowledges the limitations of a second tier municipality, but defines the actions we can take. The Strategy positions the City as a leader; as a proactive intervenor in land use policy; as a convenor of partnerships; as an advocate for systems reform; and as a collaborator to ensure Regional services are effectively delivered to meet the broader needs of all Mississauga's residents.

“

This strategy is bold, and innovative. It acknowledges the limitations of a second tier municipality, but defines the actions we can take.

”

Our Vision

There is room for everyone in the City of Mississauga. All residents have access to safe, stable and appropriate housing that is affordable at all income levels.

Our Principles

Provide Leadership

Mississauga will provide leadership to address affordable housing needs by expanding its current planning policies and developing municipal housing solutions based on tools provided by senior levels of government.

Build Partnerships

Mississauga will work with stakeholders across the housing continuum to foster a supportive environment that is conducive to the development of housing that is affordable to middle income households. Mississauga will minimize barriers for the Region of Peel as Housing Service Manager to house low income and vulnerable populations.

Seek Opportunity

Mississauga will look for opportunities to support its housing program and improve the supply of affordable housing. Mississauga will call on senior levels of government to remove existing barriers, enhance legislative powers and provide more financial support for affordable housing.

Mindful of the Middle

Mississauga's middle income households are a key focus of this strategy. Affordable housing is in short supply for middle income households who are a critical part of the workforce needed to support the City's long term economic prosperity.

Reflect the City's Vision

Affordable housing is a fundamental component of a livable city. It should support the vision for the City – a place where all can live, work and prosper. As Mississauga continues to grow, affordable housing will enhance City neighbourhoods, be available across the City and support public infrastructure investments and services.

Based on Research

Research has helped ground this Strategy. The background studies shown below quantify the affordability gap, they find the market is unlikely to build housing that is affordable to middle income households without incentives and they highlight successful best practice interventions used by other cities.

The Strategy's goals and actions are also shaped by critical decisions of Council, namely:

- low-income and vulnerable populations in Mississauga will remain the responsibility of the Region of Peel which is the designated Service Manager responsible for subsidized housing
- retaining middle-income households is vital for the City of Mississauga's future
- protecting existing, good quality rental stock in Mississauga is a priority
- a reconsideration of existing funding and the provision of new sources of funding will be essential for success



What is Affordable & Who is The Middle?

Housing is considered affordable when:

- It costs less than 30% of annual gross household income
- Prospective homeowners can afford to pay from approximately \$270,000 to \$400,000, but in Mississauga this can only buy a condominium apartment or a limited selection of townhouses
- For rental housing it is a monthly rental rate of approximately \$1,200

Middle income households are:

- Those that earn between \$55,000 and \$100,000 per year
- For those that rent they can pay market prices but have difficulty finding units that suit their needs
- The competition for housing in this price range is higher than the supply



30%

Housing is considered affordable
when it costs less than 30% of
annual gross household income

Why Are We Doing This?

Housing impacts all residents. In Mississauga, the supply of housing that is affordable to a range of household incomes is diminishing. Particularly alarming is the challenge middle-income earners face entering and moving within the local market.



1

1 IN 3

1 in 3 households are spending more than 30% of their income on housing; and our research suggests this will rise. The cost of housing in Mississauga is high and continues to go up. Already 30,000 households spend too much on housing. Low income households are affected most severely, but middle income households are not immune. More than a quarter of middle income households and 70% of all low income households, face affordability challenges.



2

RANGE OF HOUSING

The range of housing available to middle income earners is dwindling, so we are at risk of having them priced out of the city. The market is meeting the needs of high income households and there are housing supports in place for low income households. Middle income earners – teachers, nurses, social workers – struggle to afford market housing but earn too much to qualify for housing assistance. This income group is vital to the social mix of the City and it's economic well-being.



3

SUSTAINABLE COMMUNITIES

Affordable housing is fundamental to healthy, inclusive and sustainable communities. As it becomes increasingly unaffordable, quality of life will diminish. Housing goes beyond bricks and mortar. Having an affordable and suitable home supports good health and well-being and provides a pathway to financial and social stability. The lack of affordable housing affects school performance, job stability, personal relationships and both physical and mental health. The cost of inadequate housing results in increased pressure on other government services and agencies.



Who Does What?

There are many types of housing and many stakeholders involved in providing housing and related support services. The following levels of government and organizations play a role in the delivery of housing:



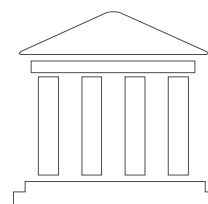
Federal Government

The Federal Government, that is the Canada Mortgage and Housing Corporation (CMHC), provides mortgage insurance to homeowners and initiates, funds and implements various housing programs. Their financial support helps and continues to build much of the existing social housing that exists today. They have embarked on the development of a National Housing Strategy. This has been long awaited by the many stakeholders involved in the provision of housing.



Provincial Government

The Provincial Government has legislated responsibility for housing and can offer legislative tools and financial support. In recent years, the role of the Province has changed from direct delivery to an administrative one as the authority for the provision of housing services was delegated to Service Managers. Funding is provided to Service Managers to manage local housing needs.



Regional Government

The Region of Peel is the designated Service Manager responsible for subsidized housing and housing programs. In this role, the Region sets affordable housing priorities and collects and receives funds to address local affordable housing needs. The focus of the Peel Service Manager has been on vulnerable and low income households.



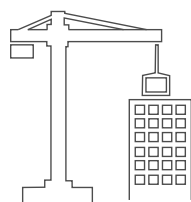
Local Government

Mississauga operates in a two-tier municipal structure and does not have any direct responsibilities for affordable housing. However, many of the regulatory tools such as the zoning of land and the processing of development applications are the responsibility of the City and can be used to create a supportive environment for the delivery of affordable housing.



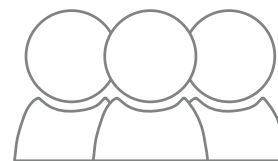
Non-Profit Organizations and Cooperatives

This sector provides subsidized housing as well as emergency shelters and transition housing. It often supports social justice causes and may target particular groups such as seniors or those with physical or developmental challenges.



Private Sector

Comprised of landowners, developers, builders, investors and landlords, this sector responds to market demand and delivers ownership and rental housing for profit.



Individuals

Many individuals purchase investment properties that provide rental accommodation at market rates. Other homeowners create additional units in their homes. These are referred to as second units and are typically a source of affordable rental housing.



About Our Goals

Our Strategy identifies four goals to guide the actions of Council and our Partners over the coming years. The actions are interdependent; success requires each action to be appropriately resourced and prioritized. Underpinning each of these are basic principles which emphasize the importance of continued partnerships, optimizing opportunities; demonstrating leadership; and collectively focussing on middle income households while improving housing conditions for all residents.

The City will proceed to implement actions which are within its jurisdiction. Some of these actions can be achieved in the short term. Other actions will take more time - requiring new legislation or innovative partnerships. Mississauga is limited in its ability to finance affordable housing initiatives on its own. Funding for the actions will be dependent on investments from the Region of Peel as our Service Manager and senior levels of government.

**REMOVE
BARRIERS**

**CLOSE THE
MISSING MIDDLE
GAP**

**CHAMPION
SYSTEMS
REFORM**

**BE
ACCOUNTABLE**

Remove Barriers

Bringing an affordable housing project to market can be a lengthy and complicated process. Streamlining the process, reducing risk and establishing clear development requirements can help developers reduce costs that can be passed on to tenants and homeowners.

Create a supportive policy environment

Official planning documents and development regulations need to clearly articulate and complement the City's affordable housing vision

1 Amend the official plan to strengthen existing and add new policies supporting affordable home ownership and rental housing for moderate income households and the development of family-size units

2 Review development standards and requirements to encourage the development of housing that is affordable to middle income households (e.g., parking standards, Section 37 contributions)

Make lands development ready

The planning process can be lengthy and the results uncertain. Having planning approvals in place for lands in prime locations can reduce financing costs and risk to housing providers

3 Implement tools such as pre-zoning, inclusionary zoning and a development permit system for lands in appropriate locations across the city and in proximity to transit services to allow the built forms and densities needed to produce affordable housing and to support the development of family-sized housing units

4 Review the zoning of Region-owned lands for additional development opportunities for housing

Drive continuous improvement

Currently the City's Strategic Leader - Development Liaison position works to resolve impediments in the planning process for strategic development proposals including affordable housing projects. This valuable work should continue and be supplemented by looking at all services and processes for ways to support the development of affordable housing

5 Continue to support affordable housing proposals with the City's Strategic Leader - Development Liaison position

6 Assign dedicated resources to apply an affordable housing lens to identify opportunities to support affordable housing in all City services and processes

Optimize City assets

Not only is land a major cost element in a development project, but it is also difficult for affordable housing providers to find and compete on the open market for development sites. The City can assist by making surplus lands available for affordable housing proposals and consider how housing could be incorporated into City facilities

7 Implement a "housing first" policy for surplus City lands

8 Investigate infill opportunities and co-development of affordable housing with City facilities

Encourage second units

Second units are intrinsically more affordable than other market rentals and also support affordable homeownership. They are also one of the most cost-effective ways to increase the supply of affordable housing throughout the city

9 Review and simplify processes and regulations for legal second units

Reassess City charges and taxes

Charges and taxes can affect the financial viability and sustainability of an affordable housing project. It is important to ensure that affordable housing projects pay an equitable share and that charges are not unintentionally discouraging some types of needed housing such as affordable family size units

10 Review the Development Charges By-law to identify opportunities to promote a broad mix of affordable units

11 Review property taxation for rental buildings to reduce any inadvertent disincentive

Preserve purpose built rental

Existing rental buildings are a valuable component of the city's affordable housing stock. Controlling the conversion of rental buildings to condominium ownership and the demolition of rental units without replacement helps protect this stock.

12 Develop a demolition control and replacement by-law

13 Develop a condominium conversion control by-law

Close The Missing Middle Gap

The high cost of housing in Mississauga poses significant challenges for middle-income working households. These households earn too much to qualify for subsidized housing and have limited housing choices. Closing the missing middle gap can be achieved by implementing effective strategies and programs to provide needed support to ensure these households remain housed in the City.

Encourage diverse supply of safe second units

Second units are one component to providing a diverse supply of affordable housing choices. These units meet housing needs of households facing financial challenges and use the existing housing stock in the City. Encouraging a diverse supply of safe, affordable second units provides people with the opportunity to live in Mississauga.

14 Support the Region in implementing second unit grant and loan programs

Make the pro forma work

Real estate fees, development charges, and property taxes represent a significant expense for building owners and developers. For this reason, exemptions and deferrals that reduce an owner's costs can be a powerful incentive tool to induce investment in the construction, rehabilitation, or maintenance of the City's housing stock

15 The Region should consider the deferral of development charges on the portion of affordable units provided in new construction

16 Establish a Property Tax Deferral Program in partnerships with the Region for the production of new housing affordable to the middle income households

17 Explore incentives to support inclusionary zoning

Support First Time Home Buyers

First time home buyers are finding it increasingly difficult to enter the housing market. One of the challenges faced by many households is saving enough money for a down payment. Developing programs that will support first time home buyers will allow for people to live in Mississauga and contribute to our economy as they will be provided with the opportunity to obtain suitable, affordable housing

18 Encourage first time home ownership programs such as shared equity and co-housing for middle income households

Champion Systems Reform

To be successful, system change needs to occur at all levels. This includes legislation, taxation, funding programs, administrative process, and broader levels of education and awareness.

There are many players in the housing market – senior levels of government, the development industry, non-profit organizations and the community. The City of Mississauga will engage and work collaboratively with all players to create a supportive environment for housing developers to provide housing that is affordable across the housing continuum with a focus on middle income households. Focus on middle income housing, the outcome will also assist with the delivery of housing for low income households.

Secure additional financial resources

As the Housing Service Manager the Region of Peel has the responsibility of administering affordable housing funds that it collects through development charges and municipal taxes as well as those it receives from the Provincial and Federal governments. Mississauga can bolster these funds through funds collected through the development process. Mississauga will work with all levels of government to raise and allocate funding and develop financial programs that meet the needs of the housing providers and support a full range of housing that is affordable to all income groups including the middle income households

19 Explore with the Region the implementation of a Regional tax levy to support middle income households

20 Petition senior levels of government (Peel, Provincial and Federal Governments) to create enduring and sustainable funding programs that realize developer timeframes and financial needs

21 Appeal to senior levels of government (Peel, Province and Federal Governments) to provide affordable home ownership assistance to individuals

22 Investigate incentives provided by upper tier governments for upgrades to rental stock

23 Petition the Province to expand municipal revenue tools

24 Build an affordable housing reserve fund using Section 37 and other municipal revenues to finance affordable housing and purpose-built rental housing incentives

Restructure taxation and financial supports

There is an array of existing taxes that developers are required to pay. Relief from these taxes can make the construction and operation of affordable housing more financially viable

25 Petition senior levels of government to consider taxation policies that incent affordable housing that include but are not limited to

- the creation of second units
- rehab existing purpose built rental housing
- new purpose built rental housing
- GST rebates or exemptions

26 Appeal to Federal and Provincial governments to explore tax credits and exemptions for affordable housing including but not limited to

- income tax credit (e.g. second unit homeowners)
- land transfer tax exemptions
- create land value capture tools for municipalities
- low income housing tax credits

27 Encourage senior levels of government to provide financial backing/ insurance to affordable housing developers

Make surplus land available

The availability of land is a barrier to many housing providers, particularly non-profit organizations. Senior levels of government should make surplus land available to affordable housing providers before placing the land on the open market

28 Work with senior levels of government to make their surplus land available for affordable housing

Advocate for supportive policy and legislation

Making sure that policies and legislation are aligned to support affordable housing for all income groups, including middle income households, gives the City the support and tools it needs to achieve its housing vision

29 Encourage the Region to expand the Term of Council priority to include housing for middle income households

30 Implement the Province's initiative to eliminate development charges and updated building code legislation for second units in new construction

31 Implement Inclusionary Zoning

Create a culture of action

As a lower tier municipality Mississauga is often the first point of contact for development applicants, business and the public. Mississauga staff need to have affordable housing on their radar and be versed in the programs that are available. Outreach to the homeowners and the real estate and building industry is also critical to ensure a good uptake on the affordable housing programs

32 Promote affordable housing programs to development proponents

33 Promote Regional programs to development proponents

34 Provide landlord education (e.g., rights and responsibilities)

35 Provide a communication and education plan for realtors, builders and potential landlords

Be Accountable

Measuring progress and keeping the importance of housing affordability top of mind will be vital to the success of the Affordable Housing Strategy.

Measure the affordability gap

Establishing goals is important in order to measure our success. While these goals need to be realistic they also need to be ambitious if we are to make a difference to the many individuals and families struggling to find affordable housing that meets their needs

36 Establish interim housing unit production targets based on Regional requirements

37 Establish long-term housing unit production targets

Maintain visibility

Too often attention to important issues is fleeting. To ensure that this does not happen to affordable housing, regular monitoring and reporting on progress needs to occur

38 Monitor and report on affordable housing

- annual investment
- unit retention and production
- status of the affordability gap for low and middle income households
- uptake of housing programs
- market conditions

39 Continue to engage with housing development stakeholders (e.g., Housing Affordability Advisory Panel, housing events and forums)

Enhance data

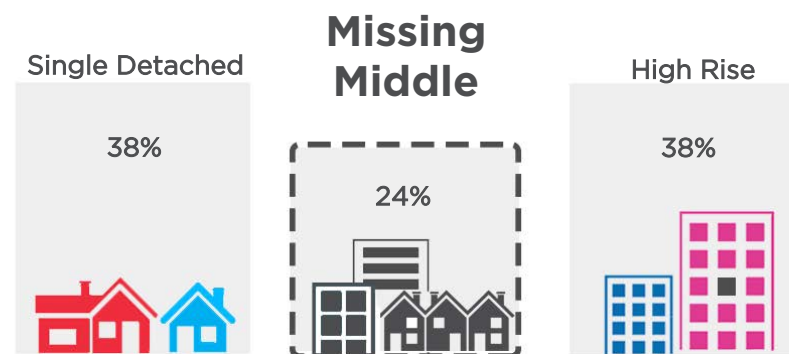
Data regarding housing affordability is lacking particularly at the municipal level. Senior levels of government are in the best position to collect and disseminate this data.

40 Petition senior levels of government to provide standardized local housing data and consistent methodologies to measure housing affordability

Affordable Ownership

Ownership housing is a goal for many middle income households. The City needs more diversity in the housing supply, with dwelling types often referred to as the missing middle, to meet housing needs. Innovative programs and partnerships will make this goal a reality. The housing targets can be achieved through the following:

- Market units priced below \$400,000
- Large units designed for families in buildings with indoor and outdoor amenity spaces to support a variety of age groups and activities
- Units with alternative mortgage funding (shared appreciation mortgages) to support middle income households attain home ownership
- Support for new second units that provide rental units and additional financial support for a households wanting to achieve home ownership
- Vacant public lands should include units that support ownership for middle income households



Rental Housing

Rental housing provides choice in a variety of life circumstances and security of tenure to households for which ownership is not an option. Rental housing includes market rental, for the workforce, and affordable rental, for those with the greatest housing needs. Mississauga aims to preserve and enhance its rental housing supply to maintain the diversity in its housing stock.

- Mississauga is striving to achieve a balanced rental market
- The City has had very low vacancy rates for several years in both the purpose-built units (primary market) and other rental units like rented condominium apartments (secondary market)
- Mississauga needs new supply of all types of rental units
- Existing rental units should be maintained, preserved or, where proposed for removal, replaced
- Market rental units that provide choice for middle income households should be supported
- Affordable rental units have monthly rents of approximately \$1,200 according to the Provincial Policy Statement

A large, bold, white '3%' is centered on a dark gray rectangular background.

**A vacancy rate at or above
3% represents a balanced
rental market**

The Big Five

While all the actions are important, five actions were identified by the Housing Affordability Advisory Panel as those that would be most impactful at advancing the creation of affordable housing. These actions will be priorities for implementation.

action 25

Petition senior levels of government to consider taxation policies and credits that incent affordable housing.

action 3

Pilot tools such as pre-zoning and a development permit system to produce affordable housing in appropriate locations and in proximity to transit services.

action 17

Encourage the Region to develop an inclusionary zoning incentive program for private and non-profit housing developers.

action 39

Continue to engage with housing development stakeholders (e.g. Housing Affordability Advisory Panel, housing events and forums).

action 15

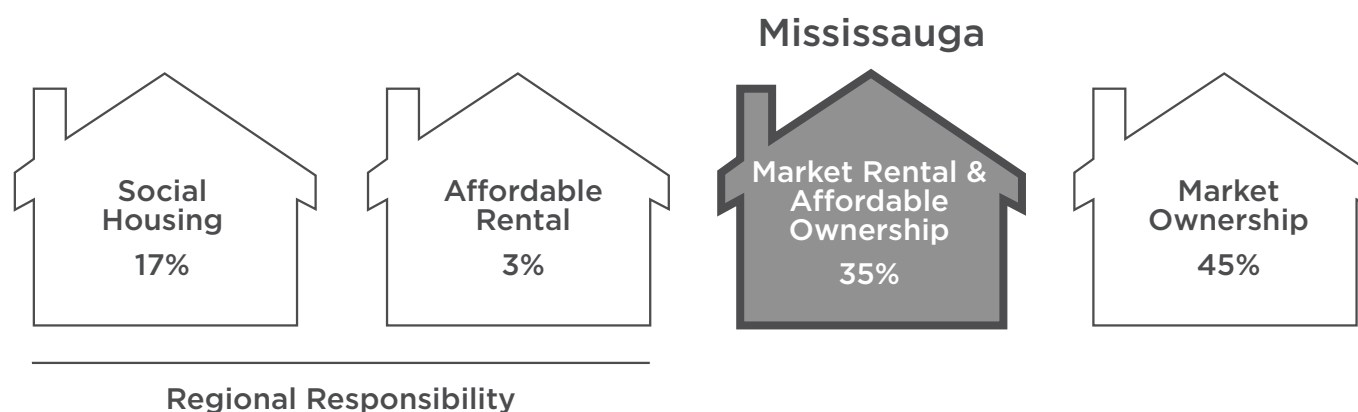
The Region should investigate the costs of deferring development charges on the portion of affordable units provided in newly constructed multiple dwellings.

What Are We Aiming For?

The Region of Peel, as Service Manager, has housing targets for various levels of need along the housing continuum. At one end is social housing and needs that cannot be addressed without financial support from senior levels of government. At the other end is private market ownership housing.

A target is a goal that the City will aspire to achieve. Affordable housing targets provide a framework to monitor progress on the City's affordable housing objectives, address housing needs and communicate the City's expectations to the development community.

Mississauga will use the Region's targets as an interim goal. The City's contribution toward meeting the Region's housing targets will focus on the 35% market rental and affordable ownership. The City will support the Region in achieving the housing targets across the housing continuum. These targets will be achieved City-wide.



The Road Ahead

This Strategy identifies the City's priorities and establishes a course of action. But there is still much to do. Getting the word out and building commitment, harnessing resources and detailed planning are essential next steps before the City's vision of having room for everyone can be realized.



Acknowledgments

Mayor Bonnie Crombie, City of Mississauga

Councillor George Carlson, City of Mississauga

Councillor Carolyn Parrish, City of Mississauga

Robert Trewartha, Chief of Staff, City of Mississauga

Andrea Calla, Chair, City of Mississauga Housing

Affordability Advisory Panel, President and CEO, The Calla Group, Chair, Canadian Urban Institute

Steve Deveaux, Executive Vice President, Tribute Communities & Chair of BILD

Paula Tenuta, VP Policy and Government Relations, BILD

Nadia Frantellizzi, Affordable Housing Consultant, Canada & Mortgage Housing Corporation

Ian Russell, Team Lead, Regional Housing Services, Central Municipal Services Office, Ministry of Municipal Affairs & Housing

Pat Vanini, Executive Director, Association of Municipalities of Ontario (AMO)

Joe Vaccaro, Chief Executive Officer, Ontario Home Builders Association

Heather Tremaine, Chief Executive Officer, Options for Homes

John Gerrard, Chief Executive Officer, Habitat for Humanity Halton-Mississauga

Kevin Whyte, Manager of Community Partnerships and Government Relations, Habitat for Humanity Halton-Mississauga

Jamie McCallum, Assistant Vice President, Commercial Lending, First National Financial

Frank Giannone, President, FRAM Building Group

Martin Blake, Vice President, Daniels Corp.

Hanita Braun, Executive Director, Project Management, Planning and Development, Verdiroc Development Corporation

Patricia Castro, Verdiroc Development Corporation

Jenn Green, Verdiroc Development Corporation

Vijay Gupta, Principal, Schaeffers Consulting Engineers

Tony Pontes, Director of Education, Peel District School Board

Randy Wright, Peel District School Board

Marianne Mazzorato, Director of Education, Dufferin-Peel Catholic School

Janice Sheehy, Commissioner, Human Services, Region of Peel

Sue Ritchie, Manager, Design & Development, Housing Services, Region of Peel

Brett Barnes, Advisor, Housing System and Development, Housing Services, Region of Peel

Ed Sajecki, Commissioner, Planning and Building, City of Mississauga

Andrew Whittemore, Director, City Planning Strategies, City of Mississauga

Angela Dietrich, Manager, City Planning Strategies, City of Mississauga

Paulina Mikicich, Project Leader, City Planning Strategies, City of Mississauga

Emily Irvine, Planner, City Planning Strategies, City of Mississauga

Gaspere Annibale, Researcher, City Planning Strategies, City of Mississauga

Jennifer Lanteigne, Administrative Assistant, City Planning Strategies, City of Mississauga

Steve Czajka, Manager, Information Planning, City Planning Strategies, City of Mississauga

David Kranjcevic, Metrics Coordinator, Park Planning, Parks and Forestry, City of Mississauga

Maida Amir, Web Specialist, Business and Development Services, City of Mississauga

Bogmulia Sliwa, Researcher, Information Planning, City Planning Strategies, City of Mississauga

Jim Doran, Strategic Leader, Development Liaison, City of Mississauga

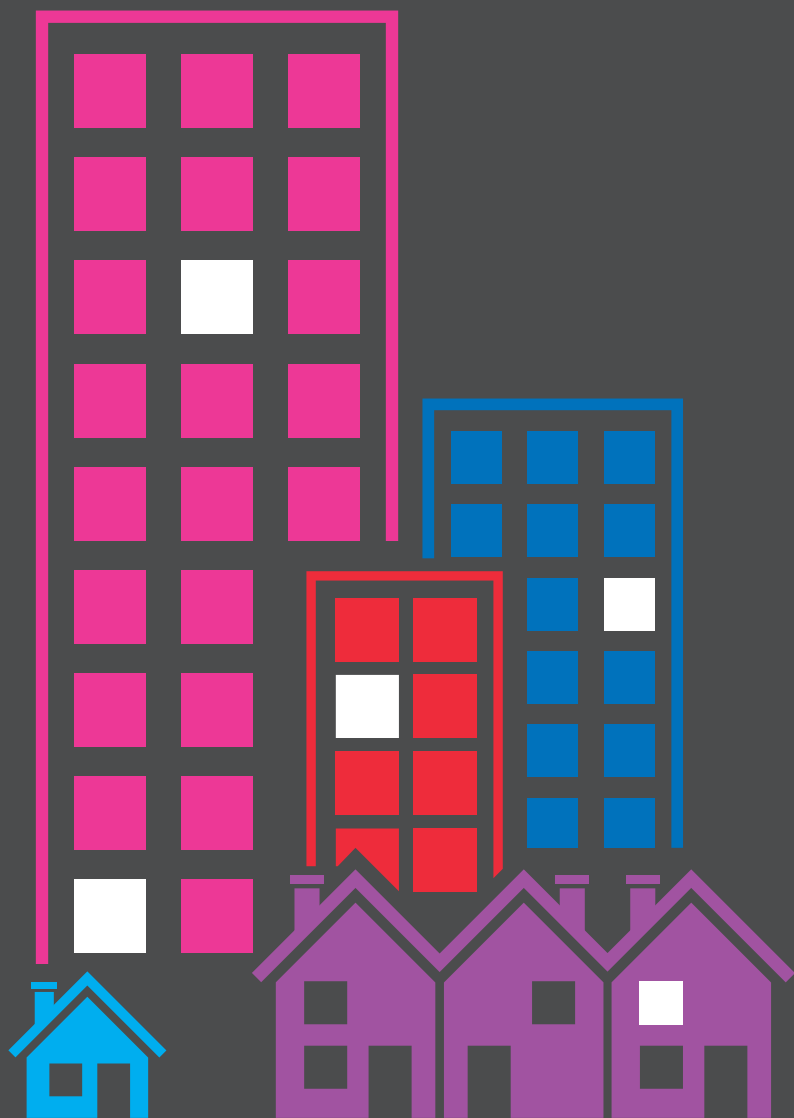
Gary Kent, Commissioner, Corporate Services & CFO, City of Mississauga

Jeff Jackson, Director, Finance & Treasurer, City of Mississauga

Connie Mesih, Director, Revenue & Material Management, City of Mississauga

Elizabeth McGee, Manager, Financial Strategies, City of Mississauga

Susan Cunningham, Manager, Development Financing & Reserve Management, City of Mississauga



Making Room for the Middle:

Action Plan



MAKING ROOM FOR THE MIDDLE: ACTION PLAN

Making Room for the Middle – A Housing Strategy for Mississauga contains 4 Goals and 40 Actions to support the continued development of housing that is affordable to low and moderate income households in the city over the next 5 years.

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
REMOVE BARRIERS	Create a Supportive Policy Environment – Official planning documents and development regulations need to clearly articulate and complement the City’s affordable housing vision.								
	1. Amend the official plan to strengthen existing and add new policies supporting affordable home ownership and rental housing for moderate income households and the development of family-size units	Phase 1 - Review housing policies to expand: <ul style="list-style-type: none">• General housing policies• Rental housing policies• Housing targets and how these might be achieved	New OP policies	City (CPS) in consultation with Region					
	2. Review development standards and requirements to encourage the development of housing that is affordable to middle income households (e.g. parking standards, Section 37 contributions)	Consider how existing planning regulations (Zoning, Design Guidelines) could be revised to support affordable housing Consider how secured Section 37 can be used to incent middle income housing on a specific applications	Review regulations (i.e. Parking Standards). Identify terms/situations where affordable housing is a priority Revised Section 37 policies and procedures	City (CPS, D&D) potential consultant study City (CPS, D&D)					
ABBREVIATIONS					LEGEND				
CPS – City Planning Strategies D&D – Development and Design					Time Frame Underway/ongoing Pending				
DL- Development Liaison CS – Community Services					F&PM- Facilities & Property Management				
					1				

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
REMOVE BARRIERS	Make Lands Development Ready – The planning process can be lengthy and the results uncertain. Having planning approvals in place for lands in prime locations can reduce financing costs and risk to housing providers.								
	3. Implement tools such as pre-zoning, inclusionary zoning and a development permit system for lands in appropriate locations across the city and in proximity to transit services to allow the built forms and densities needed to produce affordable housing and to support the development of family-sized housing units	a. Pre-zoning – work with the Region to identify sites to zone lands and increase units that are affordable for middle income households. City will also pre-zone lands near Major Transit Station Areas (MTSAs) and the Waterfront with a view to incorporating affordable housing,	New Regulations	City (CPS) with support from Region					
		b. Inclusionary Zoning – establish official plan (OP) policies to support inclusionary zoning such as contribution requirements, agreements for rental or affordable units, incentives per unit, support processes such as development standards or pre-zoning, waiving Section 37 contributions	Preparatory Investigation and New Regulations	City (CPS) with support from Region					
		c. Development Permit System – identify areas where a Development Permit System would be appropriate and outline a scope for this project	New Regulations	City (CPS) with support from Region					
	4. Review the zoning of Region-owned lands for additional development opportunities for housing	Cross reference with #3(a)	Present new locational opportunities to build affordable housing	Region with support from City (D&D)					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
REMOVE BARRIERS	Drive Continuous Improvement – Currently the City’s Strategic Leader – Development Liaison position works to resolve impediments in the planning process for strategic development proposals including affordable housing projects. This valuable work should continue and be supplemented by looking at all services and processes for ways to support the development of affordable housing.								
	5. Continue to support affordable housing proposals with the City’s Strategic Leader – Development Liaison position	Define expectations of the role and capacity to engage in housing projects for the Housing Strategy	<ul style="list-style-type: none">- Improved process- Process review- Internal education	City (P&B Commissioner’s Office, D&D, DL)					
	6. Assign dedicated resources to apply an affordable housing lens to identify opportunities to support affordable housing in all City services and processes	Raise internal awareness and promote cultural shift	Identify where and how affordable housing can be supported in City services and processes Updated monitoring Resources	City (CPS)					
	Optimize City Assets – Not only is land a major cost element in a development project, but it is also difficult for affordable housing providers to find and compete on the open market for development sites. The City can assist by making surplus lands available for affordable housing proposals and consider how housing could be incorporated into City facilities.								
	7. Implement a “housing first” policy for surplus City lands	Complete – Corporate Policy Amended July 5, 2017 Internal administrative and decision making processes required – lands only zoned for housing, criteria, etc. Identify list of affordable housing producers	Implement a “housing first” policy and identify affordable housing producers to build on these surplus City lands	City (CPS, Realty Services)					

ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
				2017	2018	2019	2020	2021
8. Investigate infill opportunities and co-development of affordable housing with City facilities	Identify opportunities in Future Directions report Link to Development Charge Review	Identify where infill opportunities and co-development of affordable housing with City facilities exists	City (CPS, CMS, F&PM)					
Encourage Second Units – Second units are intrinsically more affordable than other market rentals and also support affordable homeownership. They are also one of the most cost-effective ways to increase the supply of affordable housing throughout the city.								
9. Review and simplify processes and regulations for legal second units	Landlord education workshops and other management support with Region		City + Region	Completed				
Reassess City Charges and Taxes – Charges and taxes can affect the financial viability and sustainability of an affordable housing project. It is important to ensure that affordable housing projects pay an equitable share and that charges are not unintentionally discouraging some types of needed housing such as affordable family size units.								
10. Review the Development Charges By-law to identify opportunities to promote a broad mix of affordable units	Research a mechanism to support housing affordability through financial support for new supply. Recommend an approach with financial constraints for mechanism. This includes: <ul style="list-style-type: none"> • Granting relief to affordable units • Promoting a mix of units • Community Improvement Plan (CIP) 	Implement a financial mechanism to support new supply	City (Finance, Revenue) with support from Region					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
REMOVE BARRIERS	11. Review property taxation for rental buildings to reduce any inadvertent disincentive	<p>The new Ontario Fair Housing Plan now requires that new rental buildings to be taxed using a ratio closer to the Residential tax ratio (between 1.0 and 1.1)</p> <p>Report on the May 24, 2017 Council agenda provided information on the New Multi-Residential Property Class ratio set at 1.1</p> <p>Review of changing the Multi-residential ratio for existing rental buildings is underway and expected to be brought forward in the Fall 2017</p>	Phase in tax ratios for Residential and New Multi-Residential property classes	City (Finance, Revenue)					
	Preserve Purpose Built Rental – Existing rental buildings are a valuable component of the city's affordable housing stock. Controlling the conversion of rental buildings to condominium ownership and the demolition of rental units without replacement helps protect this stock.								
	12. Develop a demolition control and replacement by-law	Report on City by-law and administration process in Fall 2017	New by-law and process	City (CPS, Legal Services, D&D, Building, Enforcement)					
	13. Develop a condominium conversion control by-law	Report on Council by-law and administration process in Fall 2017	New by-law and process	City (CPS + Legal Services, D&D, Building, Enforcement)					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CLOSE THE MISSING MIDDLE GAP	Encourage Diverse Supply of Safe Second Units – Second units are one component to providing a diverse supply of affordable housing choices. These units meet housing needs of households facing financial challenges and use the existing housing stock in the city. Encouraging a diverse supply of safe, affordable second units provides people with the opportunity to live in Mississauga.								
	14. Support the Region in implementing second unit grant and loan programs	Process to approve applications that have approved funding could be fast tracked Support for this program through advertising on website and providing information at the counter	City process for fast tracking	Region, City (CPS, Building)					
	Make the Pro Forma Work – Real estate fees, development charges, and property taxes represent a significant expense for building owners and developers. For this reason, exemptions and deferrals that reduce an owner’s costs can be a powerful incentive tool to induce investment in the construction, rehabilitation, or maintenance of the city’s housing stock.								
	15. The Region should consider the deferral of development charges on the portion of affordable units provided in new construction	Cross reference #10		Region					
	16. Establish a Property Tax Deferral Program in partnerships with the Region for the production of new housing affordable to the middle income households	Develop a process in consultation with the Region Determine if a Community Improvement Plan is required	Approve a process e.g. CIP	City (Revenue, CPS)					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
	17. Explore incentives to support inclusionary zoning	Region is researching the development of a CIP to support inclusionary zoning City is looking at non-financial incentives such as fast tracking, density bonusing, pre-zoning, reducing parking standards		Region, City (CPS, D&D, DL) potential consultant study					
	18. Encourage first time home ownership programs such as shared equity and co-op housing for middle income households	Revolving loan program – investigate possible Federal and Provincial programs for financial support. Working with Region to develop a business case for the program, study process to establish and administer it	Implement a home ownership program and administer the appropriate funding for households	City (CPS) with Region support					
CHAMPION SYSTEMS REFORM	Secure Additional Financial Resources – As the Housing Service Manager the Region of Peel has the responsibility of administering affordable housing funds that it collects through development charges and municipal taxes as well as those it receives from the Provincial and Federal governments. Mississauga can bolster these funds through funds collected through the development process. Mississauga will work with all levels of government to raise and allocate funding and develop financial programs that meet the needs of the housing providers and support a full range of housing that is affordable to all income groups including the middle income households.								
	19. Explore with the Region the implementation of a Regional tax levy to support middle income households	Study jointly the potential for a Regional tax levy for funding to support programs for middle income households	Implement a Regional tax levy	Region with support from City (CPS, Finance)					




	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CHAMPION SYSTEMS REFORM	20. Petition senior levels of government (Peel, Provincial and Federal Governments) to create enduring and sustainable funding programs that realize developer timeframes and financial needs	Advocate through reports, comments and Consultation groups (Community Reference Group) and organizations such as AMO the need for new programs based on research findings and input from the Housing Advisory Panel	Understand proposed programs and implement programs as necessary	Mayor's Office with support from City (CPS)					
	21. Appeal to senior levels of government (Peel, Province and Federal Governments) to provide affordable home ownership assistance to individuals	Advocate through reports, comments and Consultation groups (Community Reference Group) and organizations such as AMO the need for new programs based on research findings and input from the Housing Advisory Panel	Continue to support the implementation of this action item	Mayor's Office with support from City (CPS)					
	22. Investigate incentives provided by upper tier governments for upgrades to rental stock	Study existing programs from the Service Manager, the Province and the Federal Government (CMHC). Meet with representatives to understand the requirements of the programs	Promote incentives to landlords to upgrade rental buildings	Region with support from City (CPS)					
	23. Petition the Province to expand municipal revenue tools	Petition for tools that would provide financial support for housing affordability initiatives such as vacant dwelling tax and land value uplift	Understand the impacts of proposed revenue tools and implement as necessary	Mayor's Office with support from City (Legal Services)					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CHAMPION SYSTEMS REFORM	24. Build an affordable housing reserve fund using Section 37 and other municipal revenues to finance affordable housing and purpose-built rental housing incentives	Cross reference with #10	Implement the financial mechanism to support this reserve fund and provide funding where needed	City (CPS, Revenue, Finance)					
	Restructure Taxation and Financial Supports – There is an array of existing taxes that developers are required to pay. Relief from these taxes can make the construction and operation of affordable housing more financially viable.								
	25. Petition senior levels of government to consider taxation policies that incent affordable housing that include but are not limited to <ul style="list-style-type: none"> the creation of second units rehab of existing purpose built rental housing new purpose built rental housing GST rebates or exemptions	Advocate through reports, comments and Consultation groups (Community Reference Group) and organizations such as AMO the need for new programs based on research findings and input from the Housing Advisory Panel This might also include income and corporate taxation	Understand the impacts of proposed taxation policies and implement as necessary	Mayor's Office with support from City (CPS)					

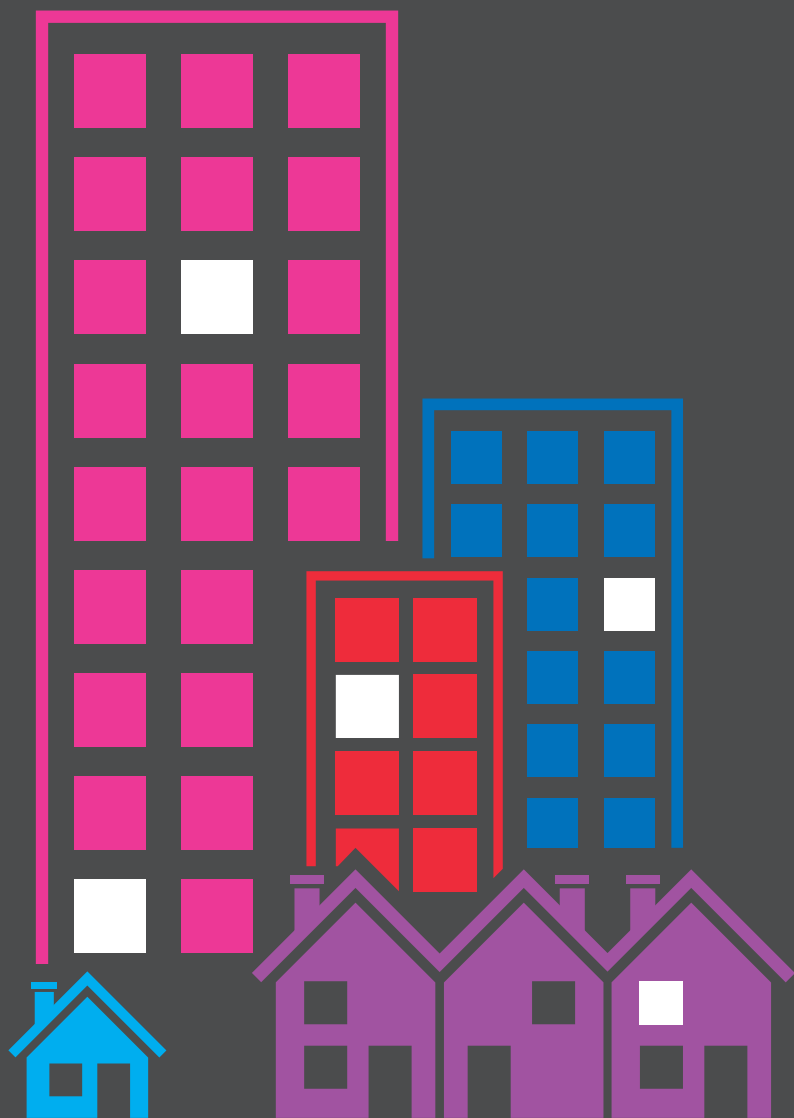
	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CHAMPION SYSTEMS REFORM	26. Appeal to Federal and Provincial governments to explore tax credits and exemptions for affordable housing including but not limited to <ul style="list-style-type: none"> income tax credit (e.g. second unit homeowners) land transfer tax exemptions create land value capture tools for municipalities low income housing tax credits 	Cross Reference #25	Understand the proposed tax credits and exemptions and implement as necessary	Mayor's Office with support from City (CPS)					
	27. Encourage senior levels of government to provide financial backing/insurance to affordable housing developers	Advocate through reports, comments and Consultation groups (Community Reference Group) and organizations such as AMO the need for new programs based on research findings and input from the Housing Advisory Panel	Understand proposed financial backing/insurance and ensure affordable housing developers are provided with it	City (CPS) with support from Region					
	Make Surplus Land Available – The availability of land is a barrier to many housing providers, particularly non-profit organizations. Senior levels of government should make surplus land available to affordable housing providers before placing the land on the open market.								
	28. Work with senior levels of government to make their surplus land available for affordable housing	Provincial land already available through Ontario's Fair Housing Plan. Work with upper tier on opportunity basis to ensure land development with housing first approach	Ensure surplus land is first made available to identified affordable housing producers	City (CPS, Realty) with support from Region					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CHAMPION SYSTEMS REFORM	Advocate for Supportive Policy and Legislation – Making sure that policies and legislation are aligned to support affordable housing for all income groups, including middle income households, gives the City the support and tools it needs to achieve its housing vision.								
	29. Encourage the Region to expand the Term of Council priority to include housing for middle income households	Discuss expanding the Term of Council priority Provide comments through reports and studies on the potential expansion of the Terms of Council priority	Ensure the Term of Council priority aligns with the Housing Strategy	Mayor’s Office with support from City (CPS, City Manager)					
	30. Implement the Province’s initiative to eliminate development charges and updated building code legislation for second units in new construction	Commenting period closed July 10, 2017 Implement once approved	Implement Provincial initiative	City (Building, Finance)					
	31. Implement Inclusionary Zoning	Continue to inquire regarding timing of regulations and lobby for its release Develop OP and zoning changes with requirements Scope for discussion and review Incorporate into application process Financial supports: incentives, where it’s applicable	Understand regulations when provided and implement IZ where necessary	City (CPS, D&D)	pending regulations				

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
CHAMPION SYSTEMS REFORM	Create a Culture of Action – As a lower tier municipality Mississauga is often the first point of contact for development applicants, business and the public. Mississauga staff need to have affordable housing on their radar and be versed in the programs that are available. Outreach to the homeowners and the real estate and building industry is also critical to ensure a good uptake on the affordable housing programs								
	32. Promote affordable housing programs to development proponents	Educate proponents and develop a brochure/materials/website	Ensure affordable housing programs are continuously made available to development proponents	City (CPS, D&D, DL)					
	33. Promote Regional programs to development proponents	Educate proponents and develop a brochure/materials/website	Ensure Regional programs are promoted and made available to development proponents	City (D&D, DL)					
	34. Provide landlord education (e.g. rights and responsibilities)	Landlord education information Support second units through education Look at materials available to the public Resources at planning counter for applications/inquiries – guidelines for applications, common renovations, drawings, etc.	Continue to provide education to landlords when needed and ensure rights and responsibilities are made available through different resources	City (CPS, Building) with support from Region					
	35. Provide a communication and education plan for realtors, builders and potential landlords	Education and develop a brochure/materials/website	Continue to provide the communication and education plan. Ensure it is available through different resources	Region with support from City (CPS, Building, Communication)					

	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
BE ACCOUNTABLE	Measure the Affordability Gap – Establishing goals is important in order to measure our success. While these goals need to be realistic they also need to be ambitious if we are to make a difference to the many individuals and families struggling to find affordable housing that meets their needs.								
	36. Establish interim housing unit production targets based on Regional requirements	Interim targets in Housing Strategy Will be established in OP policies	Establish interim housing unit production targets in the Housing Strategy and monitor unit production in partnership with Region	City (CPS) with support from Region					
	37. Establish long-term housing unit production targets	Clarification on targets -: rental vs. ownership housing targets	Implement long-term housing unit production targets in partnership with Region	City (CPS) with support from Region					
	Maintain Visibility – Too often attention to important issues is fleeting. To ensure that this does not happen to affordable housing, regular monitoring and reporting on progress needs to occur.								
	38. Monitor and report on affordable housing <ul style="list-style-type: none">• annual investment• unit retention and production• status of the affordability gap for low and middle income households• uptake of housing programs• market conditions	Identify required data Develop monitoring	Monitor and report on affordable housing semi-annually in partnership with Region	City (CPS, Communications) with support from Region					

BE ACCOUNTABLE	ACTIONS	SCOPE OF WORK	DELIVERABLE	LEAD	TIME FRAME				
					2017	2018	2019	2020	2021
	39. Continue to engage with housing development stakeholders (e.g., Housing Affordability Advisory Panel, housing events and forums)	Engage through events, forums and special meetings to provide and obtain input on the implementation of the Housing Strategy		City (CPS)					
	Enhance Data – Data regarding housing affordability is lacking particularly at the municipal level. Senior levels of government are in the best position to collect and disseminate this data.								
	40. Petition senior levels of government to provide standardized local housing data and consistent methodologies to measure housing affordability	Advocate through reports, comments and Consultation groups (Community Reference Group) and organizations such as AMO the need for new programs based on research findings and input from the Housing Advisory Panel.	Report on/understand housing data in relation to housing affordability and its alignment with the Housing Strategy	Mayor's Office with support from City (CPS)					



City of Mississauga

Corporate Report



Date: 2017/09/28

To: Chair and Members of Planning and Development Committee

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

Originator's files:
LA.07-PRO

Meeting date:
2017/10/16

Subject

INFORMATION REPORT

New Planning Legislation and Policies for Resilient, Efficient and Transit-Oriented City Building

Recommendation

1. That the report titled "New Planning Legislation and Policies for Resilient, Efficient and Transit-Oriented City Building" dated September 28, 2017, from the Commissioner of Planning and Building, be received for information.
2. That the report titled "New Planning Legislation and Policies for Resilient, Efficient and Transit-Oriented City Building" dated September 28, 2017, from the Commissioner of Planning and Building, be forwarded, by the City Clerk, to the Region of Peel, the City of Brampton and the Town of Caledon.

Report Highlights

- The Provincial Coordinated Land Use Planning review concluded this year with updated plans released on May 18, 2017. The updated Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan both came into force on July 1, 2017.
- The Growth Plan provides more direction to achieve compact, complete communities with a full range of housing options and transit-supportive densities, as well as direction to respond to climate change.
- The Growth Plan, combined with other provincial planning policy and legislation, have significant operational impacts and implications for the City.

Background

Coordinated Land Use Planning Review

The Provincial Coordinated Land Use Planning review is complete. The updated Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan both came into force on July 1, 2017.

The City commented on the two proposed Plans in an October 4, 2016, Planning and Development Committee report (see Appendix 1). Several implications outlined in the report are addressed in the updated Growth Plan, however the upper-tier (Region) jurisdiction for employment land conversion and for delineating major transit station areas (MTSAs) remains unchanged.

Two big shifts in the updated Growth Plan are related to transit-supportive growth and climate change. The Plan focuses on building compact, complete communities supported by an integrated transit system and transit-supportive densities and investment. The Plan is clear that better integration of land and infrastructure is required, and directs growth to settlement areas with a focus on strategic growth areas (formerly intensification areas), including urban growth centres and MTSAs. The Plan also focuses on environmental systems (e.g. water resources, natural areas, agriculture) and stormwater management to ensure communities are more resilient to the impacts of climate change.

In support of creating complete communities with a mix of housing options for a diverse range of household sizes and incomes, the Growth Plan also provides direction for upper- and single-tier municipalities, in consultation with lower-tier municipalities, to develop a housing strategy.

Provincial Legislation and Plans, Strategies

Parallel legislation that supports implementation of the Growth Plan policies includes Bill 73: *Smart Growth for Our Communities Act, 2015* and Bill 139: *Building Better Communities and Conserving Watersheds Act, 2017*.¹ Both Acts include changes to the *Planning Act* that provide more stability in the land use planning process and make it harder for development proponents to amend or appeal policies in conformity with upper-tier municipal or provincial policies.²

¹ Bill 73 Planning Act amendments are in force and effect; Bill 139 passed Second Reading on September 27, 2017

² Reporting on Bill 73 and Bill 139 was presented at Planning and Development Committee meetings held on September 19, 2016 and September 25, 2017, respectively

Additional provincial direction addresses affordable housing, the foundation of complete, strong communities, through the Fair Housing Plan and Long Term Affordable Housing Strategy. The City is well-advanced in developing an affordable housing strategy with “Making Room for the Middle: A Housing Strategy for Mississauga (Draft)”.

A future Discussion Paper will be prepared to provide a more fulsome overview of the operational impact that new provincial planning policy and legislation has for the City.

Comments

There is significant provincial direction that will have operational impacts and implications for the City of Mississauga. Notable changes include:

- In addition to growth being directed to the City’s Downtown and to Major and Community Nodes, it will be directed to MTSAs. Planning and zoning of lands around MTSAs is to be prioritized to ensure transit-supportive density targets are achieved.
- To achieve Growth Plan conformity there will be need for ongoing integrated planning that involves many City functional areas including policy, development, zoning, transportation, infrastructure, environment, community services, fire and risk management, finance, and legal services.
- The upper-tier municipality (Region of Peel) is responsible for initiating municipal comprehensive reviews, designating employment areas and delineating MTSA boundaries, in consultation with the City. Provincial approval is also required. In contrast, the City previously led these processes, in consultation with the Region.
- The need to address climate change by achieving complete communities that mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas (GHG) emissions, contribute towards the achievement of low-carbon communities, and integrate green infrastructure and low impact development.
- Restrictions on appeal rights in Bill 73 and proposed by Bill 139 give more certainty and stability in the local planning process for policies and decisions that conform to provincial plan policies.

The direction of the Growth Plan and the intent of its goals and policies represent good planning principles. The City has already advanced on many of the Growth Plan policy areas, including reviewing MTSAs with employment land for conversion potential, and significantly contributing to the integrated planning process through the Regional Growth Management Committee. Further, the City has a stormwater management program in place, and recently initiated the Climate Change Program towards a Climate Change Action Plan.

The following outlines the areas of significant change or impact under the updated Growth Plan, and where applicable, the implications for the City. A summary table is attached as Appendix 2.

Official Plan Update Timeline

- All decisions on new planning matters must conform to the updated Growth Plan. Upper-tier municipalities, like the Region of Peel, must complete Official Plan conformity by 2022. Lower-tier municipalities, such as the City of Mississauga, have one year to update their Official Plans once the new Regional Official Plan comes into force, and three years to bring zoning into conformity.

The Implications

- The City will work closely with the Region during their Official Plan conformity exercise to align Mississauga Official Plan (MOP) policies in preparation for the lower-tier conformity one year timeline.

Regional and Provincial Roles for MCRs

- The Province has assigned upper-tier municipalities the role of initiating municipal comprehensive reviews³ (MCRs) in consultation with lower-tier municipalities, and requires Provincial approval of MCRs. MCRs are required for planning matters such as growth allocation, Settlement Boundary Expansion, implementing an employment strategy, employment land conversion, major transit station area boundary and strategic growth area delineation, and alternative minimum density targets.
- The City's October 4, 2016 report noted concern about the emphasis on planning at the upper-tier applied across the Greater Golden Horseshoe. The City appreciates that this approach may be appropriate in regions with smaller municipalities that may have Growth Plan compliance challenges, but the blanket approach does not account for a sophisticated lower-tier municipality like Mississauga. The City has achieved Official Plan conformity to the 2006 Growth Plan, has proved to be effective in undertaking MCRs, and has a track record of responsible and proactive planning.

The Implications

- The Region addressed the City's concerns about MCR employment land conversion work that was endorsed by City Council, but now requires Provincial approval. The Region is bringing forward proposed policies in a draft Growth Management Regional

³ Municipal comprehensive review: A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan. (Growth Plan 2017)

Official Plan Amendment (ROPA) being tabled at the October 26, 2017 Regional Council meeting, that would allow employment lands within the Northeast and Lakeview Employment Areas and lands in the vicinity of MTSAs to intensify with a broad range of uses, including residential. The draft Growth Management ROPA is still subject to provincial and public review and commentary, and final provincial approval.

Designated Employment Areas

- The Growth Plan requires that upper-tier municipalities designate all employment areas⁴ to protect them for appropriate employment uses over the long-term.
- New policy prohibits major retail uses in employment areas and allows the municipality to determine the size or scale threshold of such uses. New policy also calls for integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs⁵, where appropriate.

The Implications

- The Region has designated employment areas in the draft growth management ROPA, in consultation with the City. Any future conversion of employment lands in these areas would require an MCR and provincial approval, with the exception of areas where MTSAs overlap employment lands.⁶

New, Phased-In Residential Intensification Targets for Delineated Built-Up Area

- The minimum annual residential intensification rate has been increased from 40 per cent to 60 per cent, to be phased-in between now and 2030.
- The Growth Plan is focused on the achievement of transit-supportive, complete communities that make better use of land and infrastructure. The Plan directs growth to settlement areas and prioritizes intensification, with a focus on strategic growth areas (formerly intensification areas), including urban growth centres and MTSAs, as well as brownfield sites and greyfields.

⁴ Employment Area: Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (PPS, 2014)

⁵ Innovation hubs: Locations that support collaboration and interaction between the private, public and academic sectors across many different economic sectors to promote innovation. (Growth Plan 2017)

⁶ In accordance with the Region's draft Growth Management ROPA policies for employment areas

The Implications

- Mississauga should see regional growth allocations prioritized to meet minimum density targets in its multitude of strategic growth areas, including MTSA's, over new greenfield expansions in the Region.

New Designated Greenfield Area (DGA) Minimum Density Targets

- The target of 80 residents and jobs⁷ combined per hectare applies to DGAs added through an MCR after July 1, 2017.

The Implications

- Land use planning for the Ninth Line lands show that the 80 ppj target can be achieved.

Minimum Density Targets for MTSA's on Priority Transit Corridors and Regional and Provincial Approval Requirements

- MTSA minimum planned density targets are established at 160 residents and jobs per hectare for areas served by light rail transit or bus rapid transit (BRT); 150 residents and jobs per hectare for areas served by GO Transit rail.
- In support of MTSA's, Bill 139 powers would exempt from appeal, plans to support growth around higher-order transit.
- MTSA boundaries are to be delineated by the upper-tier municipality, in consultation with the lower-tier. Alternative MTSA targets must be approved by the Province.
- The Growth Plan only includes MTSA's on four priority transit corridors in Mississauga, including the Hurontario LRT, the 403 Transitway and the Lakeshore West and Kitchener GO train lines.
- The recently released "Draft 2014 Regional Transportation Plan for the Greater Toronto and Hamilton Area" (RTP), identifies the Dundas BRT as one of the key rapid transit projects for advancement.⁸
- The Milton GO line is identified in the draft RTP for 15-minute GO Regional Express Rail (RER) after 2025, but notes the required extensive infrastructure investments and a

⁷ Residents and jobs is also referred to as persons plus jobs, or "ppj"

⁸ Dundas Connects, the City's transportation and land use master plan underway for the Dundas Corridor, recommends a BRT system

review of physical constraints. The City considers the Milton GO corridor a priority and therefore planning for this corridor and its MTSAs should proceed.

- The Growth Plan allows for density target averaging over a priority transit corridor with four or more MTSAs and for the Minister to permit alternative MTSA targets. This helps to transfer density from MTSAs that have limited redevelopment potential (e.g. low density residential outside of strategic growth areas) to those that do or to apply an alternative target for MTSAs unable to meet the minimum density targets. There are over 40 MTSAs in Mississauga (including the Dundas corridor and the Milton GO line) with several of them overlapping. The City is awaiting clarification from the Province on how to apply the averaging and alternative density targets and how to address these targets where MTSAs overlap.

The Implications

- Overall, there is significant work required to analyse each MTSA and its density potential and correlate this to population and employment growth allocation in the Region. The City will work closely with the Region through a working group to avoid duplication and ensure efficiency in undertaking MTSA boundary studies.

Climate Change Policies

- The Growth Plan introduces new policies supporting climate change mitigation and adaptation. The Province will be releasing guidance material on climate change targets in late-2017.
- The Region is required to develop Official Plan policies to identify actions that will reduce greenhouse gas emissions (GHGs) and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016. This includes infrastructure vulnerability risk assessments, stormwater management planning, and watershed planning direction. The Region is initiating a project to develop a regional climate change action plan. Mississauga will need to conform to Regional policies.

The Implications

- In planning to reduce GHGs and address climate change impacts, municipalities are encouraged to develop GHG inventories and emission reduction strategies.
- Regarding stormwater management, the City is required to develop stormwater master plans or equivalent that will, among other matters, consider: watershed planning; cumulative environmental impacts of stormwater, extreme weather events; low impact development and green infrastructure; and the full life cycle costs of stormwater

infrastructure. The City will need to address these requirements through a future stormwater master plan or equivalent and by incorporating new policies in Mississauga Official Plan.

- Council has recently approved the Climate Change Project being led by the Environment Division, to develop a Climate Change Action Plan. Through this work, the City will consult with the Region to coordinate projects and development of official plan policies concerning climate change mitigation and adaptation.

Conservation Policies

- The City is required to develop and implement official plan policies and other strategies in support of objectives related to water conservation, energy conservation, air quality improvement and protection, integrated waste management, and excess soil reuse.

The Implications

- Some of these policies will be developed through the City's Climate Change project (e.g. policies to reduce GHG emissions and improve air quality); however, additional policy work will likely be needed to address topics such as water conservation, energy conservation (e.g. community energy planning, district energy generation, renewable systems), and integrated waste management as it relates to building construction practices (e.g. use of sustainable materials in building and infrastructure, reuse and recycling of construction materials).

Financial Impact

The infrastructure required to support future growth and to address climate change has significant financial implications for municipalities.

Through the integrated planning work of the Regional Growth Management Committee, it was determined that growth allocated to Mississauga to 2041 can be supported by the Region's existing and planned water and wastewater infrastructure. Mississauga will also need to consider infrastructure to support growth, including transit infrastructure, community services and parks, fine grain street networks, and climate change adaptation and mitigation measures.

Conclusion

The Growth Plan is one of several provincial policy and legislative directions that impact the City's approach to land use planning and will have implications for the City's policies and practices. The City is assessing changes to policy and legislation and will provide a future Discussion Paper to highlight impacts across City departments.

The City continues to work closely with the Region to ensure existing MCR work is addressed expeditiously. The City's requests to address MCR work is reflected in the Region's draft Growth Management ROPA scheduled for presentation at the October 26, 2017 Regional Council meeting.

Attachments

Appendix 1: PDC Report – Provincial Coordinated Land Use Planning Review – Proposed Plans, dated October 4, 2016

Appendix 2: Summary Table of Updated Growth Plan Changes, Impacts and Implications



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Planner

City of Mississauga

Corporate Report



Date: 2016/10/04

To: Chair and Members of Planning and Development Committee

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

Originator's files:
LA.07-PROMeeting date:
2016/10/24

Subject

Provincial Coordinated Land Use Planning Review - Proposed Plans

Recommendation

1. That the recommended directions in the report titled "Provincial Coordinated Land Use Planning Review – Proposed Plans" dated October 4, 2016, from the Commissioner of Planning and Building, be endorsed.
2. That the report titled "Provincial Coordinated Land Use Planning Review – Proposed Plans" dated October 4, 2016, from the Commissioner of Planning and Building, be forwarded, by the City Clerk, to the Ministry of Municipal Affairs, the Association of Municipalities of Ontario (AMO), the Region of Peel, the City of Brampton and the Town of Caledon.

Report Highlights

- In May 2016, the Province released for comment the proposed amended versions of the four provincial plans: the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan
- The four provincial land use plans work together to manage growth, build complete communities, curb urban sprawl and protect the natural environment in Ontario's Greater Golden Horseshoe region. Two of these are most relevant to the City of Mississauga - the Growth Plan, and to a lesser extent, the Greenbelt Plan
- The proposed Growth Plan's goals and policies which prioritize intensification and higher densities that support transit viability, optimize existing infrastructure and improve resilience to climate change, are generally supported as they represent good planning principles

4.3 - 2

Planning and Development Committee

2016/10/04

2

Originators file: LA.07-PRO

- Major changes include: intensification target of 60 per cent for all new residential development occurring annually in existing built-up areas; an increase to designated greenfield area density targets to a minimum of 80 residents and jobs per hectare; a minimum gross density target of 160 residents and jobs combined per hectare for areas served by light rail transit or bus rapid transit (major transit station areas). The plan also provides for even greater protection of employment lands throughout the Greater Golden Horseshoe region
- Upon review, the ability to meet the proposed intensification and density targets simultaneously is not feasible and needs to be reviewed with consideration of the overall objectives of the Growth Plan. In particular, the policies and minimum density targets for major transit station areas are not appropriate or achievable in all locations and should be reconsidered
- The Growth Plan has significant financial implications for municipalities that need to be supported by and aligned with Provincial financing tools, funding models and capital investment

Background

In May 2016, the Province released for comment the proposed amended versions of the four provincial plans: the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. This release follows the Province's review of the Advisory Panel's report, "Planning for Health, Prosperity and Growth", as discussed in the report presented to the Planning and Development Committee (PDC) on March 21, 2016 (see Appendix 1).

The City has monitored and submitted comments during the coordinated plans review process that commenced on February 27, 2015. The City's initial comments, with a focus on the Growth Plan, were considered by PDC on May 25, 2015 (see Appendix 2). Comments on the proposed four provincial plans are due October 31, 2016, and are the subject of this report.

Generally, the Growth Plan prioritizes intensification and higher densities that support transit viability, optimize existing infrastructure and improve resilience to climate change. More specifically, the Growth Plan supports:

4.3 - 3

Planning and Development Committee

2016/10/04

3

Originators file: LA.07-PRO

- Intensification in built-up areas and focused growth in strategic growth areas¹ with a minimum intensification target of 60 per cent. Designated greenfield areas (DGA) are subject to a higher minimum density target of 80 residents and jobs per hectare
- Transit-supportive growth that will be aligned with transit investment in strategic growth areas, including major transit station areas (MTSAs) and along priority transit corridors. This direction is supported by minimum density targets around MTSAs
- Identification and protection of prime employment areas, that prohibit residential and other sensitive land uses, institutional, retail and commercial uses, and non-ancillary office uses
- Cost-effective infrastructure that is to be achieved through integrated planning, optimization of existing infrastructure and focusing investment in strategic growth areas
- Protection of systems necessary for environmental health and ecological integrity of the region, including water resource and natural heritage systems

Below are staff comments on key areas in the Growth Plan that have significant impact for the City, followed by recommended directions, where appropriate.

Comments

Two of the proposed plans are relevant to the City of Mississauga - the Growth Plan, and to a lesser extent, the Greenbelt Plan. The focus of this report will be on the Growth Plan. Once in effect, all decisions with respect to planning matters shall conform with the Growth Plan, regardless of the status of a municipal comprehensive review.

The direction of the Growth Plan and the intent of its goals and policies represent good planning principles. As envisioned in the Growth Plan, the City is well positioned to accept growth and intensification in its strategic growth areas including the Downtown, nodes and corridors.

However, critical to the Growth Plan's success is the Province's continued support by way of investing in major transportation infrastructure, such as the Hurontario LRT and the all-day two-way service on the Lakeshore GO line. Moreover, as the following commentary illustrates, further refinement and consideration of the draft Growth Plan policies are needed.

Additionally, upon review, staff note potential implications of jurisdictional matters between upper- and lower-tier municipalities. These must be addressed to provide an appropriate level of autonomy to the City in order to successfully implement the Growth Plan. The Plan appoints the

¹ The term "strategic growth areas", to replace the term "intensification areas", are defined as nodes, corridors and other areas (e.g. urban growth centres), that are the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

4.3 - 4

Planning and Development Committee

2016/10/04

4

Originators file: LA.07-PRO

Region as the lead on several processes including (1) the delineation of Major Transit Station Areas (MTSA) (2) initiating a municipal comprehensive review, and (3) identification of prime employment areas. While regional leadership is needed, this governance creates another layer of approval authority and reduces the ability for lower-tier municipalities to respond to local planning matters. As the approval authority for lower-tier official plans, the Region already has the ability to ensure the overall Growth Plan policies are adhered to and, as such, the additional powers are not required.

The following highlights the proposed changes to the Growth Plan, the critical implications for Mississauga, specifically the challenges related to operationalizing the policy, and some of the potential solutions the Province may wish to consider to address these.

1. Intensification and Designated Greenfield Area (DGA) Density Targets

The Growth Plan increases minimum intensification and density targets in support of its objectives. An increase to the minimum intensification target from 40 per cent of all new residential development occurring annually in existing built-up areas, to 60 per cent, is proposed. Further, since Mississauga has an urban growth centre, its minimum intensification target must be equal to or higher than the Regional target.

The Growth Plan also proposes a minimum density target of 80 residents and jobs (persons plus jobs, "ppj") per hectare for lands within an upper- or single-tier municipality. The 80 ppj is the suggested minimum required to support frequent transit service and to mitigate climate change.² Planning for the Ninth Line lands show that this target is achievable. For comparison, the Churchill Meadows greenfield area which is largely developed, has a density of 80 ppj.

The Implications

- The intensification target is achievable for the City of Mississauga as most of the city's development will be intensification, with the Ninth Line lands being the only remaining potential new greenfield area to be added
- The Region of Peel has identified an issue with the 80 ppj density target applicable to already built and planned greenfields, as well as to unplanned greenfield areas. The Region calculates that if the unplanned areas (15 per cent of the total) are required to compensate for the lower densities of built and planned greenfield lands, a density of approximately 140 ppj would be required. This would force substantially higher densities

² Frequent transit service means one bus every 10-15 minutes. Very Frequent Bus Service means one bus every five minutes with potential for LRT or BRT, supported by a minimum density of 100 residents and jobs combined per ha. Ontario Ministry of Transportation, "Transit Supportive Guidelines".

4.3 - 5

Planning and Development Committee

2016/10/04

5

Originators file: LA.07-PRO

in new greenfield areas and could exceed the densities in some strategic growth areas.³ This could have implications for the planning of the Ninth Line lands

- The urban form and mix of unit types resulting from the Growth Plan is also a point of consideration. The consulting firm Malone Given Parsons Ltd. has undertaken research on the unit mix at varying density levels. They estimate at a density of 130 ppj, approximately 86 per cent of development would be stacked townhouses and apartments, compared to only 15 percent with a 50 ppj target. However, unit mixes at the same density can vary widely. Churchill Meadows, for instance, at a density of 80 ppj, has 85 per cent ground-related units as opposed to the 45 per cent in the consultant's unit mix estimate (see Appendix 3)

Staff Assessment & Potential Considerations:

- Reconsider existing plans by adding density to the existing built and planned greenfield. The anticipated high densities in unplanned greenfield areas envisioned to compensate for the lower densities of built and planned greenfield lands could be addressed by adding density to the existing built and planned greenfield. However, significant time and effort has gone into planning approvals and the revisiting of approvals in built and planned DGAs would be of concern

If revisiting these areas for additional density is intended, further clarification is required on how the Province intends to assist municipalities (e.g. protection against appeals) with this undertaking. Preliminary City staff calculations show that if existing and planned greenfield areas were to be re-planned at 80 ppj, no new DGA expansion would be required. Not only would this mean that no new greenfield lands are required, there would be a surplus land supply to meet the needs to 2041. No greenfield expansions would impact bringing the Ninth Line lands into the urban boundary

It is recommended that the Province:

- Review the DGA minimum density target to ensure density is not unintentionally higher in DGAs than in strategic growth areas
- Provide policy direction for revisiting planning approvals for built and planned DGAs to add additional density, and if it is the Province's intent that these lands be revisited, how the Province intends to assist municipalities in this undertaking

³ The Region estimates new DGA densities of approximately 140 ppj for unplanned DGAs. This is in the range of Mississauga's Community Node density targets of 100 to 200 ppj.

2. Transit Supportive Growth and Density Targets

The Growth Plan proposes that all Major Transit Station Areas (MTSAs) will be required to achieve, by 2041 or earlier, the below minimum gross density targets. The targets are applicable to all MTSAs ⁴, regardless of size or function.

- 160 residents and jobs combined per hectare for MTSAs served by light rail transit or bus rapid transit
- 150 residents and jobs combined per hectare for all MTSAs served by express rail service on the GO transit network

The Growth Plan also speaks to planning around these areas including the need to pre-zone lands, plan for affordable housing, reduce parking standards and prohibit land uses and built form that would adversely affect the achievement of the minimum density targets.

The Implications:

- The density targets reinforce the City's land use planning initiatives for transit-supportive densities at strategic locations such as in the City Centre and along the Hurontario LRT corridor in the Cooksville and Port Credit mobility hubs and Gateway Corporate Centre
- The prescribed minimum density targets are unachievable for some stations (e.g. in areas with stable residential neighbourhoods with no infill sites or adjacent to Parkway Belt West lands) based on City staff's preliminary review of selected existing and planned areas. This is compounded by the density targets being based on a gross density that, with the exception of designated prime employment areas, does not allow for exclusions/take-outs for non-developable lands (e.g. highway corridors, greenbelt lands)
- The Growth Plan does not consider the magnitude of impact from the cumulative number of stations, resulting from the existing and planned BRT and LRT corridors and three GO rail lines in Mississauga. Preliminary analysis undertaken by City staff found that all the population and employment growth for the city to 2041 would need to be assigned to transit station areas, leaving no growth to be allocated to other priority areas, such as community nodes, significant waterfront sites and the Ninth Line lands. Additionally, the minimum density target of 200 ppj for the Downtown could not be achieved. This situation would only be exacerbated with additional stations being planned for the Dundas Street corridor and the Ninth Line lands

⁴ MTSA is defined as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core.

4.3 - 7

Planning and Development Committee

2016/10/04

7

Originators file: LA.07-PRO

- The Growth Plan allows for the size, shape and boundaries of MTSA's to be developed by the Region in consultation with the City. It is unclear if the boundaries are to be delineated in the upper-tier plans. If they are, this would add extra process for the municipality to amend boundaries

Staff Assessment & Potential Considerations:

- More flexibility should be provided by the Plan. The targets should not be applicable to all higher order transit stations and stops. While it is important to integrate transit and land use planning and there are some stations where the proposed densities are achievable and appropriate, and other stations where it is not, due to the function (e.g. minor transit stop) and limited development potential. Although the Plan provides flexibility in delineating the size and shape of a transit station boundary, there may still be lands that must be included in order to provide a contiguous boundary but have no development capacity (e.g. neighbourhood connection, station parking), and should be excluded from the density calculation.
- The City should have the authority to define MTSA boundaries, particularly since City staff have knowledge of the local planning context

It is recommended that the Province:

- Develop a hierarchy in the Growth Plan to recognize that each MTSA has a different role in the transportation system and a different land use context, and therefore, development at the MTSA densities be required at MTSA's only where appropriate
- Allow for exclusions/take-outs in the MTSA density calculation for undevelopable areas
- Review the ability for the targets to be met in combination with other targets and in consideration of the overall objectives of the Growth Plan
- Give authority to lower-tier municipalities to delineate MTSA's in collaboration with the Region

3. Employment Land Protection and Office Park Intensification

The Growth Plan proposes that municipalities identify and designate suitable lands near major goods movement facilities and corridors as prime employment areas. Prime employment areas are described as areas that are land extensive or have low employment densities, including manufacturing, warehousing and logistics. Additionally, the Plan prioritizes the intensification of existing office parks, supported by amenities and open space and improved transit connectivity.

4.3 - 8

Planning and Development Committee

2016/10/04

8

Originators file: LA.07-PRO

The aim to reduce the reliance on the single occupancy vehicle to access employment is important for reducing traffic congestion.

The Implications:

- The employment policies allow for the Minister and the Region to identify prime employment areas; however, there is no reference in the policy to the requirement to consult with the lower-tier municipality when identifying these areas
- Currently, the lower-tier municipality can initiate an MCR for employment land conversions under the in-effect Growth Plan. However, the proposed MCR definition requires that an MCR be initiated by an upper- or single-tier municipality, with no mention of the role of the lower-tier municipality
- Once identified, prime employment areas would not be eligible for conversion to non-employment uses and could be excluded from greenfield and major transit station area density calculations
- If this designation was to be applied in Mississauga, it would most likely be to the lands around the Pearson Airport, not including Corporate Centres. However, MOP policies allow for secondary office and would not be in conformance with the prime employment lands definition
- Residential and other sensitive land uses, institutional uses, and non-ancillary retail, commercial and office uses would be strictly prohibited

Staff Assessment & Potential Considerations:

- The Growth Plan definition should be expanded to enable small freestanding office. The exclusion of freestanding office uses is consistent with the City's plan policy that does not allow major office⁵ in employment character areas. The intent of this policy is to direct major office uses to Corporate Centres that could be serviced by higher order transit
- Office parks are analogous with Corporate Centres as identified in MOP and generally align with the policy direction in MOP for these areas

⁵ Major office is defined in MOP as freestanding office buildings of 10,000 square metres of floorspace or greater, or with approximately 500 jobs or more. This is based on the 2006 Growth Plan definition. Note that the proposed Growth Plan definition changes this to 4,000 square metres of floorspace or greater, or with approximately 200 jobs or more.

4.3 - 9

Planning and Development Committee

2016/10/04

9

Originators file: LA.07-PRO

It is recommended that the Province:

- Amend the prime employment area definition to allow for small freestanding office uses (i.e. not major office)
- Include a policy requirement for the Minister and upper-tier municipalities to consult with lower-tier municipalities when identifying prime employment areas
- Give authority to lower-tier municipalities to initiate a MCR for employment land conversion

4. Infrastructure Planning

Of significant importance in the Growth Plan is the requirement to plan for new or expanded infrastructure in an integrated manner and to link infrastructure investments to facilitate higher-density development in strategic growth areas. Integrated infrastructure planning involves the evaluation of long-range scenario-based land use and financial planning, supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments and other relevant studies where appropriate. The Plan also identifies priority transit corridors.

The Implications:

- An Inter-Municipal Growth Management Workgroup led by the Region of Peel with the mandate to undertake integrated planning in effort to plan for cost-effective growth is underway. At the local level, integrated planning is also undertaken (e.g. Dundas Connects, Hurontario LRT). This work meets the intent of the Growth Plan's integrated planning policy
- With regards to priority transit corridors, it is noted that the Dundas Street corridor is not shown on Schedule 5 in the Growth Plan

Staff Assessment & Potential Considerations:

- Schedule 5 in the Growth Plan should be amended to align with the Regional Transportation Plan (RTP), The Big Move, that identifies rapid transit which shows Dundas Street as a top priority
- There are other higher order and transit priority corridors identified in MOP that may recommend higher order transit, including Lakeshore Road, Erin Mills Parkway, Dixie Road, Derry Road, Eglinton Avenue and Airport Road. The status of these in the Growth Plan, needs to be better understood

4.3 - 10

Planning and Development Committee

2016/10/04

10

Originators file: LA.07-PRO

It is recommended that the Province:

- Provide clarification on how the Dundas Street Corridor identified under the RTP, and future higher order and priority transit corridors identified by the City, will be considered in the Growth Plan and incorporated into "Schedule 5: Moving People – Transit"
- Provide clarification on how the proposed Growth Plan policies will coordinate with the forthcoming (Spring 2017) proposed RTP policies

5. Environmental Matters

The Growth Plan requires that upper- and single-tier municipalities develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and Action Plan. Additionally, the Growth Plan and Greenbelt Plan work together to reduce the impact on the environment with policies that support conservation, the protection of key systems, resources and features, and climate change action planning.

The Implications:

- The Greenbelt Plan expands the Greenbelt into Mississauga by designating Urban River Valley (URV) lands along the Credit River and Etobicoke Creek, and clarifies that only publicly owned lands are subject to the URV policies. The Province also includes policy allowing for municipal requests to grow the Greenbelt within the URV designation, including the addition of privately owned lands
- Municipalities need to work towards net-zero communities⁶
- Municipalities are encouraged to develop strategies to improve resilience to climate change through land use planning, planning for infrastructure (e.g. transit, alternative energy) and water and energy conservation
- Municipalities are encouraged to develop greenhouse gas (GHG) inventories and reduction targets
- Municipalities need to develop climate change strategies and improve resiliency to climate change

⁶ Net-zero communities are defined as communities that meet their energy demand through low-carbon or carbon-free forms of energy and offset, preferably locally, any releases of greenhouse gas emissions that cannot be eliminated. Net-zero communities include a higher density built form, and denser and mixed-use development patterns that ensure energy efficiency, reduce distances travelled, and improve integration with transit, energy, water and wastewater systems.

4.3 - 11

Planning and Development Committee

2016/10/04

11

Originators file: LA.07-PRO

- Municipalities will need to assess infrastructure vulnerability to identify priority actions and investments to increase infrastructure resilience and adapt to climate change

Staff Assessment & Potential Considerations:

- MOP will need to be amended to conform to proposed Greenbelt Plan policies and to align with future Regional climate change policies
- Assessing infrastructure vulnerability will be a significant undertaking for the City and clarification from the Province on what the process and expected outcomes are for an infrastructure vulnerability assessment will be needed
- City staff are in the process of developing a Climate Change Plan specifically for Mississauga that will consider new climate change-related policies for MOP. The development of greenhouse gas (GHG) emission reduction targets will need to be considered

It is recommended that the Province:

- Provide assistance to municipalities with implementing climate change policies and developing strategies by providing support documents and best practices (e.g. outline process for and expected outcomes of assessing infrastructure vulnerability)

Financial Impact

While supported, the Growth Plan's direction for intensification, integrated infrastructure, transit connectivity, and climate change adaptation has significant financial implications for municipalities.

Provincial financing tools, funding models and capital investment are required to help support growth with adequate infrastructure, particularly transit, and parkland, community infrastructure (e.g. schools, recreations centres), and affordable housing.

It is imperative that the Province align capital investments in support of Growth Plan initiatives. It is unclear how the Plan's goals and targets could be met otherwise.

Conclusion

The overall intent of the Growth Plan is supported albeit there are operational challenges that need to be addressed, including achieving proposed intensification and density targets and the financing of the planned growth.

4.3 - 12

Planning and Development Committee

2016/10/04

12

Originators file: LA.07-PRO

Some, but not all, of the City's comments contained in the report considered at PDC on May 25, 2015 (see Appendix 2), were addressed in the proposed Growth Plan. In particular, the City's recommendations request future actions from the Province regarding a review of planning tools and funding mechanisms, provision of funding/incentives, green infrastructure best practices, and intensification-focused design guidelines. While these may extend beyond the Growth Plan policy framework, they should be addressed. It is recommended that the Province reconsider the City's comments that were not addressed in its May 2015 submission

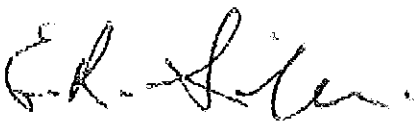
Finally, while the general intent of the Growth Plan policies is supported, there are challenges when operationalized. Transition policies are needed to address challenges with meeting targets and infrastructure requirements, particularly transit. Provincial assistance in Growth Plan implementation is also required by way of tools, best practices and guidelines. It is recommended that the Province develop transition policies to assist with the implementation of the Growth Plan.

Attachments

Appendix 1: March 21, 2016 PDC Meeting: Report - Provincial Coordinated Land Use Planning Review – Advisory Panel Report

Appendix 2: May 25, 2015 PDC Meeting: Report - Provincial Coordinated Land Use Planning Review

Appendix 3: Designated Greenfield Area Unit Mix



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Inter-agency Planner

City of Mississauga

Corporate Report

MISSISSAUGA

PDC

MAR 21 2016

Date: March 1, 2016

Originator's files:

LA.07.PRO

To: Chair and Members of Planning and Development Committee

Meeting date:

2016/03/21

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

Subject

Provincial Coordinated Land Use Planning Review - Advisory Panel Report

Recommendation

That the report titled "Provincial Coordinated Land Use Planning Review – Advisory Panel Report", dated March 1, 2016, from the Commissioner of Planning and Building, be received for information.

Background

On February 27, 2015 the Province launched a coordinated review of the four provincial plans (Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan). Collectively, the Plans aim to direct growth in a more efficient manner, and to preserve critical natural areas and agricultural lands.

In recognition of the complementary and related policies within each Plan, a Provincial Advisory Panel, chaired by David Crombie, was formed to ensure a consistent and integrated approach to the review and recommendations.

On December 7, 2015, the Ministry of Municipal Affairs and Housing released the Advisory Panel's report titled "Planning for Healthy, Prosperity and Growth in the Greater Golden Horseshoe: 2015-2041". The full report can be accessed at: <http://www.mah.gov.on.ca/Asset11110.aspx?method=1> . The Advisory Panel report has 87 recommendations focused around six strategic directions:

1. Building complete communities;
2. Supporting agriculture;
3. Protecting natural and cultural heritage assets;
4. Providing infrastructure;

4.3 - 14

4.8 - 2

Planning and Development Committee

March 21, 2016

2

Originators files: LA.07.PRO

5. Mainstreaming climate change; and

6. Implementing the Plans.

The Province is currently reviewing the Advisory Panel Report recommendations. Based on these, proposed amendments to the four Plans will be drafted. The draft amendments will be released to the public sometime this winter for comment. The Province hopes to complete the coordinated review process and update the four Plans by the summer of 2016.

Comments

The Advisory Panel report recommends streamlining the policy framework, terminology and timelines of the four Plans. It suggests a secretariat within the government be delegated to ensure effective coordination of the Plans. Beyond these, the following comments highlight some of the details around the Panel's recommendations of particular relevance to the City:

Complete Communities

The Report suggests the densities targeted in the 2005 Growth Plan, are actually too low to foster complete communities. The Report recommends strengthening policies for well-designed density, and compact walkable, mixed-used, transit oriented communities. Specifically, the report suggests a need to focus on:

- Directing more new development to existing urban areas through intensification, and less to new greenfield areas
- Increasing the density of housing and job opportunities in new development to create well-designed, healthy and transit-supportive communities
- Establishing stronger criteria to control settlement area expansion
- Encouraging a greater mix of housing types, including affordable housing
- Protecting employment areas (from conversion, adjacent to transportation infrastructure and of "strategic" regional importance) and supporting evolving economic activities

Intensification and Density Targets

Probably amongst the more contentious issues, the Report recommends both a greater degree of intensification/re-development inside already built-up areas and higher densities in the "greenfield" sites that are made available for future development.

The current Growth Plan identifies 25 urban growth centres (UGC's) throughout the Greater Golden Horseshoe region, one of which is located in Mississauga and encompasses the City's Downtown Core, Fairview, Cooksville and Hospital character areas. The Advisory Panel Report recommends increases to the intensification and density targets to the UGC.

This will not significantly impact Mississauga, as it is anticipated to achieve the Growth Plan density targets by 2031. However, fostering the desired balance of population to employment ratio remains a challenge, and the Report does not provide much to address this particular issue. Mississauga was advocating for the residential and employment targets to be separated

4.3 - 15

4.8 - 3

Planning and Development Committee

March 21, 2016

3

Originators files: LA.07.PRO

for both greenfields and UGCs, so that a more realistic balance can be achieved within local contexts.

Also relevant to Mississauga is the Report's recommendation to require transit-supportive densities. The current Growth Plan includes density targets for urban growth centres, but does not provide targets for transit station areas and mobility hubs, nor transit corridors. Additionally, the Report recommends prioritizing urban growth centres and intensification corridors as areas for investment.

Climate Change

The report recognizes the vital importance of climate change mitigation and adaptation, and recommendations with a direct bearing on climate change are flagged throughout the report. The basis for most of the recommendations is to create complete, sustainable communities that are resilient to extreme weather events.

Financial Impact

Not applicable.

Conclusion

The Provincial coordinated review of four Plans (Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan) concluded in December 2015 with the release of an Advisory Panel Report. The Advisory Panel report, chaired by David Crombie, has 87 recommendations. The Province is reviewing the recommendations and intends to release draft amendments to the respective Plans this winter. Upon release of these, staff will report on the proposed amendments and implications for Mississauga.



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Shahada Khan, Policy Planner



Corporate Report

Clerk's Files

Originator's
Files

LA.07.PRO

DATE: May 5, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 25, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Provincial Coordinated Land Use Planning Review

RECOMMENDATION: That the report titled "Provincial Coordinated Land Use Planning Review", dated May 5, 2015, from the Commissioner of Planning and Building, be approved and forwarded, by the City Clerk, to the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Region of Peel, the City of Brampton and Town of Caledon.

**REPORT
HIGHLIGHTS:**

- The Province initiated a review of the Growth Plan, the Greenbelt Plan the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.
- This report is in response to the first phase of the review and provides comments on how to improve the Plans, with a focus on the Growth Plan.
- Public comments are due on May 28, 2015. At which time all recommendations will be reviewed by an Advisory Panel, chaired by David Crombie. The Panel will recommend amendments to the Plans, which will then be circulated for a second round of comment.
- It is expected that a final amendment will be presented to the Government for approval in early 2016.

BACKGROUND:

The Growth Plan for the Greater Golden Horseshoe was adopted by the Province in 2006. The City of Mississauga must comply to the Plan which establishes a detailed policy framework for managing growth. The Plan is very important to the City. Not only does it establish growth allocations, but it ultimately directs all future land use planning matters related to: economic development, transportation, infrastructure, urban form, housing, and natural resources.

On February 27, 2015 the Province launched a coordinated review of the Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. The latter two Plans do not apply to lands within Mississauga. The purpose of the review is to identify how to make the Plans work better. The Province would like to know what is working well and what should remain the same?

The coordinated review consists of two phases. The first is to seek input to inform the development of amendments to the Plans, and the second phase is to consult on proposed amendments.

A provincial Advisory Panel has been formed consisting of six advisors, chaired by David Crombie, to develop recommendations on how to amend and improve the Plans. The Panel will deliver a report to the Minister of Municipal Affairs and Housing and the Minister of Natural Resources and Forestry by September 1, 2015.

Additionally, in order to facilitate feedback, the Province prepared and released a discussion document titled "*Our Region, Our Community, Our Home*". It focused on six key themes.

To date, planning staff have conducted internal consultation with departments across the City to obtain feedback. Additionally, staff have participated in the following activities:

- A public meeting held by the Province on April 22, 2015.
- Interview conducted by the Canadian Urban Institute (CUI), who were retained by the Ontario Growth Secretariat to meet with municipalities to gather information on Growth Plan policies.

- Facilitated workshops hosted by the Ontario Professional Planners Institute (OPPI).

This report is to provide input into the first phase of the review. The last day to submit comments to the Province is May 28, 2015.

COMMENTS:

From the City's perspective, growth is beneficial. As the city grows its revenues (taxation, user fees and potentially Provincial grants) will increase which enables the City to improve existing services and provide new services to support new residents and businesses. However, with growth come challenges, some of which are unique to Mississauga by comparison to abutting municipalities.

In consideration of the Growth Plan, it is important to understand the critical elements of a successful growth plan. Based on best practices, the following criteria are considered important for success:

- a clear vision, goals and targets;
- adequate tools for implementation;
- commitments to the plan by all parties;
- a high degree of collaboration among stakeholders; and
- financial commitments to support growth management.

The following section provides an overview of what is working well and what should be changed to improve the overall approach to growth management based on these criteria. Detailed comments are attached as Appendix 1.

What is Working Well?

When the Growth Plan was approved in 2006 its purpose was to guide planning in the fast growing Greater Golden Horseshoe by curtailing the urban sprawl that was undermining the region's economic competitiveness and quality of life. By directing a larger share of growth to built-up areas and developing criteria for greenfield expansions the Plan sought to create vibrant mixed use communities that are transit supportive, preserve employment areas for future economic growth, responsibly plan for infrastructure investments, and conserve natural systems and prime agricultural land.

The Province is to be commended for its initiative and the Growth Plan's many successes. The dialogue around creating complete communities and planning for major infrastructure investments such as higher order transit has helped shape planning documents such as Mississauga Official Plan. The Growth Plan and municipal plans that refine its policies to respond to local circumstances, have established a policy framework that will serve the region well as it continues to grow.

In the world of policy planning and land development, ten years is not a long time. Many of the benefits of the Growth Plan are still working their way through the system. That said, there are lessons that have been learned that can strengthen the Growth Plan and its implementation. The comments in this report recognize that the basic premise of the Growth Plan remains sound and serves as a strong foundation to be built upon.

What Needs to be Changed?

Matters of particular concern that should be addressed by the Province as part of this important review include the following:

- The Growth Plan should exempt lands within the built boundary from the 20 year planning time horizon identified in Policy 1.1.2 of the Provincial Policy Statement. Lands within the built boundary should be able to protect lands for long term intensification and to coordinate the land use vision with major infrastructure investments (e.g., higher order transit).
- Essential to achieving the intensification vision contained in the Growth Plan is the need to obtain and finance basic community infrastructure such as roads, parks and schools. The planning and financial regime that exists works well in obtaining community infrastructure in greenfield situations, but not for intensification within developed areas. The Province should undertake a comprehensive review of planning tools and funding mechanisms to ensure that greenfield development is not incentivized over intensification within the built boundary. This has been a point of concern for a number of City Councillors, as members of the Regional Growth Management Committee.

- The employment and population density targets should be separated, for both greenfields and urban growth centres.
- The Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan should be harmonized to ensure consistent definitions, designations and technical guidelines. Further, The Parkway Belt West Plan should be incorporated into the Growth Plan, in order to update its policies and ensure a consistent policy direction.
- Official plan policies that conform to Growth Plan policies, particularly intensification requirements, should not be appealable. Appeals should also be prohibited where there has been large infrastructure investment and for policies that protect employment lands.

Next Steps for the Review

Provincial staff has advised that by the end of the summer the Advisory Panel will provide advice/recommendations to the Government for consideration. In the fall of 2015 phase two of the consultation will commence which will include draft amendments. In early 2016 (winter/spring) an amendment will be presented to the Government for approval.

Staff will report back to Council on the proposed amendments and implications for Mississauga after they are released.

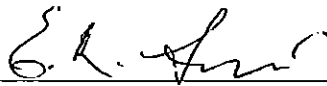
FINANCIAL IMPACT: Not applicable.

CONCLUSION:

This report provides input into the first phase of the Provincial review of the Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. A second round of comments will be sought once the Provincial Advisory Panel has reviewed comments received and proposes draft amendments to the Plans. It is expected that a final amendment will be presented for Government approval in early 2016.

It is recommended that this report be approved and forwarded to the Ministry of Municipal Affairs and Housing so that the City's position can be considered by the Province.

ATTACHMENTS: Appendix 1: City of Mississauga Response to the
 Provincial Coordinated Land Use Planning Review



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Shahada Khan, Planner, Policy Planning

AW. K:\PLAN\POLICY\GROUP\2015 Provincial Legislation\Coordinated Provincial Plans Review\PDPC Report May 25
2015_3 AW.doc

City of Mississauga Response to the Provincial Coordinated Land Use Planning Review

The following comments are to be considered as input into the Provincial Coordinated Land Use Planning Review from the City of Mississauga. The comments are organized by theme area and apply to all Plans under review, with emphasis on changes to the Growth Plan.

What is Working Well?

When the Growth Plan was approved in 2006 its purpose was to guide planning in the fast growing Greater Golden Horseshoe by curtailing the urban sprawl that was undermining the region's economic competitiveness and quality of life. By directing a larger share of growth to built-up areas and developing criteria for greenfield expansions the Plan sought to create vibrant mixed use communities that are transit supportive, preserve employment areas for future economic growth, responsibly plan for infrastructure investments, and conserve natural systems and prime agricultural land.

The Province is to be commended for its initiative and the Growth Plan's many successes. The dialogue around creating complete communities and planning for major infrastructure investments such as higher order transit has helped shape planning documents such as Mississauga Official Plan. The Growth Plan and municipal plans that refine its policies to respond to local circumstances, have established a policy framework that will serve the region well as it continues to grow.

What Needs to be Changed?

In the world of policy planning and land development, ten years is not a long time. Many of the benefits of the Growth Plan are still working their way through the system. That said, there are lessons that have been learned that can strengthen the Growth Plan and its implementation.

Planning Horizon

- The Growth Plan should exempt lands within the built boundary from the 20 year planning time horizon identified in Policy 1.1.2 of the Provincial Policy Statement. Lands within the built boundary should be able to protect lands for long term intensification and to coordinate the land use vision with major infrastructure investments (e.g., higher order transit).
- A fixed time horizon is appropriate for greenfield lands. To address issues of oversupply of greenfields, a time horizon of less than 20 years with well-established review periods may be appropriate.

Growth Allocations

- Criteria for the allocation of growth to lower tier municipalities should be specified. For example, in Peel Region the following criteria were developed to guide the allocation of the Amendment 2 forecasts:
 - Protection of agricultural lands
 - Support “growth pays for growth” concept; minimize the impact on existing taxpayers
 - Efficient utilization of the Region’s existing and planned infrastructure
 - Densities that support transit and complete communities
 - Planning for a range of employment over the long term to adjust to market cycles
- The employment forecast methodology should be reviewed to better reflect what is being achieved.

Greenfield Expansions

- Greenfield expansions have a direct impact on urban areas, specifically on infrastructure servicing and expansions. This can result in large costs to municipalities. As well, greenfield expansions can result in the loss of prime agricultural lands, that are needed to support the food production in local communities. The Province should clarify the purpose of the “white belt” and its intended long term role. Should this boundary be fixed in certain areas to protect critical resources (e.g., prime agricultural land)?
- As part of the land budget exercise to determine where growth will occur and by how much, this includes urban areas and greenfields. Take-outs are identified within greenfield areas, that are sometimes necessary in order to identify areas where growth cannot happen. These could include natural features for example. It is important that the Province articulate what are appropriate greenfield take-outs and also provide guidance on preparing land budgets. This will make it easier for upper and lower tier governments when trying to allocate the Provincially assigned population and employment forecasts.

Targets

- The Province should re-evaluate the intensification targets and customize them to fit with community context. Once established, exemptions which undermine the Growth Plan and create an unlevel planning field, should not be permitted.
- The employment and population density targets should be separated, for both greenfields and urban growth centres.
 - In greenfield situations, the employment densities being achieved are far lower than the target and drive up residential densities to levels that might not be acceptable to the

community or reflect good planning. Are the residential densities required appropriate in areas without supportive community infrastructure and transit services? Will municipalities restrict lands designated for employment uses out of concern for the implications on residential development?

- In urban growth centres the challenge is about getting employment to create mixed use live-work environments. Lands for employment uses, specifically office, need to be protected as they are not competitive with other uses such as high density residential.
- Consideration should be given to including additional density targets, such as for Major Transit Station Areas.
- The Province should clarify if the density targets are to be “planned for” or achieved by the horizon year.

Protecting Stable Neighbourhoods

- Develop a policy framework for non-intensification areas. Once municipalities have appropriately developed growth management plans that provide for intensification, they should be able to identify the type and scale of development in non-intensification areas to protect the character of stable residential communities.

Greenbelt Plan

- The Greenbelt policies should be strengthened ensure that certain uses are not permitted that would cause disturbances to the natural environment.
- Develop a policy framework encourages municipalities to brings food production uses back into the urban area.
- Clarify the purpose of the urban river valley (URV) designation. If the designation is to be retained, extend it to privately owned lands to provide connections and apply it to all major rivers draining into Lake Ontario.

Environment Policies In the Growth Plan

- The Growth Plan should include policies that make linkages between public health and public open spaces.
- Climate change will have a direct impact on how municipalities plan now and into the future, in order to mitigate flooding and the damage caused to homes, trees, the natural environment, etc. In urban areas, climate change can have a significant impact with regard to infrastructure that will be affected by extreme weather and what can be done to adapt to climate change. The Growth Plan needs to examine the impact that climate change will have on communities with attention to its

connection to land use planning and impacts to communities. The Plan should also define the term “resilient communities”.

- Direction or guidance on use of green infrastructure and other types of infrastructure that are resilient in light of climate change
- The Growth Plan should include a specific section for energy with policies that link energy to development and land use. Infrastructure to support growth should include energy infrastructure. These policies should encourage the integration of energy types (e.g. district energy, smart grid, etc.) and promote renewable energy sources.
- Policies should be added with regard to the modal split supporting the reduction of greenhouse gas emissions.
- Require and provide municipalities with tools to implement stormwater quality control via innovative technologies. This will protect and enhance natural area systems and provide pollution protection and green infrastructure to treat stormwater run-off before it flows into the Region's natural water bodies.

Healthy Development

- The Growth Plan should support the achievement of healthy communities by requiring that health impacts be taken into consideration in the development of plans and review of development proposals.
- Partnerships are needed between the Province, municipalities and school boards to develop policies/plans that focus on the location of schools and prepare school travel plans to get more students to walk and bike to/from school.

Harmonization of Plans and Policy Alignment

- The Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and Greenbelt Plan should be harmonized to ensure consistent definitions, designations, and technical guidelines between the plans.
- Harmonize the Parkway Belt West Plan with the Growth Plan.
- The Province needs to ensure that the Plans coordinate with and are in alignment with work of other agencies, such as Metrolinx (The Big Move) and conservation authorities.

Implementation

- The Provincial Policy Statement, when released in April 2014, came into effect on the same day with no transition period. The Province should review the transition policies of the Growth Plan as well as municipal official plans. Specifically, the premise of the “clergy principle” should be reviewed.
- Official Plan policies that conform to Growth Plan policies, particularly intensification requirements, should not be appealable. Appeals should also be limited for policies that support large infrastructure investments and for policies that protect employment lands.
- The Province should undertake the sub-area assessments identified in the implementation section of the Growth Plan.
- The Province needs to review the issue of pre-existing planning approvals (e.g. plans of subdivision in rural areas that are unbuilt but approved prior to Growth Plan) and the impact they may have on implementing the Growth Plan policies.

Definitions

- The Growth Plan should define mixed use and major retail uses.

Realizing the Vision

- Essential to achieving the intensification vision contained in the Growth Plan is the need to obtain and finance basic community infrastructure such as roads, parks and schools. The planning and financial regime that exists works well in obtaining community infrastructure in greenfield situations but not for intensification within developed areas. The Province should undertake a comprehensive review of planning tools and funding mechanisms to ensure that greenfield development is not incentivized over intensification within the built boundary.
- The Province should link infrastructure funding to intensification. Municipalities that comply with or exceed the intensification targets should be a priority for infrastructure investments.
- The next iteration of the Growth Plan needs to tackle the complex set of issues related to employment. This includes issues related to locating employment to support mixed use communities and transit investments, achieving the employment growth forecasts, addressing employment densities and attracting businesses that provide secure jobs with liveable wages.
- Funding/incentives should be provided to land owners as a tool to protect agricultural lands, water and natural areas.
- The Province should develop minimum design guidelines that are intensification supportive, address the public realm and speak to how to create active, healthy communities including work places in employment areas.

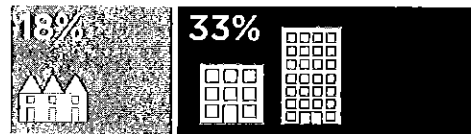
- The Province should coordinate the development of sustainable design guidelines and minimum standards to address energy, noise, urban design, etc., and recommend changes to the *Building Code Act*. The *Act* should require new developments be built with higher energy efficiency.

K:\PLAN\POLICY\GROUP\2015 Provincial Legislation\Coordinated Provincial Plans Review\Summary of Comments2.docx

DESIGNATED GREENFIELD AREA UNIT MIX

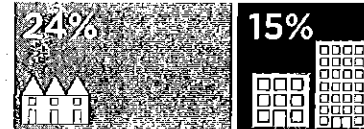
GTHA¹

Housing Mix
(Hemson, 2012)



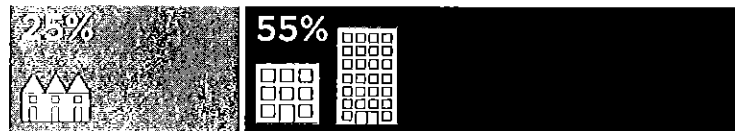
50

P+J/HA²



80

P+J/HA



130

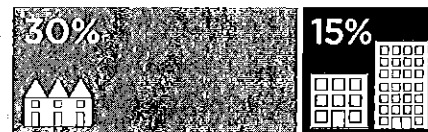
P+J/HA



Mississauga

DGA³

80 P+J/HA



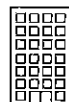
Singles/
Semls



Townhouses



Stacked
Townhouses,
Apartments



Apartments

¹ Greater Toronto Hamilton Area

² Population Plus Jobs Per Hectare

³ Designated Greenfield Area in Churchill Meadows

APPENDIX 2: SUMMARY TABLE OF UPDATED GROWTH PLAN CHANGES, IMPACTS AND IMPLICATIONS

Area of Change/Impact	2006 Growth Plan	2017 Growth Plan	Implications
Official Plan Update Timeline	Municipalities must achieve Growth Plan conformity within three years of the Plan coming into effect	Upper-tier ¹ municipality Official Plan (OP) must achieve Growth Plan conformity by 2022 Lower-tier ² municipality has one year to conform to in-force Regional OP and three years for zoning conformity	City will work closely with the Region to align Mississauga OP policies and meet the conformity deadline
Regional and Provincial Roles for MCRs³	Lower-tier municipality could initiate an MCR	Upper-tier municipality must initiate an MCR in consultation with lower-tier municipality, and obtain provincial approval	Council endorsed MCRs for employment land conversion in the City now require provincial approval The Region's draft Growth Management ROPA ⁴ addresses the City's previous MCR work, but will require provincial approval
Designated Employment Areas	Lower-tier municipality could designate employment areas Major retail considered a non-employment use, requiring an MCR for employment land conversion to accommodate	Upper-tier municipality must designate all employment areas, in consultation with lower-tier municipality Major retail prohibited in employment areas and size/scale threshold of such uses can be determined by municipality	The Region has designated employment areas in the draft Growth Management ROPA, in consultation with the City

¹ Region of Peel² City of Mississauga³ Municipal Comprehensive Review⁴ Regional Official Plan Amendment

Area of Change/Impact	2006 Growth Plan	2017 Growth Plan	Implications
New, Phased-In Residential Intensification Targets for Delineated Built-Up Area	40 per cent of all new annual residential development within the upper-tier municipality to be within the delineated built up area	<p>Minimum annual intensification rate is phased:</p> <ul style="list-style-type: none"> • 40 per cent until completion of next MCR (2022) • Increases to 50 per cent up to 2030 • Minimum of 60 per cent from 2031-2041 <p>Focus on achievement of transit-supportive, complete communities that make better use of land and infrastructure</p> <p>Growth directed to settlement areas and intensification prioritized, with a focus on strategic growth areas, as well as brownfield sites and greyfields</p>	Mississauga should see regional growth allocations prioritized to meet minimum density targets in strategic growth areas, over new greenfield expansions in the Region
New Designated Greenfield Area (DGA) Minimum Density Targets	DGA minimum density target of 50 residents and jobs combined per hectare	DGA minimum density target of 80 residents and jobs ⁵ combined per hectare	Land use planning for the Ninth Line lands show that the 80 ppj target can be achieved
Minimum Density Targets for MTSAs⁶ on Priority Transit Corridors and Regional and Provincial Approval Requirements	No MTSA policy	<p>Minimum density targets for MTSAs and priority transit corridors:</p> <ul style="list-style-type: none"> • 160 residents and jobs per hectare for areas served by light rail transit or bus rapid transit • 150 residents and jobs per hectare for areas served by 	<p>With over 40 MTSAs in Mississauga (including the Dundas corridor and Milton GO line), there is significant work required to analyse each MTSA and its density potential</p> <p>Averaging and alternative targets may need to be utilized for some MTSAs where</p>

⁵ Residents and jobs is also referred to as persons plus jobs, or “ppj”

⁶ Major transit station areas

		<p>GO Transit rail</p> <p>MTSA boundaries to be delineated by upper-tier municipality, in consultation with lower-tier municipality</p> <p>Ability to use density target averaging over a priority transit corridor with four or more MTSA's and for the Minister to permit alternative MTSA targets</p>	limited development potential exists
Climate Change Policies	No climate change policy	<p>Policies supporting climate change mitigation and adaptation</p> <p>Upper-tier municipality required to identify actions that will reduce greenhouse gas emissions (GHGs) and address climate change adaptation goals</p>	<p>Municipalities are encouraged to develop GHG inventories and emission reduction strategies</p> <p>City is required to develop stormwater master plans or equivalent</p> <p>Climate change policies will be assessed through the City's Climate Change Project</p>
Conservation Policies	Municipalities required to develop and implement OP policies and other strategies in support of conservation objectives: water conservation, energy conservation, air quality protection, integrated waste management, and cultural heritage conservation	<p>Municipalities are required to develop and implement OP policies and other strategies in support of conservation objectives: water conservation, energy conservation, air quality improvement and protection, integrated waste management, and excess soil reuse</p> <p>Separate cultural heritage resources policies</p>	Conservation policies may be addressed through the City's Climate Change Project and through additional policy work

City of Mississauga

Corporate Report



Date: September 21, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/003 W11

Meeting date:
2017/10/16

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit three apartment buildings with heights of 24, 25 and 36 storeys with accessory retail and office commercial uses

2475 Eglinton Avenue West

Northeast quadrant of Eglinton Avenue West and Erin Mills Parkway

Owner: Daniels HR Corporation

File: OZ 16/003 W11

Recommendation

That the report dated September 21, 2017, from the Commissioner of Planning and Building regarding the applications by Daniels HR Corporation to permit three apartment buildings with heights of 24, 25 and 36 storeys with accessory retail and office commercial uses under File OZ 16/003 W11, Daniels HR Corporation, 2475 Eglinton Avenue West, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date include height, shadowing, density and increased traffic
- Prior to the next report, matters to be addressed include transportation impacts, servicing, stormwater management, massing, density, height, sun shadow impacts, and archaeological study clearances

Background

The applications have been circulated for technical comments and a community meeting has been held by Councillor Carlson. 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	
Frontage:	175.1 m (575 ft.) Erin Mills Parkway 326.1 m (1,070.0 ft.) Eglinton Avenue West
Depth:	Irregular
Gross Lot Area:	1.9 ha (4.6 ac.)
Existing Uses:	The property is vacant, with the exception of the temporary sales office

The site comprises the northeast quadrant of Eglinton Avenue West and Erin Mills Parkway. The parcel has been planned for development service since the 1960s. With the adoption of the Central Erin Mills Plan in 1983, the land uses for this neighbourhood were established including designating this site for high density development. The “Major Node” was established in 2000 and included the site.

The property is located in a node containing a mixture of residential medium and high density buildings, Erin Mills Town Centre, Credit Valley Hospital, mixed use and office commercial retail uses.

In late 2014, construction began on two 25 storey apartment buildings on the southwest quadrant of Eglinton Avenue West and Erin Mills Parkway. One additional 19 storey apartment building with three storeys of accessory retail and office commercial uses and 19 townhomes are still to be constructed on the parcel.



Photo of existing conditions



Aerial photo of the subject lands

The surrounding land uses are:

North: City of Mississauga Stormwater Management Pond
 East: Detached homes
 South: Credit Valley Hospital and medical offices
 West: Erin Mills Town Centre

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

DETAILS OF THE PROJECT

The applications are to permit three apartment buildings of 24, 25 and 36 storeys, with a maximum of 4 000 m² (43,056 ft²) of retail and office commercial uses located on the first two to four floors of the 24 and 36 storey buildings. See Appendix 3 for the layout of the proposed buildings.

A large outdoor amenity area intended to service the proposed apartment buildings is located on the eastern portion of the site. Access to the adjacent stormwater management pond via a walking trail that connects to this amenity area is being considered through these applications.

Parking for all the uses is proposed to be underground with no surface parking being provided. Servicing of the site including garbage pickup is proposed to be internal to the buildings through the underground parking. A full moves access to the site is to be provided from Eglinton Avenue West along the eastern end of the site, aligning with the signalized intersection at the

Credit Valley Hospital entrance. A second full moves access is proposed via Erin Mills Parkway, along the northern end of the site, however, the Region of Peel has indicated that the Region will not permit vehicular access via the 'jug handle' to the north of the site on the east side of Erin Mills Parkway.

Development Proposal		
Applications submitted:	Received: April 7, 2016	
Revised application submitted:	Deemed complete: May 6, 2016	
	August 31, 2017	
Owner/Applicant:	Daniels HR Corporation	
Number of apartment units:	977 (338 rental, 639 condominium)	
Height:	24, 25 and 36 storeys	
Lot Coverage:	48.2%	
Floor Space Index:	3.8	
Landscaped Area:	54%	
Density	514 units/ha 212 units/acre	
Gross Floor Area (including Non-Residential):	76 369.4 m ² (822,033.0 ft ²)	
Anticipated Population:	2,443* *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.	
Parking:	Required	Proposed
Residential spaces	1,077	1,224
Visitor spaces or Non-Residential	257	257
Total	1,334	1,334

The proposed concept plan is found in Appendix 3.



Rendering of proposed 25 and 36 storey apartment buildings (from left to right), aerial view from the intersection of Erin Mills Parkway, looking southeast



Rendering of proposed 36 and 24 storey apartment buildings (from left to right), aerial view from the intersection of Eglinton Avenue West and Erin Mills Parkway

LAND USE CONTROLS

The site is located within the Central Erin Mills Major Node Character Area, one of the two Major Nodes in the City. The node is bounded by Erin Centre Boulevard to the north, Credit Valley Road to the east and south, and Winston Churchill Boulevard to the west. The Major Node policies permit residential buildings with a floor space index (FSI) of 1.0 to 2.5, and a maximum of 25 storeys. The subject lands are designated **Residential High Density**, with a small portion of **Greenlands** located at the southeast portion of the site (see Appendix 4).

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit three residential buildings of 24, 25, and 36 storeys in height, with an overall floor space index (FSI) of 3.8 and accessory retail and office uses. The small portion of lands designated as **Greenlands** is to be redesignated as **Residential High Density**, consistent with the existing zoning and property lines and to reflect the up to date hazard limits.

Section 13.1.1.3 of the Official Plan indicates that proposals for heights of more than 25 storeys will only be considered where the following is demonstrated to the City's satisfaction:

- a) an appropriate transition in heights that respects the surrounding context will be achieved
- b) the development proposal enhances the existing or planned development
- c) the City Structure hierarchy is maintained
- d) the development proposal is consistent with the policies of this Plan

The lands are currently zoned **RA5-37 (Apartment Dwellings)** (see Appendix 5) which permits a total of 464 apartment, long-term care, or retirement dwelling units with a maximum FSI of 2.5. The applicant is proposing 977 apartment units with an overall FSI of 3.8, and the commercial uses outlined in Appendix 7.

The applicant is proposing to change the zoning to **RA5-Exception (Apartment Dwellings)** to permit:

- three residential buildings of 24, 25 and 36 storeys
- a maximum height of 36 storeys
- up to 4 000 m² (43,056 ft²) of accessory retail and office commercial uses
- a maximum of 977 dwelling units (338 rental units and 639 condominium units)
- a maximum floor space index (FSI) of 3.8
- a number of exceptions to the regulations for setbacks, parking and landscape buffers

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 6 and 7.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official

Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY

A community meeting was held by Ward 11 Councillor George Carlson on June 27, 2017. An area resident also held a community meeting on August 7, 2017, which was attended by both City staff and Councillor Carlson.

Comments made by the community are listed below and are grouped by issue. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The City should down-designate and down-zone the site to take away the existing permissions in place for two, 25 storey apartment buildings
- The proposed building heights, and the overall density is too much for the site, and will create shadows on detached homes located to the east of the site
- Additional traffic generated by the development will impact the entire neighbourhood and particularly the intersection of Erin Mills Parkway and Eglinton Avenue West; there are too many accidents already
- Concerns were expressed for pedestrian safety
- Potential impact on emergency vehicles' access to the hospital
- Concern over potential future need for hospital expansions and school capacity in the area

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Comments are based on the May 2016 plans and will be updated based on the August 31, 2017 submission. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan, specifically the gross density of jobs and residents per hectare required for "Major Nodes" maintained by the proposal?
- Is the proposal compatible with the character of the neighbourhood given the proposed built form, massing, density, height, scale, site layout, setbacks, grades, and landscaped areas?
- Is there an appropriate built form transition between the proposed buildings and the City's stormwater management pond?
- Is the proposed parking supply adequate?
- Is the proposed site access and internal road configuration appropriate?
- Have all other technical requirements and studies, including the functional servicing report, traffic impact study, sun shadow study, archaeological clearance, servicing and stormwater

management matters related to the proposal been addressed and been found to be acceptable?

- Can the additional traffic generated by the proposal be accommodated given the existing traffic conditions?
- The feasibility of providing an upgraded streetscape given the location of hydro easements along both Eglinton Avenue and Erin Mills Parkway frontages

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the application on June 7, 2016, and again on July 17, 2017. Comments from the panel include the following:

- The Panel confirmed that the main issues were:
 - the massing and proportions of the southeast building facing Eglinton Avenue West is too great; consideration should be given to reduce its floorplate
 - the interface of the property with the stormwater management pond
- The panel indicated that developing a pedestrian supportive intersection is very important, and that municipal participation will be necessary to bring to fruition the work on the four corners of the intersection
- The applicant was also asked to pay particular attention to the design of the part of the site between the proposed easternmost 24 storey tower and the east site entrance from Eglinton Avenue West

OTHER INFORMATION

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

- | | |
|------------------------------------------------------------|-------------------------------------------------------|
| • Environmental Impact Study | • Draft Zoning By-law and Official Plan Amendment |
| • Functional Servicing Report/Stormwater Management Report | • Pedestrian Wind Assessment (Based on Original Plan) |
| • Geotechnical Investigation (Based on Original Plan) | • Noise Study |
| • Tree Inventory and Preservation Plan Report | • Survey |
| • Traffic Impact Study | • Context Plan |
| • Composite Utility Plan | • Elevations |
| • Preliminary Site Servicing and Grading Plans | • Parcel Abstract |
| • Streetscape Concept Plan | • Building Sections |
| • Sun Shadow Plan (No Analysis Provided) | • Site Plan |
| • Planning Justification Report & Addendum | • Draft Zoning By-law |
| • List of Green Initiatives | • Landscape Plan |
| | • Site Statistics |
| | • Floor Plan |

Development Requirements

An archaeological assessment and letter from Ministry of Tourism, Culture and Sport as well as analysis to accompany the sun shadow plan has not yet been provided for review.

While the sun shadow plan, stormwater management and geotechnical reports have been submitted in support of this application, revisions are required to be submitted and reviewed.

There are engineering matters including servicing which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

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

Agency comments have been received on the first resubmission. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and outstanding issues have been resolved.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Excerpt of Central Erin Mills Major Node Character Area Character Area Land Use Map
- Appendix 5: Existing Zoning and General Context Map
- Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 7: Summary of Existing and Proposed Zoning Provisions
- Appendix 8: Agency Comments (Based on previous submission)
- Appendix 9: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

Site History

- May 1953 – City Council approved the Official Plan for the Township of Toronto Planning Area that originally designated the lands for agricultural, residential, industrial, and greenbelt uses
- September 1961 – City Council approved Amendment 114 to the Township of Toronto Official Plan which redesignated the agricultural lands of this Plan for residential, with three community centre locations, and industrial uses
- April 16, 1981 – Official (Primary) Plan for Mississauga was approved, identifying the lands for residential uses and identified the need to undertake a secondary plan
- December 20, 1983 – Central Erin Mills Secondary Plan approved, designating the site **Residential High Density II** and **Greenbelt**
- April 13, 1987 – City Council enacted By-law 262-87 which changed the zoning of the site from **A (Agricultural)** to **RM7D5-Section 1551 (Apartment Dwellings)** to permit apartments within the density range of 114 to 247 units per hectare (46 to 100 units per acre) and **G (Greenbelt)**
- December 22, 1997 – The Committee of Adjustment approved minor variance application A-926/97 to permit a temporary new apartment building sales pavilion. Additional temporary variances were approved on June 18, 2007 (A-238/07), January 10, 2011 (A-67/01) and March 4, 2013 (A-63/13)
- September 14, 2000 – Official (City) Plan Amendment No. 24 was approved, identifying the Multiple Use Boundary, located between Winston Churchill Boulevard to the west, Erin Centre Boulevard to the north, and Credit Valley Road to the east and south
- June 20, 2007 - Zoning By-law 0225-2007 came into force except for those sites which were appealed. The subject lands were initially zoned **G1 (Greenlands)** and **RA5-37 (Apartment Dwellings)**
- December 14, 2011 – City Council enacted By-law 0308-2011, Housekeeping By-law No. 5, that amended the zone lines between **G1 (Greenlands)** and **RA5-37 (Apartment Dwellings)** lands to reflect property transferred between the City and the property owner on April 4, 1991
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential High Density** and **Greenlands** in the Central Erin Mills Major Node Character Area

Daniels HR Corporation

File: OZ 16/003 W11

- July 5, 2017 – A minor site plan for the subject property which proposed exterior alterations to an existing sales centre was approved by the Planning and Building Department

LEGEND:



SUBJECT LANDS



DATE OF AERIAL IMAGERY: SPRING 2017



TITLE:

DANIELS HR CORPORATION

FILE NO:

OZ 16/ 003 W11



MISSISSAUGA

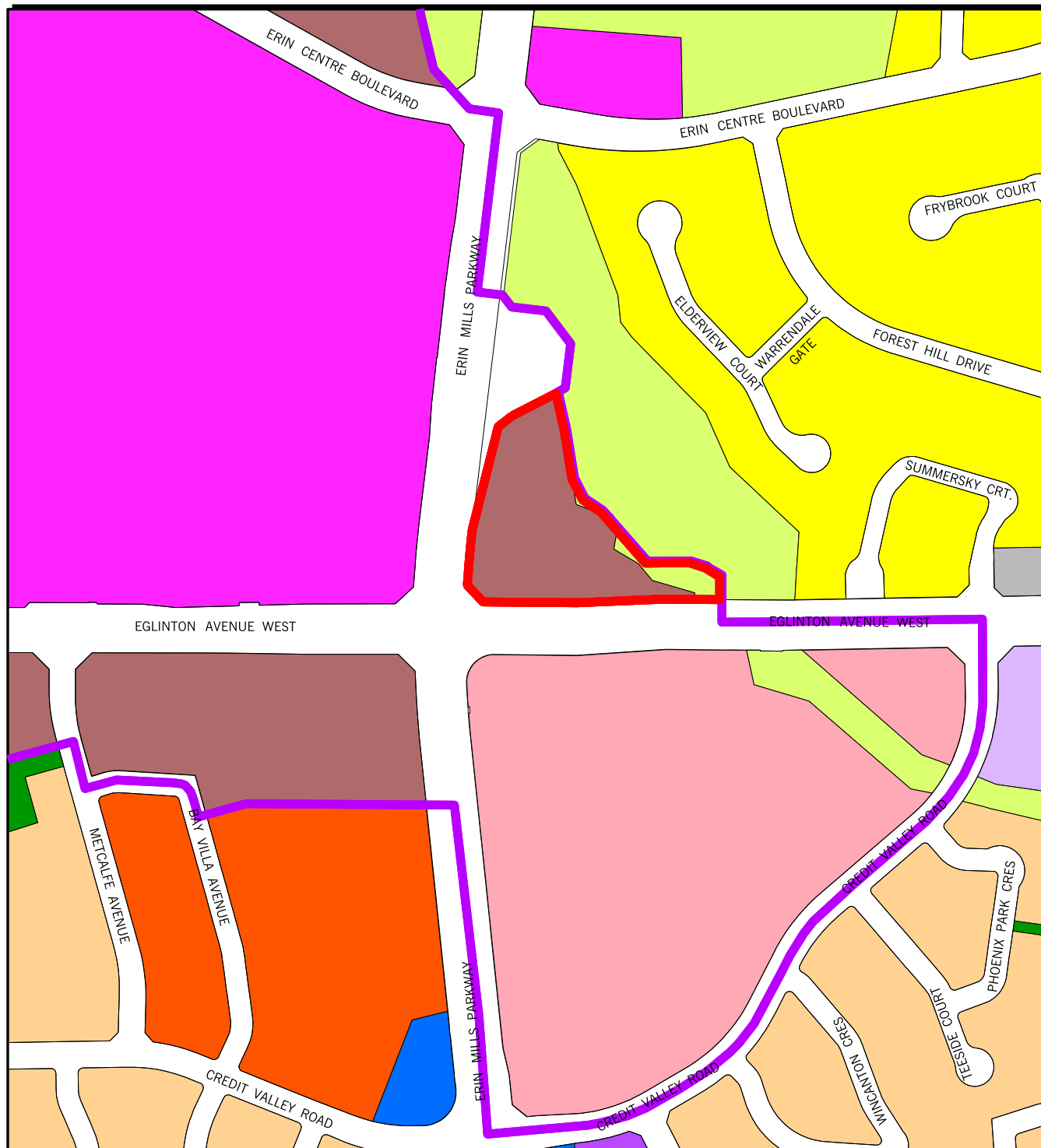
Produced by
T&W, Geomatics

Daniels Corporation

File: OZ 16/003 W11

Proposed Concept Plan





PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

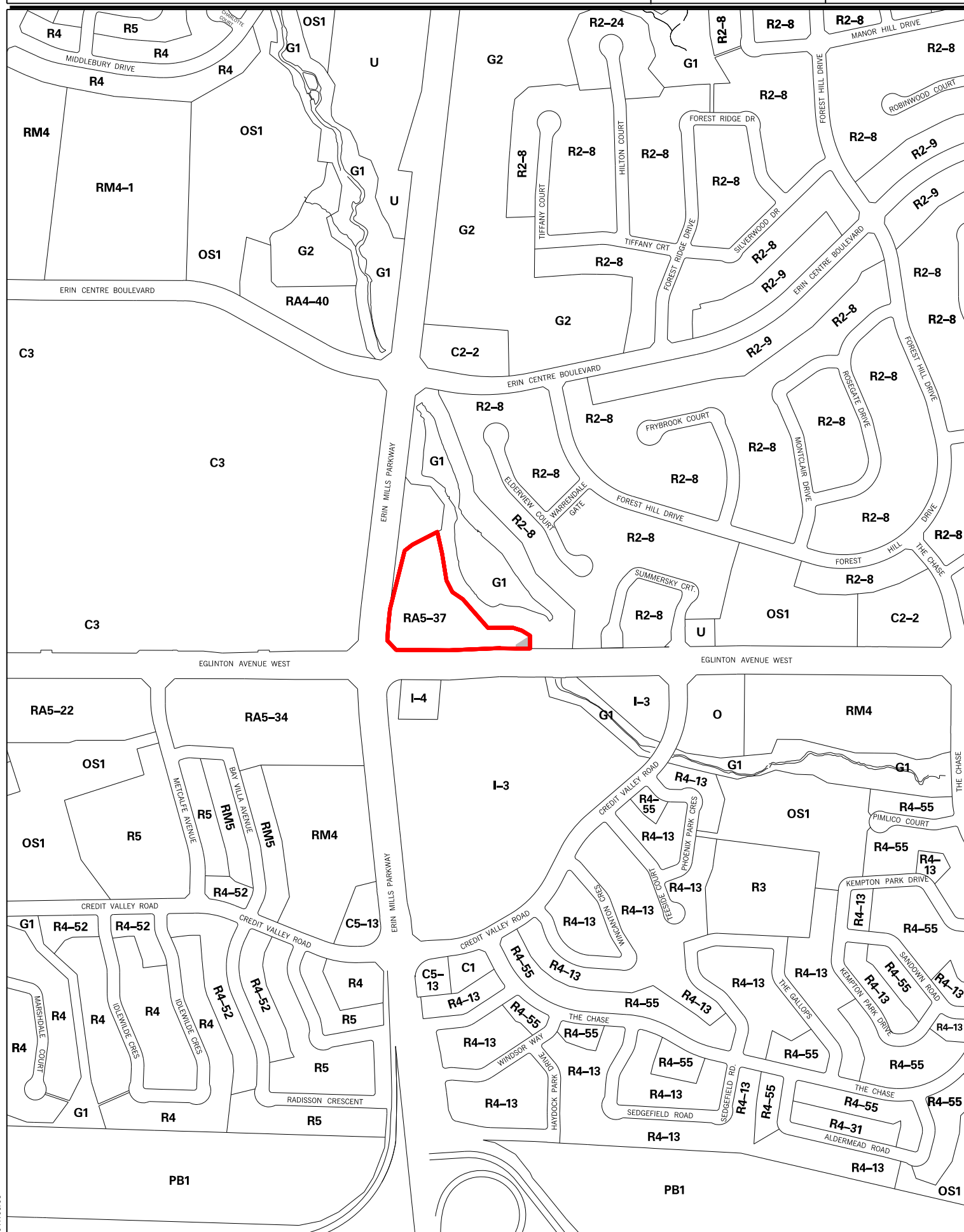
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

SUBJECT LANDS



TITLE: DANIELS HR CORPORATION

FILE NO: OZ 16/ 003 W11



Daniels HR Corporation

File: OZ 16/003 W11

**Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies**

Current Mississauga Official Plan Designation and Policies for the Central Erin Mills Major Node

Residential High Density which permits apartment, long-term care, or retirement dwelling units. The maximum height permitted in this Node is 25 storeys.

Greenlands are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

Proposed Official Plan Amendment

The applicant is proposing to retain the **Residential High Density** designation, and add new Special Site policies for the site as follows:

- a) a total maximum floor space index (FSI) of 3.76 will be permitted
- b) a 36 storey apartment building will be permitted
- c) a maximum of 4 000 m² (43,056 ft²) of non-residential gross floor area will be permitted

Daniels HR Corporation

File: OZ 16/003 W11

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 2 - Policy Context	Section 2.1.2 <i>Provincial Policy Statement</i> , Section 2.1.3 Provincial Growth Plan	<p>The <i>Provincial Policy Statement, 2014</i> (PPS, 2014) contains the Province's policies for land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS promotes Ontario's long term prosperity and social well-being by wisely managing change and promoting efficient land use and development patterns.</p> <p>The Growth Plan for the Greater Golden Horseshoe, 2006 is the centerpiece of a regional growth management strategy. It is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:</p> <ul style="list-style-type: none"> • Build compact, vibrant and complete communities • Plan and manage growth to support a strong and competitive economy <p>Optimize the use of existing and new infrastructure to support growth in a compact, efficient form</p>

	Specific Policies	General Intent
Section 5 - Direct Growth	<p>Section 5.3 City Structure, Section 5.3.2 Major Nodes, Section 5.4.1, Section 5.5 Intensification Areas, Section 5.5.1, Section 5.5.10</p>	<p>The Mississauga Official Plan (MOP) will ensure that Major Nodes will develop as prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (81 and 121 residents and jobs combined per acre), and an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site will not be permitted unless considered through municipal comprehensive review.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>

Daniels HR Corporation

File: OZ 16/003 W11

	Specific Policies	General Intent
Section 6 (Value the Environment)	Section 6.3, 6.7, 6.7.1, 6.7.2	<p>Mississauga's Green System consists of:</p> <ul style="list-style-type: none"> • Natural Heritage System • the Urban Forest • Natural Hazard Lands • Parks and Open Spaces <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, floor and/or erosion control, essential infrastructure and passive recreation.</p> <p>If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered</p>
Section 8 - Creating a Multi Modal City	Section 8.1.6, Section 8.1.7, Section 8.1.16	The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of goods and people.

Daniels HR Corporation

File: OZ 16/003 W11

	Specific Policies	General Intent
Section 9 - Build a Desirable Urban Form	Section 9.2 City Pattern, Section 9.2.1 Intensification Areas, Section 9.2.1.16, Section 9.2.1.22, Section 9.2.1.26, Section 9.2.1.28, Section 9.2.1.36, Section 9.2.1.37, Section 9.2.1.38, Section 9.2.1.39	The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.
Other related policies	Sections 9.3.1.4,9.3.1.7 Public Realm, Sections 9.5.1,9.5.1.1,9. 5.1.2,9.5.1.5, 9.5.1.8, 9.5.14.9, 9.5.3.9,Site Development and Building	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.
Section 11 – Land Use Designation	Section 11.2.3.4	Permitted uses within the Greenlands designation will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.

	Specific Policies	General Intent
Section 13 - Major Node	Sections 13.1.1.2, 13.1.1.3	<p>For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained; and the development proposal is consistent with the policies of this Plan.
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant

Daniels HR Corporation

File: OZ 16/003 W11

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

RA5-37 (Apartment Dwellings - Exception), which permits a total of 464 apartment, long-term care, or retirement dwelling units on all lands zoned RA5-37, or a maximum of 247 dwelling units per hectare, and a maximum floor space index (FSI) of 2.5.

Proposed Zoning Standards

	Base RA5-37 (Apartment Dwellings – Exception) Zoning By-law Standards	Proposed RA5 (Apartment Dwellings – Exception) Zoning By-law Standards
Uses permitted	<ul style="list-style-type: none"> • Apartment • Long-term care • Retirement dwelling units 	<ul style="list-style-type: none"> • Apartment • Long-term care • Retirement dwelling units • Office • Medical Office • Retail Store • Personal Service Establishment • Commercial School • Restaurant • Take-out Restaurant • Outdoor patio accessory to a restaurant or take-out restaurant • Financial Institution • Veterinary Clinic
Maximum retail commercial use permitted on-site	n/a	4 000 m ² (43,056 ft ²)
Maximum number of units permitted	464	977
Maximum dwelling units per land area	247 units per hectare (100 units per acre)	n/a
Maximum FSI permitted	2.5	3.8
Maximum height	25 storeys	36 storeys
Lot coverage	n/a	48.2%
Minimum landscaped area	40% of lot area	54% of lot area
Minimum number of parking spaces - residential	901	1,079
Required number of parking spaces – non-residential	n/a	257
Minimum setback of a building to Erin Mills Parkway	14.2 m (46.6 ft.)	4.0 m (13.1 ft.)
Minimum setback of a building	26.4 m (86.6 ft.)	4.5 m (14.8 ft.)

Daniels HR Corporation

File: OZ 16/003 W11

	Base RA5-37 (Apartment Dwellings – Exception) Zoning By-law Standards	Proposed RA5 (Apartment Dwellings – Exception) Zoning By-law Standards
to Eglinton Avenue West		
Minimum interior side yard	9.0 m (29.5 ft.)	3.5 m (11.5 ft.)
Minimum rear yard	10.0 m (32.8 ft.)	6.8 m (22.3 ft.)
Minimum parking per bedroom		
0 bedrooms	1.0	1.1
1 bedroom	1.2	1.1
2 bedrooms	1.4	1.1
3 bedrooms	1.8	1.2
Minimum parking for retirement dwelling unit	0.5	0.4
Shared parking		<p>For the visitor parking component, the applicant is proposing a shared parking arrangement for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor parking spaces per unit or parking required for office, medical office, retail store, personal service establishment, commercial school, restaurant, take-out restaurant, financial institution, and veterinary clinic</p>
Retail parking	5.4	4.3
Minimum setback to underground parking structure from Erin Mills Parkway	1.0 m (3.3 ft.)	0.0 m (0.0 ft.)
Landscape buffer to a lot line that is a street line	3.5 m (11.5 ft.)	0.0 m (0.0 ft.) pending information on Hydro easement

Daniels HR Corporation

File: OZ 16/003 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (July 19, 2017)	<p>The Region of Peel is in receipt of a revised Functional Servicing Report.</p> <p>A revised Traffic Impact Study (TIS) is also currently under review. The Region of Peel is not in support of and will not permit a vehicular connection to the 'jug handle' located to the north of the site on the east side of Erin Mills Parkway. The access should therefore be removed from the proposed concept plan.</p> <p>Waste Collection Requirements shall be addressed through Site Plan Approval.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 31, 2016 and June 15, 2016)	<p>The Dufferin-Peel Catholic District School Board and the Peel District School Board have requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."</p>
Credit Valley Conservation (July 19, 2017)	<p>The property is partially regulated due to the presence of Mullet Creek.</p> <p>Development is proposed within a small, meadow marsh wetland community that will result in the complete loss of this feature. As per CVC's policies, development may be allowed in this wetland provided that the ecological and hydrological functions of the wetland can be maintained or enhanced within the subwatershed of the City and that natural features, as well as ecological and hydrological functions contributing to the conservation of lands are not affected. To this end, opportunities to compensate for the loss of the wetland and its functions within the Mullet Creek subwatershed must address</p>

Agency / Comment Date	Comment
	<p>the following functions: A) habitat for rare/uncommon species, B) habitat for breeding birds, in particular, wetland breeding birds, C) provision of natural area and wetland habitat within the City/Mullet Creek subwatershed. Given the relatively low abundance of wetland habitat within the City (meadow marsh in particular only accounts for a total of 22.8 ha (56.3 acres) within the City's Natural Area Survey (NAS), of <0.07% of the City), opportunities to recreate wetland habitat elsewhere must be explored.</p> <p>CVC supports the recommendations and mitigation described in the Environmental Impact Statement. Additional technical comments have been provided.</p> <p>CVC has also requested amendments to the Stormwater Management Report regarding the runoff coefficient, pre-treatment measures for infiltration proposed within the underground storage facility, and erosion controls. Additional design details are required regarding the proposed underground storage facility, as well as the storm sewer design details and the approach outlined in the Functional Servicing Report.</p> <p>The underground stormwater management facility will need to be designed in accordance with the Ministry of Environment and Climate Change's Stormwater Management Planning and Design Manual.</p> <p>Standard tree protection/replacement requirements also apply.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (July 18, 2017)	<p>In comments dated June 26, 2017, this Department indicated that prior to issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws for every residential unit constructed after the initial 513 units as per the Amending Agreement of the Parkland Conveyance Agreement between the City of Mississauga and the Erin Mills Development Corporation. Street tree cash contribution may be required.</p> <p>Community Services notes that Forest Hill Park (P-247), zoned OS1, is located approximately 400 m (1,312 ft.) east of the property and contains a playground, a soccer field, and a softball diamond. Woodland Chase (P-268) zoned OS1, is located approximately 600 m, (1,969 ft.) from the property, and contains a playground and soccer fields. Quenippenon Meadows (P-324), zoned G1, G2, and OS1, is located</p>

Daniels HR Corporation

File: OZ 16/003 W11

Agency / Comment Date	Comment
	approximately 600 m (1,969 ft.) from the property and contains a baseball diamond, leash free zone, playground, soccer field, soft ball diamond, spray pad, and a washroom.
City Community Services Department – Culture Division (June 21, 2017)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport, Archeology Unit, confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.
City Community Services Department – Fire and Emergency Services Division (June 28, 2016)	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and watersupply available are acceptable.</p> <p>NOTE: Fire Department access to the structures and fire protection will be assessed through the site plan and building permit review processes. Compliance with bylaw 1036-81 and the OBC must be demonstrated.</p>
City Transportation and Works Department (September 8, 2017)	<p>The applicant has been requested to provide the following additional details:</p> <ul style="list-style-type: none"> • Confirmation of tenure proposed for this development • Revised engineering drawings to add additional technical details, including private road standards • Grading, surface drainage and servicing details including impacts on the City's stormwater management pond • Updated Functional Servicing and SWM Reports, including CVC approval • Updated Noise Report to address noise mitigation measures • Geotechnical/Slope Stability Report • Updated Transportation Impact Study, including turning movement details/diagrams, trip generation/distribution analysis, intersection infrastructure upgrades, access details to ensure they are adequate for Fire and Waste Collection vehicles <p>The above aspects are to be addressed by the applicant prior to a Recommendation Meeting.</p>

Daniels HR Corporation

File: OZ 16/003 W11

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> <ul style="list-style-type: none">• Bell Canada• Canada Post• Enbridge Gas• Rogers Cable• GTAA• Alectra Utilities

Daniels HR Corporation

File: OZ 16/003 W11

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>115</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>50</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>79</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Middlebury Public School</p> <table> <tr> <td>Enrolment:</td><td>461</td></tr> <tr> <td>Capacity:</td><td>557</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Thomas Street Middle</p> <table> <tr> <td>Enrolment:</td><td>896</td></tr> <tr> <td>Capacity:</td><td>755</td></tr> <tr> <td>Portables:</td><td>8</td></tr> </table> <p>John Fraser Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,461</td></tr> <tr> <td>Capacity:</td><td>1,236</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	115	Kindergarten to Grade 6	50	Grade 7 to Grade 8	79	Grade 9 to Grade 12	Enrolment:	461	Capacity:	557	Portables:	0	Enrolment:	896	Capacity:	755	Portables:	8	Enrolment:	1,461	Capacity:	1,236	Portables:	6	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>17</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>14</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Divine Mercy</p> <table> <tr> <td>Enrolment:</td><td>512</td></tr> <tr> <td>Capacity:</td><td>708</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Aloysius Gonzaga</p> <table> <tr> <td>Enrolment:</td><td>1,753</td></tr> <tr> <td>Capacity:</td><td>1,656</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	17	Junior Kindergarten to Grade 8	14	Grade 9 to Grade 12	Enrolment:	512	Capacity:	708	Portables:	0	Enrolment:	1,753	Capacity:	1,656	Portables:	0
115	Kindergarten to Grade 6																																								
50	Grade 7 to Grade 8																																								
79	Grade 9 to Grade 12																																								
Enrolment:	461																																								
Capacity:	557																																								
Portables:	0																																								
Enrolment:	896																																								
Capacity:	755																																								
Portables:	8																																								
Enrolment:	1,461																																								
Capacity:	1,236																																								
Portables:	6																																								
17	Junior Kindergarten to Grade 8																																								
14	Grade 9 to Grade 12																																								
Enrolment:	512																																								
Capacity:	708																																								
Portables:	0																																								
Enrolment:	1,753																																								
Capacity:	1,656																																								
Portables:	0																																								

City of Mississauga

Corporate Report



Date: September 21, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/006 W1

Meeting date:
2017/10/16

Subject

RECOMMENDATION REPORT (WARD 1)

Applications to permit 17 townhomes and 1 detached home on a private condominium road, 1142 Mona Road, west side of Mona Road, north of the CN Railway

Owner: Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Recommendation

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Municipal Board hearing on the subject applications under File OZ 16/006 W1, Queenscorp (Mona Road) Inc., 1142 Mona Road to permit 17 townhomes and 1 detached home on a private condominium road in support of the recommendations outlined in the report dated September 21, 2017 from the Commissioner of Planning and Building, that concludes that the proposed official plan amendment and rezoning applications are not acceptable from a planning standpoint and should not be approved.
2. That City Council provide the Planning and Building Department with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the Ontario Municipal Board hearing process, however if there is a potential for settlement then a report shall be brought back to Council by the City Solicitor.

Report Highlights

- Comments and concerns were raised by the public regarding the compatibility of the proposal, including: the height; bulk and setbacks of the proposed built form; loss of vegetation; the precedent setting nature of the project; the increase in traffic and adequacy of visitor parking

- The applicant has appealed the applications to the Ontario Municipal Board (OMB). A pre-hearing conference is scheduled for October 23, 2017
- The applications are recommended for refusal due to several reasons including that the proposed development does not preserve nor respect the existing and planned character of the area; does not provide appropriate transition to the surrounding context and its built form and scale is not context sensitive or compatible with the neighbourhood
- Staff are seeking direction from Council to attend any OMB proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report.

Background

A public meeting was held by the Planning and Development Committee on June 26, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0043 -2017 was then adopted by Council on July 5, 2017.

1. That the report dated June 2, 2017 from the Commissioner of Planning and Building regarding the applications by Queenscorp (Mona Road) Inc. to permit 17 townhomes and 1 detached home on a private condominium road under File OZ 16/006 W1, be received for information.
2. That seven oral submissions made at the Planning and Development Committee Meeting held on June 26, 2017, be received.

The applications have not been amended since that meeting. The Ontario Municipal Board has scheduled a pre-hearing conference for October 23, 2017.

Comments

COMMUNITY COMMENTS

A number of residents along with representatives of the Credit Reserve Association attended the June 26, 2017 Public Meeting. Many of the concerns identified in the Information Report (Appendix 1) were re-enforced at the meeting. Comments from residents indicated that there were no examples of multi-unit developments or developments with underground parking in the area and that the preservation of the woodlot associated with Kenolie Creek was of importance to the community as it is an integral part of the character of the area. It was indicated that there were other lots in the community where a similar development could be replicated on an even larger scale and that this project was not necessary in order to meet the City's intensification policies. A petition signed by numerous residents in opposition to the proposal was also presented.

Listed below are some of the concerns which have been raised throughout the public engagement process:

Comment

Concerns were raised regarding the appropriateness of the built form, the loss of vegetation and the precedent setting nature of the proposal.

Response

Staff expressed concern to the applicant regarding the proposed built form, its layout, and its proximity to the natural features associated with Kenolie Creek. While each application is assessed on its own planning merits, the proposal introduces a built form which is not representative of its surrounding context. Further comments regarding the development are included in the Planning Comments section of this report.

Comment

The proposal will generate more traffic in the community.

Response

A Traffic Impact Study was submitted which satisfactorily confirms that the proposed development can be accommodated within the existing road network.

Comment

Will there be enough visitor parking spaces? Visitors may be forced to park on the street.

Response

The proposal exceeds the minimum number of required visitor parking spaces by 2 spaces, providing a total of 7 parking spaces.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**City Community Services Department – Culture Division**

At its meeting of May 9, 2017, the Heritage Advisory Committee (HAC) made the following recommendation:

"That the option to remove all properties from the Mineola Cultural Landscape without review, save for those abutting the Credit River (which are part of the Credit River Corridor Cultural Landscape), those abutting Stavebank Road, designated properties (including those protected with a notice of intent to designate), and those individually listed on the Heritage Register as shown in Appendix 2 of the Memorandum dated May 2, 2017 from Paula Wubbenhorst, Senior Heritage Coordinator, be approved."

The recommendation from HAC was approved by Council at its meeting on May 24, 2017. The subject property is no longer in the Mineola Cultural Landscape. As a result, the original comments from Cultural Division dated May 15, 2017 included in Appendix 6 of the Information Report are no longer applicable.

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 states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas..."

Areas for intensification have been identified in Mississauga Official Plan (MOP). The property does not front onto an intensification corridor and is not located within an intensification area identified in the Official Plan hierarchy. Although intensification is also contemplated outside of intensification corridors and areas, MOP also includes a number of policies that are to be met when developing in stable neighbourhoods. These policies are addressed and detailed later in the report. Achieving appropriate development standards is critical for intensification projects to be successful and ultimately fulfilling the PPS.

In addition, the PPS requires that "Development and site alteration shall not be permitted in significant woodlands". The rear of the property adjacent to, and part of the Kenolite Creek valley lands, is identified as significant woodland. The development should not extend into the limits of protection of this significant woodland. This concern was further detailed in the Credit Valley Conservation comments dated May 25, 2017 included in Appendix 6 of the Information Report attached as Appendix 1.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe was updated on July 1, 2017. It continues to direct municipalities to encourage intensification to achieve the desired urban structure and also requires municipalities to identify the appropriate type and scale of development and transition of built form to adjacent areas. While Mississauga is identified as a 'Built-Up Area', the provisions contained in the document make it clear that the municipality has an obligation to direct intensification to places it sees most appropriate. The updated Growth Plan has also introduced new provisions encouraging further intensification around priority transit corridors, including the Lakeshore CN rail line and major transit station areas. MOP has recognized the Port Credit GO Station as a Major Transit Station and a Gateway Mobility Hub and has included policies to ensure that the greatest height and densities permitted in Port Credit be in proximity to the GO station. It has been recognized, however, that the anticipated intensification should be directed to the Port Credit Community Node, and not the north side of the CN rail line.

Official Plan

As outlined in Appendix 8, Section 19.5.1 of MOP provides criteria for evaluating site specific Official Plan Amendments. Planning staff have undertaken an evaluation of the criteria against this proposed development application.

Stable Neighbourhood

In keeping with the Growth Plan for the Greater Golden Horseshoe, MOP provides a guideline for the proper distribution of intensification through an Urban Hierarchy. The Urban Hierarchy identifies areas such as the Downtown, which is to accommodate the highest densities, to Neighbourhoods, which are to accommodate the lowest densities. In between lie different areas such as nodes, corridors and major transit station areas which are intended to accommodate varying amounts of intensification. The lands are located within a Neighbourhood Character Area which is considered a "Non-Intensification Area". The site is designated **Residential Low Density I** in the Mineola Neighbourhood Character Area which permits only detached dwellings. The entirety of the immediate neighbourhood is designated either **Residential Low Density I** or **Residential Low Density II**. Unlike the majority of the City where **Residential Low Density II** permits semi-detached homes or duplexes, the Mineola Neighbourhood Character Area policies only permit detached dwellings in either designation. This unique specification in the policies is a reflection of the existing character of the Mineola area and a conscious effort by the City to ensure that the area remains a stable neighbourhood for detached dwellings.

Major Transit Station Areas

MOP indicates that special studies will delineate the boundaries of Major Transit Station Areas. In 2011, Metrolinx and the City of Mississauga put forth the *Port Credit Mobility Hub Study*. The study looked at the lands within an 800 m (2,625 ft.) radius of the Port Credit GO Station, including the lands as far north as Mineola Road. It was determined through the study that the Mineola area was a stable and healthy low density residential area that should be protected and preserved and that the area south of the CN tracks should be the focus of the mobility hub. Accordingly, the Port Credit Community Node along with the Hurontario Corridor are identified as Intensification Areas in MOP while the Mineola residential neighbourhood is purposely left out.

Should there be a desire to open this area up for intensification a study should be undertaken to determine the boundary of the area to be considered for intensification, the form that it should take, and the ability of infrastructure to support the intensification. To allow development to proceed on one site without a broader policy review would result in piecemeal planning.

Neighbourhood Character

The site is located on Mona Road, a local road which is generally only used by local residents as it does not provide any cut through to any collector roads. The site is located deep within the established neighbourhood, away from any significant roads which may present themselves as the periphery of a community and in turn a suitable point of transition in built form.

The west side of Mona Road also has a separate character from the properties on the east side of Mona Road as the lots have larger frontages and areas, more generous side yards and more vegetation. The immediate neighbourhood has no instances of development more intense than a detached dwelling and exemplifies a stable residential neighbourhood. The proposal would

represent the first development which is different from the building pattern and housing type which has defined the character of the neighbourhood since the 1950's.

Natural Area Protection

In the City's Natural System Map, the majority of the site is identified as 'Residential Woodlands' while the rear and southern periphery of the property is identified as 'Significant Natural Area and Natural Green Space'. The rear of the property qualifies as a 'Significant Natural Area' as a result of the extensive woodlands that are associated with the valley of Kenolie Creek. While MOP contemplates the sensitive integration of some development in 'Residential Woodlands', 'Significant Natural Areas' as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. The layout proposed does not provide the necessary setbacks and buffers to a 'Significant Natural Area'. Further comments on the site's natural features are found in the Credit Valley Conservation comments in Appendix 6 of the Information Report.

Comments relating to infrastructure and engineering services can be found in the Transportation and Works Department and the Region of Peel comments also contained in Appendix 6 of the Information Report. The applicant has provided a Planning Justification Report however, for the reasons outlined in this report, Planning staff have fundamental concerns with the proposal.

Zoning

Zoning regulates built form types as well as heights and setbacks, amongst other matters. Under the existing **R2-1** and **R3-1 (Detached Dwellings – Typical Lots)** zones, infill exception regulations apply to ensure proper integration and compatibility of new development into the neighbourhood. Under these zones the maximum height permitted for this property is 9.0 m (29.5 ft.) to the highest point of a peaked roof and 7.5 m (24.6 ft.) for flat roof.

Height

The proposed **RM4 (Townhouse Dwellings)** zone is used to regulate condominium townhomes. The maximum height permission contained within this zone is 10.7 m (35.1 ft.) to the midpoint of the roof, which would ultimately allow a roof that is higher when measured to its peak. The proposed height of the townhouse blocks has been indicated to be in excess of 12 m (39.4 ft.). The proposal represents a departure from the height which is anticipated in the neighbourhood through the infill exception regulations.

Side Yard Setback

Under the existing **R2-1** and **R3-1** zones, the minimum interior side yard setback would be 3.02 m (9.91 ft.); whereas the **RM4** zone allows for a minimum of setback of 2.5 m (8.2 ft.) to the abutting residential lot. Both the townhouse blocks and detached home propose a side yard setback of 2.5 m (8.2 ft.) to the properties to the north. The proposed side yard setback of the townhouse blocks is especially concerning as it does not represent a typical side yard condition for the abutting property owner to the north. Given that the townhouse blocks are located next to the rear yards of the abutting properties on Mona Road, and also taking into consideration their

height and bulk, meeting the minimum side yard requirement of the **RM4** zone is not contextually appropriate in this instance.

The applicant is seeking an **RM4-Exception** zone to allow for specific provisions, including increased height, to accommodate the proposal. For reasons listed above and in the previous Official Plan section of this report, the proposed **RM4-Exception** zone is not supported.

Additional Development Issues

Based on the comments received, the following additional matters have yet to be addressed by the applicant:

- Satisfactory arrangements with Fire Prevention
- A satisfactory layout for Regional garbage pick-up
- Appropriate protection buffers to the natural areas
- Appropriate noise mitigation for amenity areas

Bonus Zoning

Given the size of the proposed development, it does not meet the minimum threshold for size for a Section 37 contribution under the Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning.

Site Plan

Should the applications be approved, the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted for the proposed development to date.

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.

Conclusion

City staff have communicated concerns regarding the proposal since preliminary meetings with the applicant took place in January 2016. Those concerns were not only technical, but reflective of the land use and built form of the proposal. Since that time, the proposal has remained unchanged.

The appropriate integration of any development into its context is imperative and forms the basis of good planning. This applies not only to the built form, but also to its execution. In this instance the proposal introduces a built form which is distinctly different from both the existing and planned character of the neighbourhood and does so in a layout which is not sensitive to the neighbouring properties and natural features. This site could set a precedent for future proposals in the area. Without a policy framework for intensification to evaluate the proposal there is a potential impact for the neighbourhood beyond the development itself. Accordingly,

the proposed official plan amendment and rezoning are not acceptable from a planning standpoint and should not be approved for the following reasons:

1. The proposed development does not support the overall intent, goals and objectives of Mississauga Official Plan.
2. It has not been demonstrated that the proposed zoning standards are appropriate to accommodate the requested uses based on the applicant's proposed concept plan.
3. Numerous outstanding technical concerns have not been addressed at the time of the preparation of this report.

Attachments

Appendix 1: Information Report



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

City of Mississauga

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/006 W1

Meeting date:
2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 17 townhomes and 1 detached home on a private condominium road

1142 Mona Road, west side of Mona Road, north of the CN Railway

Owner: Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Recommendation

That the report dated June 2, 2017 from the Commissioner of Planning and Building regarding the applications by Queenscorp (Mona Road) Inc. to permit 17 townhomes and 1 detached home on a private condominium road under File OZ 16/006 W1, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the Official Plan and Zoning By-law
- The applications have been appealed to the Ontario Municipal Board (OMB) by the applicant for failure by City Council to make a decision on the applications within the prescribed timeframes
- Community concerns raised to date relate to the compatibility of the proposal, including the height, bulk and setbacks of the proposed built form, loss of vegetation, the precedent setting nature of the project, the increase in traffic and adequacy of visitor parking
- Prior to the next report, matters to be considered include an evaluation of the compatibility of the proposed development with the surrounding neighbourhood and the appropriateness of the proposed amendments

Background

The applications were deemed complete on August 9, 2016 and were appealed to the OMB by the applicant for non-decision on April 5, 2017. In that time span, the City has provided the

applicant with comments based on their original submission. No formal resubmission has been made by the applicant, although a number of meetings between the applicant and City departments and agencies regarding the applications have taken place. Two community meetings have been held; one organized between the applicant and the local ratepayers association and the other through the local Councillor's office. 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:	20 m (66 ft.)
Depth:	121 m (397 ft.)
Gross Lot Area:	0.5 ha (1.2 ac.)
Existing Uses:	Detached home and accessory structure

The property is located west of Hurontario Street in an established neighbourhood characterized by older residential subdivisions with mature vegetation, generous lot sizes and homes built in the early 1950's, although there have been some replacement homes constructed in the last 15 years. The character of the neighbourhood is consistent with those built post World War II with generous setbacks and large trees defining the space between homes. There are also no curbs or sidewalks which results in a soft transition from landscaped yards to the street edge.

The surrounding land uses are:

North: Detached homes

East: Detached homes

South: Mary Fix Creek and Canadian National Railway corridor

West: Kenollie Creek (privately held land belonging to residences)



Aerial image
showing property

DETAILS OF THE PROJECT

The applications are to permit 17 three storey townhomes and a three storey detached home accessed by a private condominium road. The townhomes are proposed to have underground parking while the detached home will have a traditional garage. Four surface visitor parking spaces are proposed and the remaining three are located underground (see Appendix 4).

Development Proposal		
Applications submitted:	Received: July 11, 2016 Deemed complete: August 9, 2016	
Applicant:	Queenscorp (Mona Road) Inc.	
Number of units:	17 townhomes 1 detached home	
Height:	3 storeys	
Lot Coverage:	35%	
Floor Space Index:	0.73	
Gross Floor Area:	3 363 m ² (36,200 ft ²) – townhomes 295 m ² (3,175 ft ²) – detached home	
Road type:	Private condominium road	
Anticipated Population:	57* *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.	
Parking:	Required	Proposed
resident spaces	2 spaces/unit	2 spaces/unit
visitor spaces	0.25 spaces/unit	0.39 spaces/unit
Total	36 resident 5 visitor	36 resident 7 visitor

Additional information is provided in Appendices 1 to 10.



Image of existing conditions



Applicant's rendering of proposed development

LAND USE CONTROLS

The subject lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I** which only permits detached homes. The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit townhomes and a detached home on a private condominium road.

A rezoning is proposed from **R2-1 (Detached Dwellings – Typical Lots)** and **R3-1 (Detached Dwellings – Typical Lots)** to **RM4 – Exception (Townhouse Dwellings)** to permit 17 townhomes and 1 detached home on a private condominium road in accordance with the proposed zone standards contained within Appendix 9.

A portion of the rear of the property is associated with the valley lands of Kenollie Creek and may be more suitably designated **Greenlands** and zoned **G1 (Greenlands – Natural Hazards)**, however the delineation of these lands has not been settled between the applicant and the Credit Valley Conservation.

Detailed information regarding the Official Plan and Zoning is in Appendices 8 and 9.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning. Should any development be approved through the Ontario Municipal Board which meets the criteria for a Section 37 contribution as outlined in the City's Corporate Policy and Procedure, then an agreement shall be entered into to secure the community benefits deemed appropriate.

WHAT DID THE COMMUNITY SAY

A community meeting arranged between the applicant and the local ratepayers group (Credit Reserve Association) took place on September 21, 2016. A subsequent community meeting was held by Ward 1 Councillor, Jim Tovey on March 28, 2017.

Comments made by the community are listed below by issue. They will be addressed along with the comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The compatibility of the form of development within the existing character of the area
- The loss of vegetation both from an aesthetic and ecological perspective
- The precedent setting nature of the proposal for the community
- The height, bulk and setbacks of the proposed built form
- The increase in traffic generated by the proposed development
- The adequacy of visitor parking

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 6 and school accommodation information is contained in Appendix 7. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the policies and principles of Mississauga Official Plan
- The compatibility of the proposal with the character of the area given the project's land use, height, massing, density, landscaping, setbacks and building configuration
- The appropriateness of the proposed Zoning By-law exception standards
- Satisfactory arrangements with Fire Prevention (see Appendix 6)
- A satisfactory layout for Regional garbage pick-up
- Appropriate protection buffers to the natural areas
- Appropriate noise mitigation for amenity areas

OTHER INFORMATION

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

- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendment
- Concept Plan/Elevations/Landscape Plan
- Functional Servicing Report
- Geotechnical and Slope Stability Report
- Noise and Vibration Feasibility Study
- Traffic Study
- Environmental Impact Study
- Archeological Assessment
- Cultural Landscape Heritage Impact Assessment
- Arborist Report

Development Requirements

There are engineering matters including: grading, servicing, stormwater management and noise mitigation measures which will require the applicant to enter into satisfactory agreements with the City. Prior to any form of development proceeding on this site, the City will require the submission and review of an application for site plan approval.

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

All agency and City department comments have been received. Given that the applications have been appealed to the OMB, a subsequent Recommendation Report on this project will need to be brought forward to Planning and Development Committee requesting that City Council provide direction to Legal Services prior to any OMB hearing.

Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Excerpt of Mineola Neighbourhood Character Area Land Use Map
- Appendix 3: Existing Zoning and General Context Map
- Appendix 4: Proposed Concept Plan
- Appendix 5: Proposed Elevations
- Appendix 6: Agency Comments
- Appendix 7: School Accommodation

Planning and Development Committee

2017/06/02

7

Originator's file: OZ 16/006 W1

Appendix 8: Relevant Mississauga Official Plan Policies

Appendix 9: Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



LEGEND: SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016

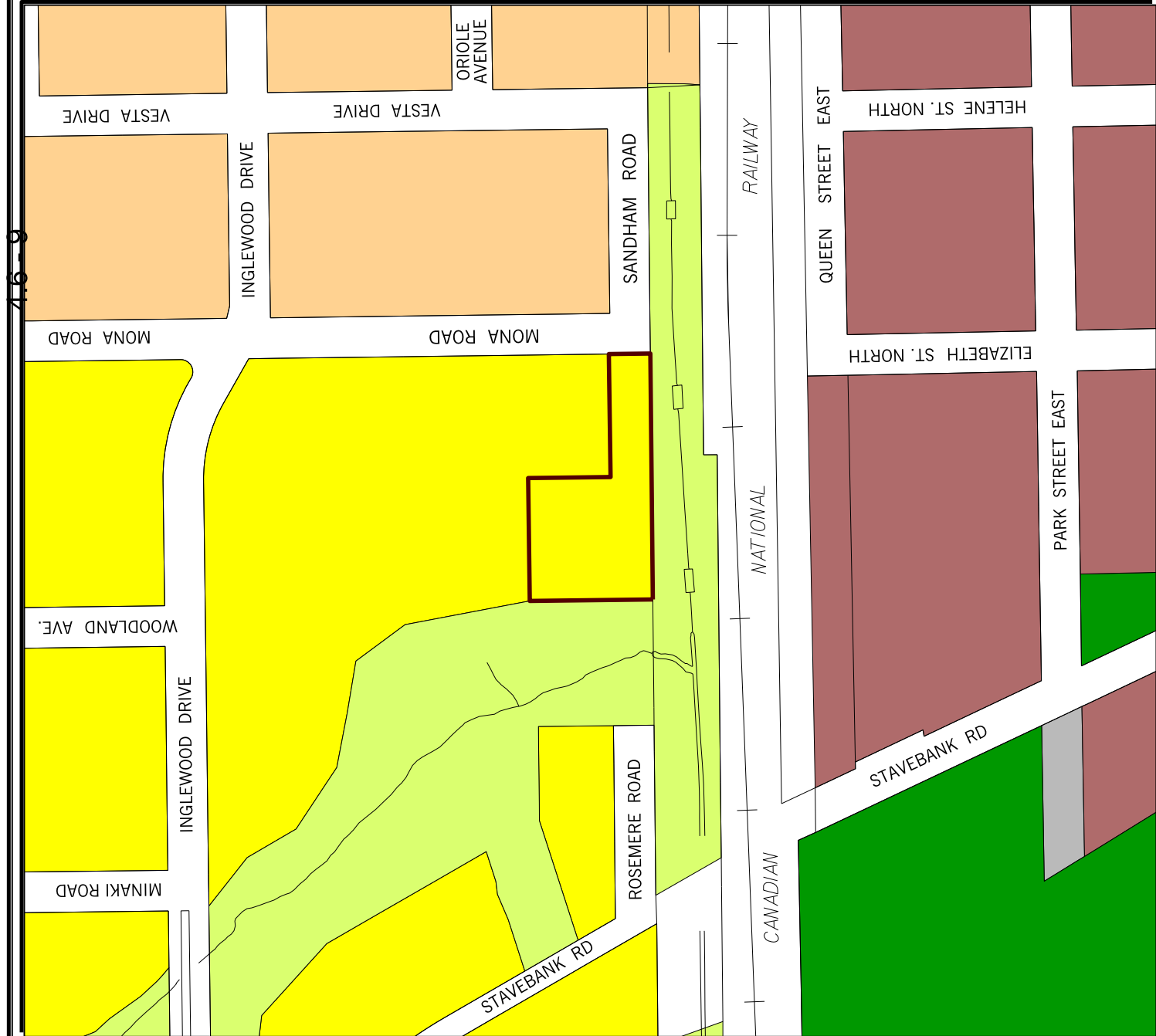


TITLE: QUEENSCORP (MONA ROAD) INC.

FILE NO: OZ 16/ 006 W1

 MISSISSAUGA

Produced by
T&W, Geomatics



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|--------------------------------|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF | City Centre Transit Terminal |
| Composite Noise Contours | GO Rail Transit Station |
| LBPIA Operating Area Boundary | Public School |
| See Aircraft Noise Policies | Catholic School |
| Area Exempt from LBPIA | Hospital |
| LBPIA Operating Area | Community Facilities |
| Natural Hazards | |

City Structure

- | | | |
|------------------|-----------------|----------------------|
| Corporate Centre | Employment Area | Special Purpose Area |
| Downtown | Major Node | |
| Community Node | Neighbourhood | |

SUBJECT LANDS



TITLE:

QUEENSCORP (MONA ROAD) INC.

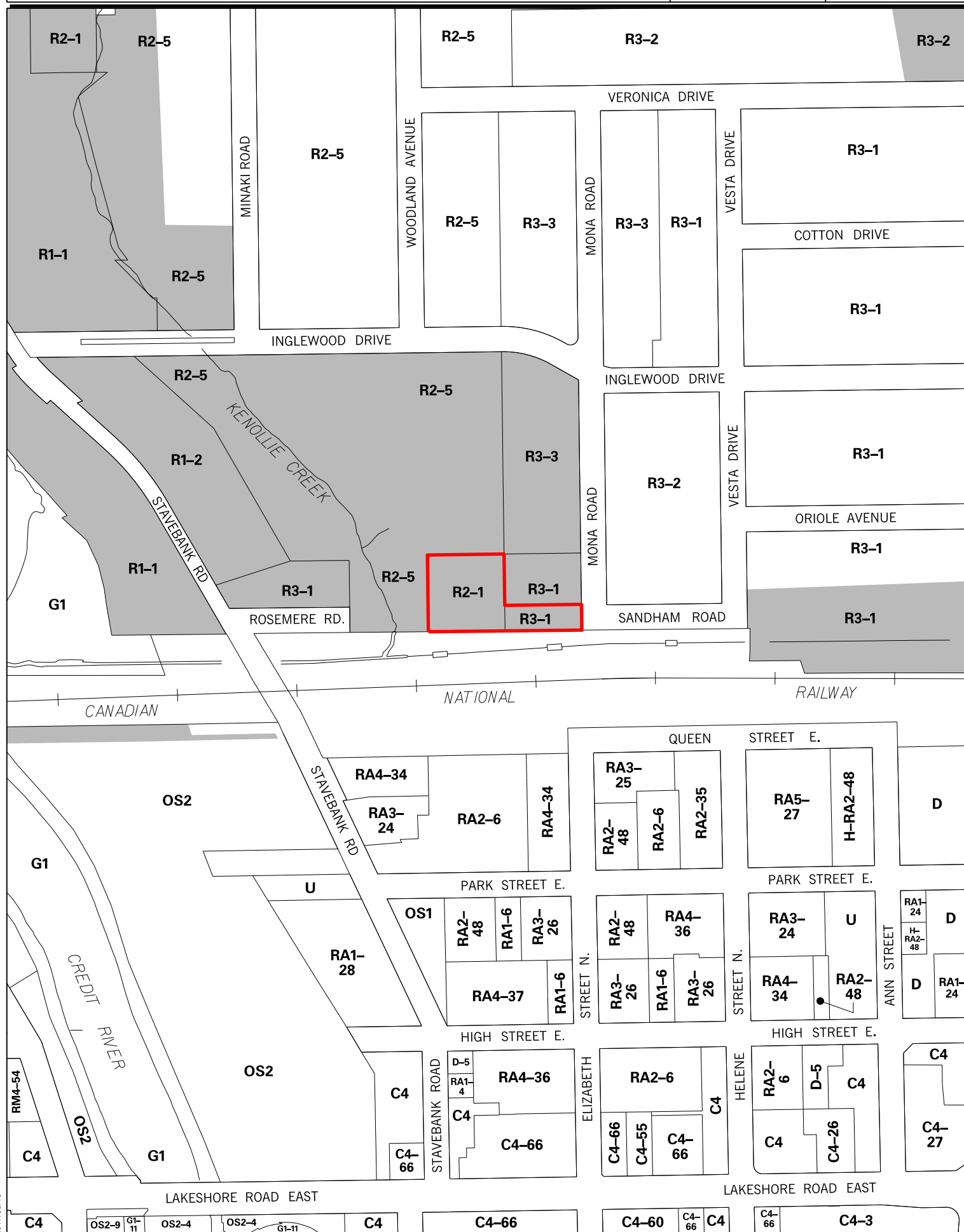
FILE NO:

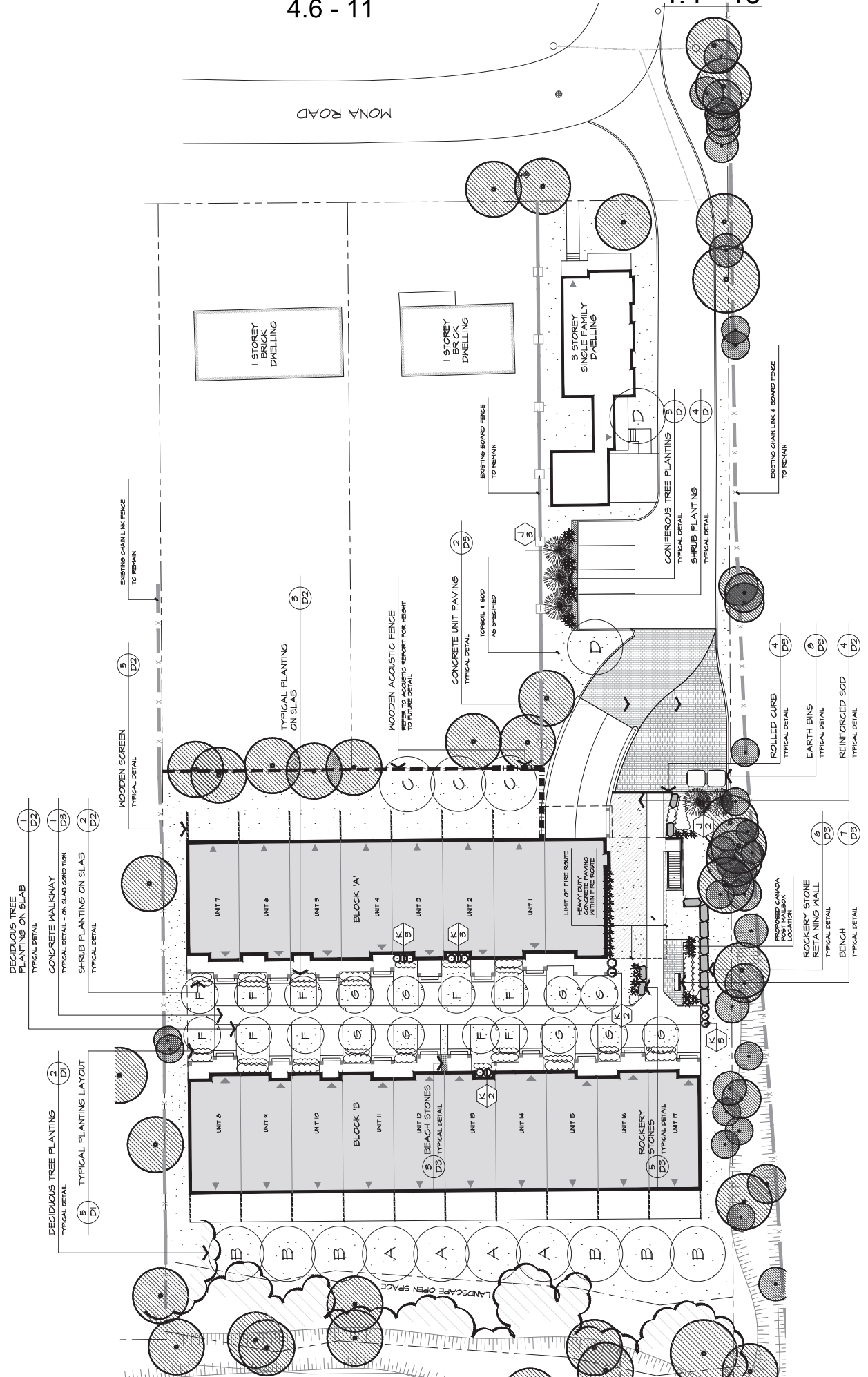
OZ 16/ 006 W1



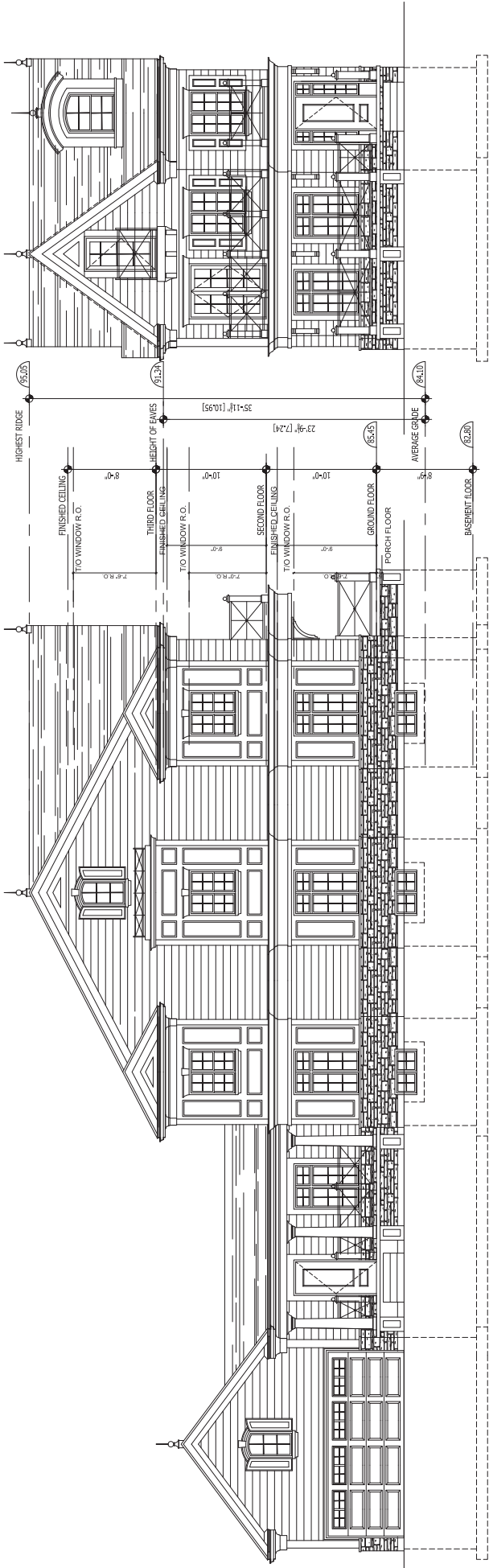
MISSISSAUGA

Produced by
T&W, Geomatics





4.6 - 12

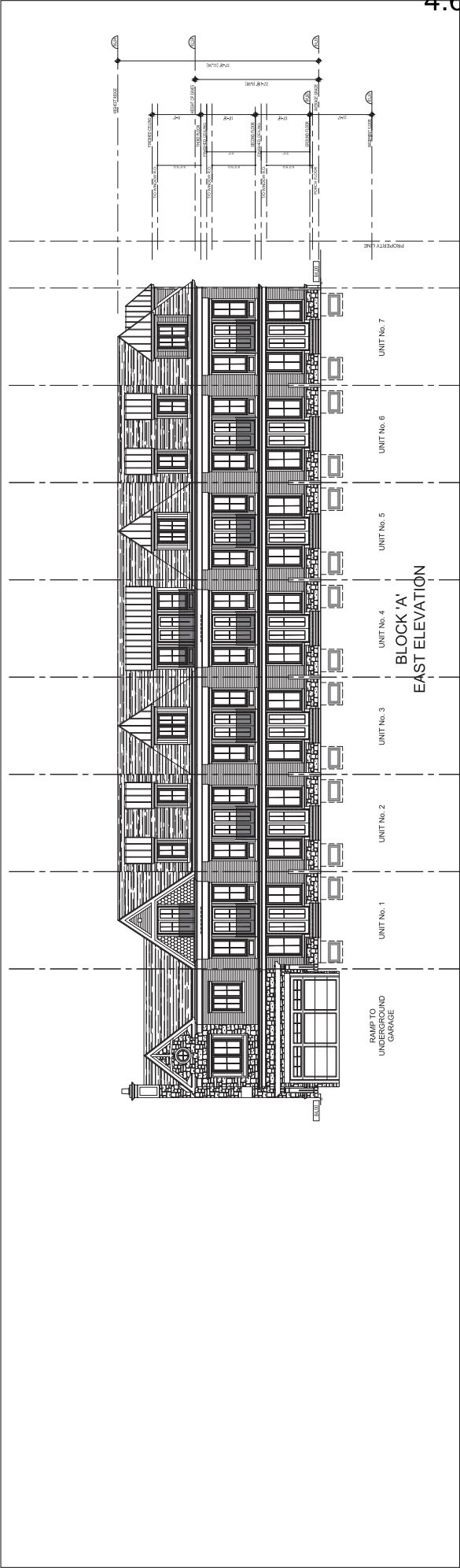


2 EAST ELEVATION
SCALE: 1/4"=1'-0"

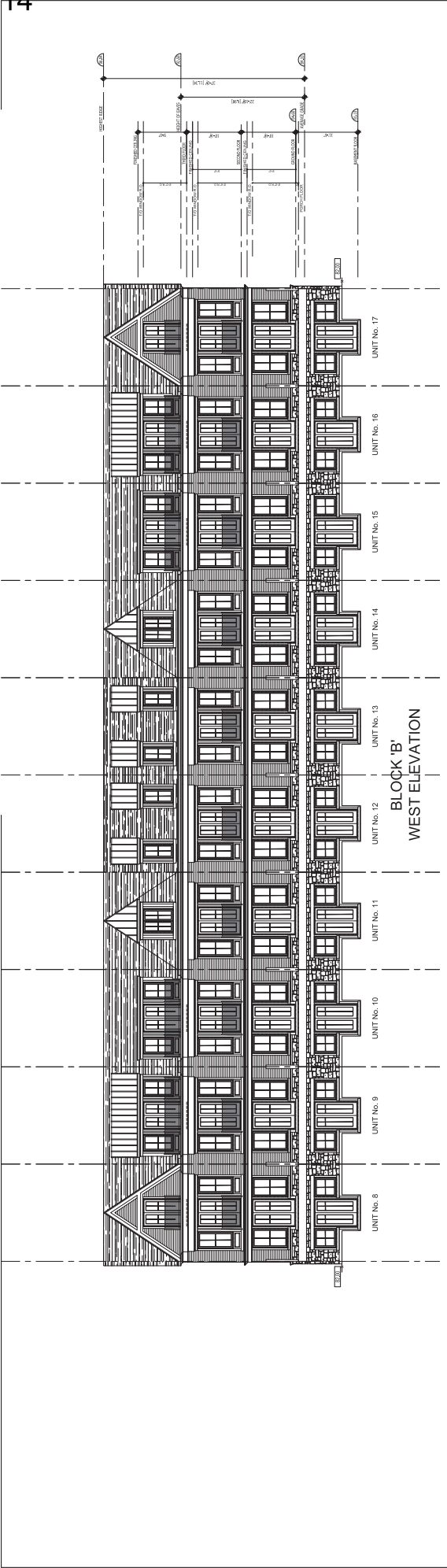
1 SOUTH ELEVATION
SCALE: 1/4"=1'-0"



4.6 - 14

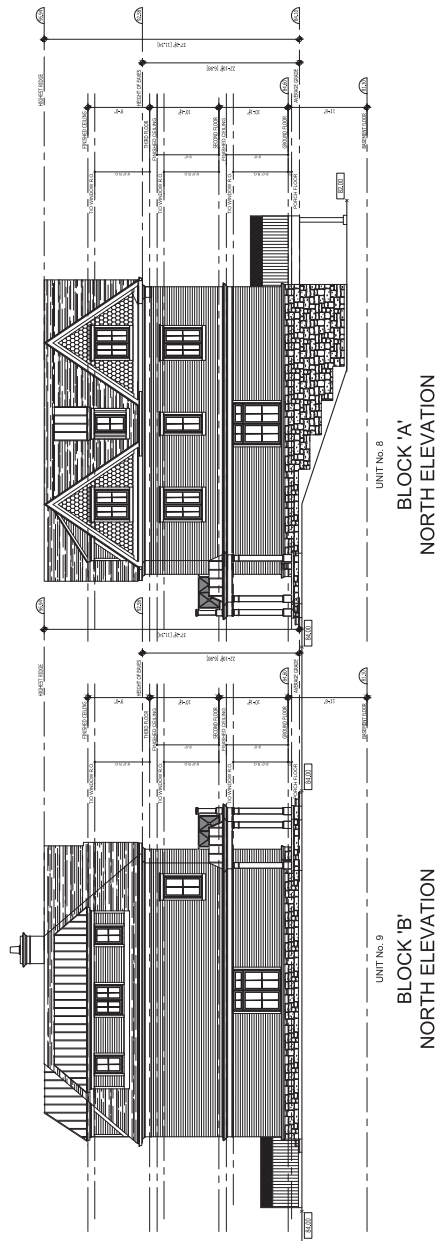


1 BLOCK A EAST ELEVATION
SCALE: 1/8"=1'-0"

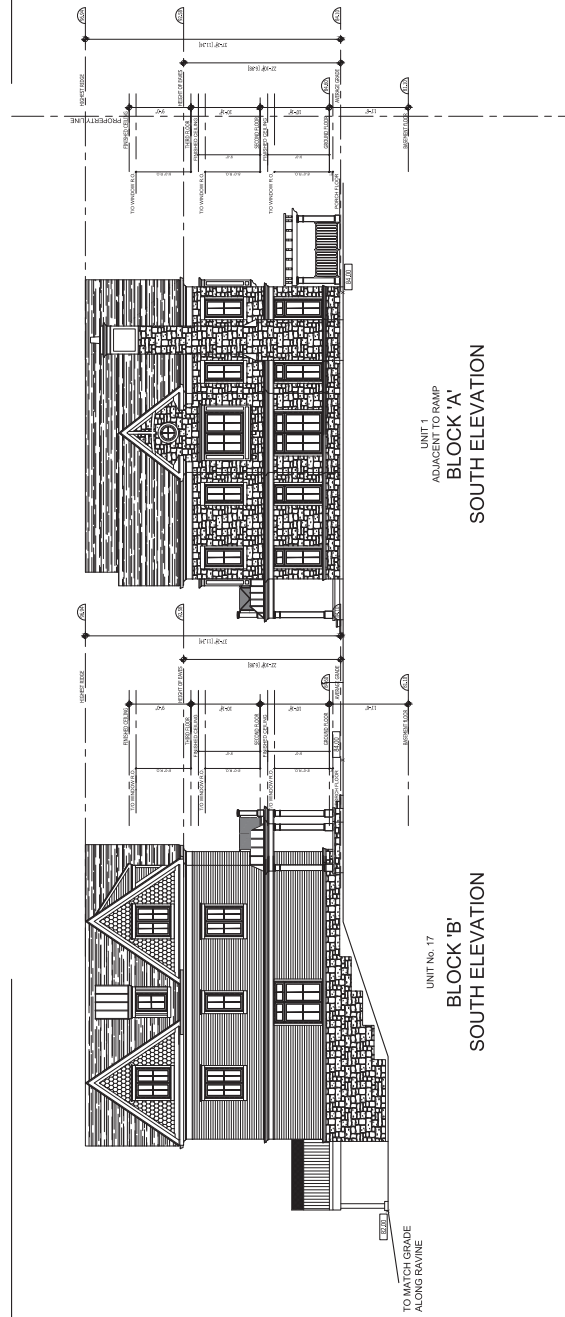


1 BLOCK B WEST ELEVATION
SCALE: 1/8"=1'-0"

4.6 - 15



1 BLOCK A & B NORTH ELEVATION
SCALE: 1/8"=1'-0"



2 BLOCK A & B SOUTH ELEVATION
SCALE: 1/8"=1'-0"

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 17, 2017)	<p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. Based on the Servicing and Legal Review, the owner may be required to register a section 118 on title prior to Site Plan approval.</p> <p>We have received the Functional Servicing Report (FSR) dated March 2016. The Report is incomplete and outstanding information will be provided to the consultant. The Region will require a satisfactory FSR prior to any approval of the applications.</p> <p>The site is located within an area the Regional Official Plan (ROP) designates as a Natural Area and Corridor (NAC) of the Greenlands Systems in Peel, under Policy 2.3.2.9. Within this designation, ROP policies seek to protect environmental resources. The Region relies on the environmental expertise of the Conservation Authority staff for the review of development applications located within or adjacent to Greenlands Systems in Peel and their potential impacts on the natural environment.</p> <p>Front-end collection of garbage and semi-automated collection of recyclable materials will be provided by the Region of Peel subject to the following conditions:</p> <ul style="list-style-type: none"> - The waste collection vehicle turning radii and turning movements is to be clearly labelled on the drawing. - The turning radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns. This includes the turning radii at the entrance to the site. The turning radii must be clearly labelled. - All roads must have a minimum width of 6 m (19.7 ft.) - In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 m (49.2 ft.). The vehicle will not be permitted to back-up onto a municipal road allowance

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (May 10, 2017)</p>	<p>Both School Boards 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, both School Boards require that warning clauses with respect to temporary school accommodations and transportation arrangements be included in the Development Agreement</p>
<p>Credit Valley Conservation (May 25, 2016)</p>	<p>The property is adjacent to Mary Fix and Kenollie Creeks and is traversed by their associated valley slopes and floodplains. As a result, the property is highly constrained by natural and hazardous features. Delineation of these features and an appropriate associated buffer is required to determine the limits of development on the property.</p> <p>Currently, there are outstanding technical concerns regarding the interpretation of the limit of the natural features and associated buffers. CVC staff have reviewed the submitted Environmental Impact Statement (EIS) and note differences regarding the interpretation of the natural heritage features and areas including significant woodlands, core woodlands, significant valleyland and significant wildlife habitat (SWH).</p> <p>For example, the EIS reports the <i>Sassafras albidum</i> can be considered a SWH and it is CVC's opinion that the spatial extent of the SWH associated with the trees would extend to the dripline of the tree as opposed to the minimum tree protection zone. All natural areas including cultural woodlands (regardless of size, composition) within the property and adjacent lands are to be considered confirmed significant wildlife habitat for the Migratory Landbird stopover area based on their proximity to Lake Ontario Shoreline under the Region of Peel - Town of Caledon Significant Woodland and Wildlife Habitat (June 2009). The boundary of the SWH is the staked dripline.</p> <p>Based on the submitted plans, it appears that the proposed development encroaches within the buffers associated with the natural and hazardous features and in some areas within the natural features themselves. Further discussion regarding the limits of the natural features as well as appropriate buffers</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
	<p>to the natural and hazardous features is required to confirm the limits of development of the subject property.</p> <p>Additional technical comments are provided through the Application Status Report. Clarification is anticipated regarding technical details associated with the slope hazard, stormwater management, functional servicing report, etc.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (May 15, 2017)</p>	<p>In the event that the applications are approved by the Ontario Municipal Board, the City requests that the natural hazard lands and associated buffer be transferred to the City and zoned G1 (Greenlands) to allow for the long term conservation of the lands, as well as, to provide a connection to the City-owned greenlands system and Kenollie and Mary Fix Creeks. The limits of development should be confirmed by Credit Valley Conservation.</p>
<p>City Community Services Department – Culture Division (May 15, 2017)</p>	<p>The property is listed on the City's Heritage Register as it forms part of the Mineola Cultural Landscape. The Heritage Advisory Committee at the September 13, 2016 meeting's recommended that the property at 1142 Mona Road not be designated.</p> <p>The impact of the proposed 3 storey townhouses at the rear of the property with underground parking would be considerable and would have a negative impact to the Mineola Cultural Landscape. The proposal is not consistent with the balance between natural landscaped areas and built environment that is characteristic to the Mineola Cultural Landscape. The Cultural Landscape inventory for Mineola states "what has evolved today is a wonderful neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends the houses with their natural and manicured surroundings". Moreover, while the Cultural Landscape inventory notes that "a gradual infilling has increased the density over the years and care must be taken to ensure that this does not ruin the very quality and character that makes this neighbourhood so appealing and attractive."</p>
<p>City Community Services Department – Fire and Emergency Services Division (May 19, 2017)</p>	<p>Fire has concerns with respect to the site layout which would typically be reviewed in greater detail through the site plan process. Specifically, the fire access proposed is not in compliance with By-law 1036-81. The fire route's location lacks the required 3 m (9.8 ft.) clearance from the structure, is not hard surfaced, is excessive in length, does not appear to have a clear driving width of 6 m (19.7 ft.) and its design</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
	<p>provides very limited exposure to the structures for firefighting operations and excessive travel distances for emergency medical response to all units. Consequently, in its current form, Fire would not approve the site plan nor any building permits for this project.</p>
<p>City Transportation and Works Department (T&W) (May 25, 2017)</p>	<p>Notwithstanding the findings of the reports and drawings submitted to date, the applicant has been requested to address the following:</p> <ul style="list-style-type: none"> • Revisions to the Noise Study; • Revisions to the Site Plan, Site Servicing and Grading Plans; • Provide a Phase One Environmental Site Assessment (ESA); • Submission of Letter of Reliance for the Phase 1 ESA; • Revisions to the Functional Servicing and Storm Management Reports, including approval from CVC; • Enter into a Development Agreement with the City; • Provide any necessary easements, land dedications, securities and fees. <p>It should also be noted that the internal private roadway is to be consistent with the City's condominium standards and meet Fire, Emergency Services and the Region of Peel (waste collection) access, turnaround, operational and servicing requirements. Any aspects related to the adjacent railway line (i.e. noise, vibration, safety barrier, warning clause, setbacks, etc.) are to be confirmed by the railway company.</p> <p>As the above noted items and additional details requested remain outstanding, T&W is not in a position to confirm the feasible of the proposal from a technical perspective until the outstanding matters have been satisfactorily resolved.</p>
<p>Metrolinx (September 21, 2016)</p>	<p>The minimum setback from the rail corridor property line to the western building face is measured at 25 m (82 ft.), which falls short of the established residential setback requirement of 30 m (98 ft.). We have entertained a setback reduction when a higher level of safety barrier (e.g., crash wall) has been introduced, but this is not the case here. While the grades appear to replicate the function of a barrier to some degree, this does not appear to be the case across the entire site frontage. The proponent should therefore provide justification for the reduced setback proposed.</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

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> <ul style="list-style-type: none">- Enbridge Gas Distribution- Canada Post- Rogers Communications- Development Services, Planning and Building Department- Alectra

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 3 Kindergarten to Grade 6 1 Grade 7 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Kenollie Public School <ul style="list-style-type: none"> Enrolment: 227 Capacity: 245 Portables: 1 Queen Elizabeth Sr. <ul style="list-style-type: none"> Enrolment: 317 Capacity: 262 Portables: 3 Port Credit Secondary School <ul style="list-style-type: none"> Enrolment: 1,176 Capacity: 1,203 Portables: 1 <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"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Timothy <ul style="list-style-type: none"> Enrolment: 591 Capacity: 352 Portables: 11 St. Paul Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 419 Capacity: 807 Portables: 0

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Existing Official Plan Provisions

Residential Low Density I which permits only detached dwellings

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential Medium Density – Special Site**.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1 Section 5.3 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Planning Studies will delineate boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities , land uses and building heights.
Section 6 – Value the Environment	Section 6.3	Lands identified as meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

	Specific Policies	General Intent
Section 7 – Complete Communities	Section 7.4	The City's Heritage Register will include properties, including structures and cultural landscapes that should be preserved as cultural heritage resources. Cultural Heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource
Section 9 – Building a Desirable Urban	Section 9.1 Section 9.2 Section 9.5	Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development
Section 19 – Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; <p>A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Summary of Existing and Proposed Zoning Provisions

The site is currently zoned **R2-1 (Detached Dwellings)** and **R3-1 (Detached Dwellings)** which only permit detached dwellings. The application is proposing a **RM4 (Townhouse Dwellings)** zone which permits condominium townhomes with an exception table to accommodate for the proposal.

Proposed Zoning Standards

Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4-Exception Zoning By-law Standards
Use	Condominium townhomes	Condominium townhomes and one detached dwelling
Minimum lot frontage	30 m (98 ft.)	20 m (66 ft.)
Minimum unit width	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)
Maximum height	10.7 m (35.1 ft.)	12.9 m (42.3 ft.) townhome 11.0 m (36.1) detached home
Minimum setback from a rear wall of a townhome to a lot line that is not a street line	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum setback from a townhome to a lot line that is not a street line	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)
Minimum setback from a detached home to a lot line that is not a street line	n/a	1.2 m (3.9 ft.)
Minimum setback from a front garage face to an internal road	6.0 m (19.7 ft.)	5.2 m (17.1 ft.)
Minimum setback from the front wall or side wall of a dwelling to an internal road or visitor parking space	4.5 m (14.8 ft.)	2.5 m (8.2 ft.) from front wall of detached home to internal road 1.6 m (5.2 ft.) from side wall of detached home to visitor parking space
Minimum width of an internal road	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Resident parking	2 spaces/unit	2 spaces per unit
Visitor parking	0.25 spaces/unit	0.25 spaces/unit (surplus of 2 spaces provided)