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## Planning and Development Committee

### Date

2017/12/04

### Time

7:00 PM

### Location

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

### Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

### Contact

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

### Find it Online

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

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

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

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - November 13, 2017
4. MATTERS TO BE CONSIDERED
  - 4.1. Proposed Amendments to Corporate Policy # 05-01-08 - Portable Signs on Road Allowances
  - 4.2. Proposed Ninth Line Neighbourhood Character Area Policies  
File: CD.04.NIN
  - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARD 5)**  
Application to change the land use designation for a portion of Britannia Farm from Institutional to Mixed Use, Northwest corner of Hurontario Street and Bristol Road West  
Owner: Peel District School Board  
File: OZ 17/008 W5
  - 4.4. **PUBLIC MEETING INFORMATION REPORT (WARD 2)**  
Applications to permit a condominium development consisting of four semi-detached homes and six townhouses on a private condominium road and three freehold detached homes on Garden Road, 1190 and 1200 Lorne Park Road, southeast corner of Lorne Park Road and Garden Road  
Owner: 2517015 Ontario Inc.  
File: OZ 16/014 W2



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- 4.5. **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 2)**  
Application to remove the "H" Holding Symbol to permit two detached dwellings, 719  
Indian Road, North side of Indian Road, west of Indian Grove  
Owner: Giannone Boyes Corp.  
File: H-OZ 12/003 W2
- 4.6. **COMMUNITY BENEFITS POLICY REVIEW (All Wards)**  
Proposed revisions to Corporate Policy and Procedure for 'Bonus Zoning' (Policy No.  
07-03-01) and amendments to the Implementation – Bonus Zoning policies in  
Mississauga Official Plan  
File CD.02 SEC
- 4.7. **RECOMMENDATION REPORT (ALL WARDS)**  
Proposed Amendments to the Zoning By-law to Regulate Short-Term Accommodations  
File: CD.21-SHO
- 4.8. **RECOMMENDATION REPORT (WARD 11)**  
Application to permit two office buildings with accessory uses such as medical  
laboratories, small retail stores and personal service establishments, 270 Derry Road  
West, south side of Derry Road West, east of McLaughlin Road  
Owner: Aujla Investments Inc.  
File: OZ 13/019 W11
5. ADJOURNMENT

City of Mississauga  
**Corporate Report**



Date: 2017/11/13

Originator's files:

To: Chair and Members of Planning and Development Committee

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

Meeting date:  
2017/12/04

## Subject

**Proposed Amendments to Corporate Policy # 05-01-08 - Portable Signs on Road Allowances**

## Recommendation

That the Portable Signs on Road Allowances Policy 05-01-08 be adopted as outlined in the Corporate Report dated October 24, 2017 from the Commissioner of Planning and Building and in Appendices attached.

### Report Highlights

- Recommends amendments to the Corporate Policy to regulate messages displayed on portable signs located on city road allowances
- Clarifies and strengthens the intent of the policy
- Recommends provisions to keep eligible groups from monopolizing site locations
- Recommends measures for contractors and applicants that do not adhere to the message requirements
- Improves boulevard appearance by reducing the number of designated portable sign sites located on road allowances by approximately 35%.
- Improves boulevard appearance by ensuring contractors maintain their signs in a proper state of repair.
- Increases public safety by requiring protective caps on protruding support legs.
- Recommend the request for proposals (RFP) to provide and service all portable signs on city road allowances be referred to Materiel Management, in consultation with Legal Services, for review.

## Background

As requested at City Council on March 29, 2017, staff was directed to review Corporate Policy 05-01-08 entitled “Portable Signs on Road Allowances” after a concern was expressed by a resident that a community group was displaying portable signs, regulated by this policy, exceeding the intended maximum time limit permitted.

A report addressing these concerns was submitted to Planning and Development Committee on June 26, 2017. The report was referred back to staff to include:

- 1) Rationalization and reduction of number of signs on road allowances where appropriate
- 2) Maps showing locations ward-by-ward and justifying locations as necessary
- 3) An investigation of various portable sign providers from the perspective of clarity, safety, aesthetics and effectiveness
- 4) A study of the development, and costs, for installing permanent in-ground concrete anchors which could receive temporary signs thereby eliminating unsightly blow-overs and eliminating metal “feet” that pose a danger to cyclists and pedestrians
- 5) A request for proposals tendering five year contracts to provide and service portable signs on road allowances for the City of Mississauga

Policy #05-01-08 was adopted in 2002 as part of the consolidation of three former Sign By-laws. The policy allows eligible organizations to display portable signs at designated sites on road allowances to communicate information of interest to the public (such as public meetings, community events or program registrations). Also incorporated into the policy are: minimizing distractions, controlling aesthetics along City roadways, fair and equitable use.

The road allowance sites designated in the policy provide eligible organizations an opportunity to promote events at highly visible locations. Currently, the policy regulates the organizations that are eligible to apply for and obtain permits, but does not include provisions regulating the sign message.

## Comments

The adoption of the policy has been well received and utilized by eligible organizations, accounting for 2,098 permits in 2016, an increase of 64% since 2003.

However, it has been observed that, during the past number of years there has been some abuse of the policy. Permits have been obtained using eligible organizations, but messages displayed have promoted events and registrations NOT offered by the applicant. These include; BBQs for political parties, employment opportunities and athletic programs offered by businesses. Some community groups have also “monopolized” sites for as long as 63 days to promote their registrations, using permits obtained under other community groups, taking away opportunities from other eligible groups. The intent of the policy is to permit a maximum display period of 21 days per applicant.

Although the number of complaints received to date has been minimal, these actions do not comply with the purpose of the policy.

To address this, it is recommended that the policy be amended to include provisions which regulate the sign message. This will clarify the policy, strengthen the purpose of the policy and eliminate commercial advertising.

The following revisions to the policy are recommended:

1. Amend the Policy Statement to include the following:  
 “Sign messages must exclusively display events, programs or registrations offered by the applicant organization. Information, events, programs or registrations offered by organizations other than the applicant are not permitted.
2. Amend the Signage Design and Placement Standards Section to include the following:  
 The Portable Sign shall:
  - Display the name of the applicant organization or Community Group
  - Promote an event, program or registration exclusively offered by the applicant organization or Community Group
  - Not display information, events or registrations offered by organizations or Community Groups other than the applicant

### **Reduction of Sign Locations**

Planning and Building staff met with representatives from the portable signs industry to discuss the reduction of portable sign locations located on city road allowances. Although the reduction of locations will result in fewer signs displayed on road allowances, it will also take away opportunities for community groups to promote their events, thereby creating more competition for available sites. Reviewing the activity of the sites and the locations, it is recommended that the number of portable sign sites be reduced by approximately 35% (i.e. a reduction of 190 sites), as per appendices 2 & 3.

Only one of four contractors expressed concerns with this reduction. The concerns raised are minor in nature as the sites they identified are seldom used.

### **Maps showing locations ward-by-ward and justifying locations as necessary**

Portable sign location maps have been available for a number of years on the city website at: <http://www.mississauga.ca/file/COM/portsign.swf>

### **Consultation with portable sign providers regarding clarity, safety, aesthetics and effectiveness.**

Although there are no specific statistics regarding the effectiveness or clarity of portable signs, during the meetings with the portable sign industry and staff from the Region of Peel, we were

advised that the use of portable signs displayed on road allowances is very effective in conveying information to the public. The number of permits issued by the Sign Unit has increased by 63% since the policy was adopted by Council in 2002. The Region of Peel also advised portable signs on road allowances significantly contributed to the success of community programs in the past, such as free dental checkups; flood & storm waste collection; free literacy programs for children, etc.

Portable signs currently displayed on road allowances are a very basic form of advertising; however, they fulfill a need for public and private communication. Companies use hundreds of these types of signs throughout the Greater Toronto Area, on private and public property, to promote events, grand openings, business sales, etc. Due to the availability and popularity of these signs, it makes it economical for community groups and organizations to use these signs to promote their event(s).

Recognizing the safety concerns of locating portable signs within the public road allowance, the existing policy incorporates safety measures into the provisions. These include setback distances from sidewalks, roadways, driveways, intersections, as well as dimension restrictions. These signs are inspected by Planning and Building staff to ensure compliance and mitigate liability. The policy also requires the applicant to provide proof of valid comprehensive general liability insurance, adding the City as an additional insured party, in the amount of \$2,000,000. Risk Management has also endorsed these provisions to mitigate liability.

During meetings with the industry, representatives agreed to install protective caps on the support legs to provide personal protection to the public in the vicinity of the signs. The minimum distance of 1m from a sidewalk, as per the policy, also provides an additional level of safety. Representatives also agreed to install fully embedded anchor spikes flush with grade to prevent tripping hazards, as well as improve stability of the sign. Applying reflective tape or paint to the support legs was also discussed, but was not supported as it would affect the aesthetics of the sign.

As a result of these discussions, the industry also agreed to maintain their signs in a proper state of repair by replacing dilapidated signs maintain and paint corroded signs, backing material and straightening screens used to prevent vandalism. The Region of Peel has a yearly maintenance program, painting and replacing signs that are no longer serviceable. They have recently purchased 30 new portable signs to replace old and corroded signs.

### **Anchorage of Portable Signs**

Installing permanent structures in road allowances on municipal and regional roads was discussed with the Region of Peel and staff from the Transportation and Works Department. Permanent signs on road allowances would result in expenses incurred by the City and the Region for the installation and maintenance of these signs, whereas currently, the only costs incurred, are the inspections to ensure compliance which is covered by the permit fees. The Region of Peel did investigate the cost of electronic signs, but was deterred by the initial cost of

approximately \$15,000 per sign, coupled with ongoing maintenance costs and what was perceived to be high propensity to vandalism. Also, as the use of advertising such as twitter, social media, digital and hyper targeted advertising continues to grow, an industry wide shift may occur in the future thereby decreasing the demand/need for signs on road allowances. In the interim, the immediate needs of the public and private sectors are fulfilled with the use of portable signs.

Installing permanent sign structures may also impede the utility corridor, obstructing access to numerous utilities located adjacent to the roadway.

Although there have been very few incidents in which Portable Signs on road allowances have blown over, with limited occurrences only recorded during spring thaw or wind storms, anchorage requirements will be fortified. We have now required the industry to install anchors that are fully embedded so that the top is flush with grade. This will provide additional support and reduce a possible tripping hazard created by anchors protruding above the ground. The industry has also advised they patrol their signs, address any safety concerns and ensure their signs are properly anchored. Additional measures are taken when ground conditions do not provide sufficient anchorage.

### **Request for proposals to provide and service all portable signs within the City of Mississauga.**

The current contract with the City vendor that supplies and installs portable signs for Members of Council and various departments expires on December 31, 2017. It is recommended that the request for proposals be referred to Materiel Management for review and possible implementation in conjunction with the renewal of the city contract. Planning and Building staff will assist Materiel Management to ensure the concerns regarding esthetics expressed by Members of Council are addressed.

### **Exceptions to the Eligibility Section**

In accordance with the policy, only defined groups are eligible to display signs on road allowances. Currently, all other groups wishing to utilize these signs must request, and receive, an exception from the Commissioner of Planning and Building, in consultation with the Ward Councillor. As these signs form an integral component of our City streetscape and are not confined to one specific Ward, it is recommended that such requests be brought forward to Planning and Development Committee for consideration.

## **Financial Impact**

There is no financial impact.

## **Conclusion**

Amending the Policy to include provisions regulating the sign message will provide clarification and strengthen the purpose of the policy by only allowing messages that pertain to

organizations and Community Groups eligible to erect a sign. It will also eliminate commercial advertising and provide provisions for enforcement and improving public safety.

## **Attachments**

Appendix 1: Appendix 1 - Portable Signs on Road Allowances

Appendix 2: Appendix 2 - Map of Proposed Changes to Portable Signs Sites - North

Appendix 3: Appendix 3 - Map of Proposed Changes to Portable Signs Sites - South



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Darren Bryan, Supervisor Sign Unit

**Policy Title: Portable Signs on Road Allowances****Policy Number: 05-01-08**

Section:	<b>Property and Facilities</b>	Subsection:	<b>Use of Public Property</b>
Effective Date:	<b>March 26, 2008</b>	Last Review Date:	<b>July 2014</b>
Approved by: <b>Council</b>		Owner Division/Contact: <b>Building Division</b> <b>Planning and Building Department</b>	

**Policy Statement**

The City of Mississauga limits the use of Portable Signs on Road Allowances.

**Purpose**

Portable Signs on Road Allowances are limited for reasons of both aesthetics and public safety. A proliferation of signs on Road Allowances results in a cluttered and unattractive landscape and presents a distraction for motorists.

The purpose of this policy is to establish controls which will limit the use of Portable Signs on Road Allowances, while recognizing the need to communicate information of interest to the general public (such as community events or program registrations) **exclusively offered by the applicant group or organization outlined in the Eligibility section of this policy. Information, events, programs or registrations offered by organizations other than the applicant are not permitted.**

This policy establishes:

- The manner in which acceptable locations for the placement of Portable Signs on Road Allowances are identified and delineated
- The organizations or types of organizations which can be permitted to place Portable Signs at delineated locations on Road Allowances
- The number of signs that can be permitted at any given location and by any given user
- The length of time a sign can remain in any given location
- A Portable Signs Permit application and approval process
- Conditions of approval of a Portable Sign Permit application, and
- Standards for Portable Signs on Road Allowances

**Legislative Authority**

The City of Mississauga's Sign By-law prohibits signs on Road Allowances unless authorized by the City.



Policy Number: 05-01-08

Effective Date: March 26, 2008

Policy Title: Portable Signs on Road Allowances

Last Review Date: July 2014

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## Scope

This policy applies to all Portable Signs intended to be placed on Road Allowances. This policy does not address signs which are to be placed on private property or on municipal property which is not part of the Road Allowance; nor does it address sidewalk signs, new home development signs, garage sale signs, open house directional signs, election signs or any other sign otherwise permitted under the Sign By-law. Such signs are subject to the Sign By-law.

This policy does not apply to banner installations on Road Allowances. For information on banner installations, refer to Corporate Policy and Procedure - Banners.

## Definitions

“Commissioner” means the Commissioner of the Planning and Building Department or his/her designate.

“Community Group” means a non-profit community group which is affiliated with the City of Mississauga, or which is included in the City's volunteer group register, in accordance with Corporate Policy and Procedure - Community Group Support Program.

“Portable Sign” is a sign which is not permanently affixed to the ground, and which is designed in such a manner as to be capable of being moved from place to place, but does not include a sidewalk sign.

“Portable Sign Permit” is a permit issued by the Sign Unit, allowing the placement of one sign at one location.

“Road Allowance” includes any municipal road allowances within the boundaries of the City of Mississauga, whether under the jurisdiction of the City of Mississauga or the Region of Peel.

“Sign Unit” means, Planning and Building Department staff who are responsible for issuing sign permits and for enforcing the provisions of the Sign By-law and this policy.

## Exceptions to Policy

Exceptions to this policy may be made only on the approval of the Commissioner after consultation with the ward councillor. The applicant must submit a complete application, along with a written request for an exception to the Commissioner. Each request will be considered on its own merits, on a site-by-site basis, and on the impact of the exception on the City as a whole. For example, an exception may be granted to permit additional signage promoting a City-wide special event or festival. The Commissioner's authority to approve exceptions does not extend to the reduction or waiving of fees.

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## Eligibility

Upon issuance of a Portable Sign Permit, Portable Signs may be placed on delineated locations within Road Allowances by the following organizations only:

- Members of City of Mississauga Council
- A City department
- The Region of Peel
- The Living Arts Centre
- Community Groups

## Delineated Locations within Road Allowances and Allocated Sites

Selected road allowances, or portions of Road Allowances, are delineated as providing acceptable locations for Portable Signs. Specific sites within the delineated Road Allowances are then allocated for exclusive use by members of Council, City departments, the Region of Peel, and the Living Arts Centre.

Delineated locations within Road Allowances and allocated sites are determined by the Commissioner, through consultation with individual members of Council, all City departments, the Living Arts Centre and, with respect to regional roads, with the Region of Peel. The Living Arts Centre is allocated three sites per Ward, subject to the approval of the particular Ward Councillor.

Factors considered when delineating locations within Road Allowances and allocating sites include:

- the visibility offered by the particular location;
- traffic patterns and flow;
- the need for a limited, balanced distribution of signs across the City;
- aesthetics; and
- the ability of the location to satisfy the standards for the placement of Portable Signs as set out in this policy.

No Portable Signs may be located within the Road Allowances in the City Centre District Plan area. No Portable Signs may be located on the Road Allowance in front of any City-owned or operated property or facility.

Maps showing delineated locations within Road Allowances and allocated sites within each ward are maintained by the Planning and Building Department and are available from the Sign Unit, on request.

## **Use of Delineated Locations within Road Allowances and Allocated Sites**

Members of Council, City departments, the Region of Peel, and the Living Arts Centre have exclusive use of the sites allocated to them, subject to the issuance of a permit.

In the event that members of Council, City departments, the Region of Peel, or the Living Arts Centre require the placement of a Portable Sign and their allocated sites are not available, they may obtain written permission, as outlined below, to use another allocated site. Alternatively, they may apply for unallocated space on delineated locations within a Road Allowance. If they apply for unallocated space, their application will be considered in the same manner as the applications from Community Groups.

Community Groups may apply for a permit to place a sign on any portion of a delineated area within a Road Allowance, other than the specific sites allocated for exclusive use by members of Council, City departments, the Region of Peel, or the Living Arts Centre. To place a sign at an allocated site, written permission, as outlined below, must be obtained.

### **Written Permission to Use Allocated Sites**

Written permission is required to use a site that has been allocated for the exclusive use of members of Council, City departments, the Region of Peel, or the Living Arts Centre. Written permission may be given as follows:

- For a site allocated to a member of Council – by the particular member of Council
- For a site allocated to a City or Region of Peel department – by the respective department head or designate
- For a site allocated to the Living Arts Centre – by the VP – Business Affairs or designate

The written permission must then accompany the application for a Portable Sign Permit.

### **Number of Signs Permitted Per Allocated Site**

Only one sign will be permitted at any given time on any allocated site. The number of signs on unallocated portions of the delineated area of a Road Allowance will be restricted to one per street block (i.e. a distinct, delineated area as shown on the Sign Unit's maps) and no Portable Sign may be located nearer than 90 metres (300 ft.) from another Portable Sign on the same side of the street.

## **Application**

Application for a Portable Sign Permit shall be made, in writing, to the Sign Unit. Applications should be submitted at least two weeks prior to the installation. Up to four weeks additional time may be required, should the application require processing as an exception to this policy. Applications will not be accepted, and permits will not be issued, more than one year prior to the intended date of installation of any Portable Sign.

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The applicant must provide a complete application which shall include, if applicable, a permit fee, a security deposit, proof of insurance, and written permission for the use of an allocated site. (Refer to “Use of Delineated Locations within Road Allowances and Allocated Sites;” “Fees;” “Security Deposits;” and “Insurance” sections of this policy for information on these requirements.)

The following information shall be required as part of a complete application:

- Name, address, and telephone number of applicant organization
- Name, address, and telephone number of party responsible for installation and removal of the sign
- Proposed sign installation date and removal
- Municipal address (a municipal address has been assigned to each delineated location within the Road Allowance and is available from the Sign Unit)
- A detailed site plan, with dimensions, showing the location of the proposed sign in relation to other features (e.g. Driveways, bus shelters, traffic devices)
- The dimensions of the intended sign (i.e. Area of each sign face and height of the sign above grade), and
- The message which will be conveyed on the sign, **which must include the name of the applicant or organization**

## Penalties

**Any contractor or applicant that displays, or causes the display, of a sign that is not in accordance with the message requirements outlined above and/or which deviates from the message submitted on the application for permit is subject to a \$1000 penalty, deducted from the Letter of Credit provided by the sign company.**

**Any sign not in accordance with these requirements can be removed and impounded by city staff. The retrieval fee for the return of such sign is an additional \$1000.**

## Approval

Applications from members of Council, City departments, the Region of Peel, and the Living Arts Centre will be processed according to the availability of their allocated sites. All other applications will be processed on a first-come, first-served basis, provided no permit has yet been issued for the particular location and time period requested. The Sign Unit will review the application to ensure eligibility and location availability, and make a recommendation regarding approval to the Commissioner. Upon approval by the Commissioner, the Sign Unit will issue the permit, and will enforce all requirements of the permit.

## Conflicting Applications

Should an additional application be received for the same location and time period as an application which is still being processed, the permit will be issued to the first applicant who fulfills all application requirements, without regard to the date of receipt of the application.

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**Maximum Number of Permits**

Community Groups are limited to a maximum of 10 sign permits per year. All 10 signs may be in place at the same time, provided the locations are different. Permits will not be issued to a Community Group for the same location, unless 21 days have passed since the expiration of the organization's last permit for that location.

**Fees**

The applicant, or the party responsible for the installation and removal of the sign, must provide a non-refundable permit fee as established by the Fees and Charges By-law, as amended.

**Exceptions to Fees**

Members of Council and City departments will not be charged for sign permits. The Region of Peel will not be charged for sign permits for Portable Signs on regional Road Allowances.

**Security Deposits**

The party responsible for the installation and removal of the sign must provide a security deposit in the amount of \$300 per sign to ensure the removal of the sign by the date specified in the permit and/or to ensure the restoration of the boulevard in the event of damage to the boulevard (refer to Corporate Policy and Procedure - Securities Other than Development Securities or Procurement Securities for information on handling the deposit, including drawing on or releasing the deposit).

**Exceptions to Security Deposits**

Members of Council and City departments will not be required to provide a security deposit. The Region of Peel will not be required to provide a security deposit for sign permits for Portable Signs on regional Road Allowances.

Applicants, other than sign companies who own their own signs, will be required to provide security deposits to a maximum of \$1,000 per year. Portable Sign companies may provide the City with a security deposit in the amount of \$5,000 to be applied to all signs they install during a calendar year, in lieu of the \$300 deposit required per sign. The security may take the form of cash, certified cheque, or an annually renewable letter of credit. Refer to Corporate Policy and Procedure - Letters of Credit for information on the City's requirements regarding letters of credit.

**Insurance**

The applicant, or the party responsible for the installation and removal of the sign, must provide proof of valid comprehensive general liability insurance, adding the City as an additional insured party, in the amount of \$2,000,000.

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### Exceptions to Insurance Requirements

Members of Council and City departments will not be required to provide proof of insurance. The Region of Peel will not be required to provide proof of insurance for sign permits for Portable Signs on regional Road Allowances.

## Signage Design and Placement Standards

Portable Signs must meet the design and placement standards listed in this section.

### Design Standards

The Portable Sign shall:

- Clearly display the name of the applicant organization or Community Group
- Promote/inform of an event, program or registration exclusively offered by the applicant organization or Community Group
- Not display information, events or registrations offered by organizations or Community Groups other than the applicant, and
- **Not promote a political party or candidate for public office**

In addition, the Portable Sign must meet all of the following requirements:

- Contain no more than two sign faces, and each sign face shall have a maximum area of 5 m<sup>2</sup> (53.8 sq. Ft.)
- Not exceed 2.5 metres (8.2 ft.) In height above grade
- Not be in colours other than black and white, and sign characters in fluorescent, neon, Day-Glo, or day bright colours are prohibited
- Not be illuminated in any way, and
- When being placed on behalf of the City, include the City's logo [not to exceed .18 m<sup>2</sup> (1.95 sq. ft.) but not less than .12 m<sup>2</sup> (1.3 sq. ft.)] and/or the words "City of Mississauga", in accordance with the City's visual identity guidelines
- Ground anchors must be fully embedded and the top must be flush with grade
- Ground anchors must be installed in all support points of the sign
- Protective caps must be installed on protruding sign legs to protect from personal injury.

### Placement Standards

Placement and removal of the sign is the responsibility of the permit holder. The sign may remain at the approved location only for the period of time stated on the permit, which will be a maximum of 21 consecutive days. Signs that remain for a period longer than that stated on the permit will be removed and stored by the City in accordance with the Sign By-law. The permit holder will be required to forfeit his/her security deposit or pay the City's actual cost of removing the sign, whichever is greater, as well as a storage charge of \$20 per day or part thereof, until the sign has been retrieved.

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The Portable Sign shall be placed so as not to obstruct:

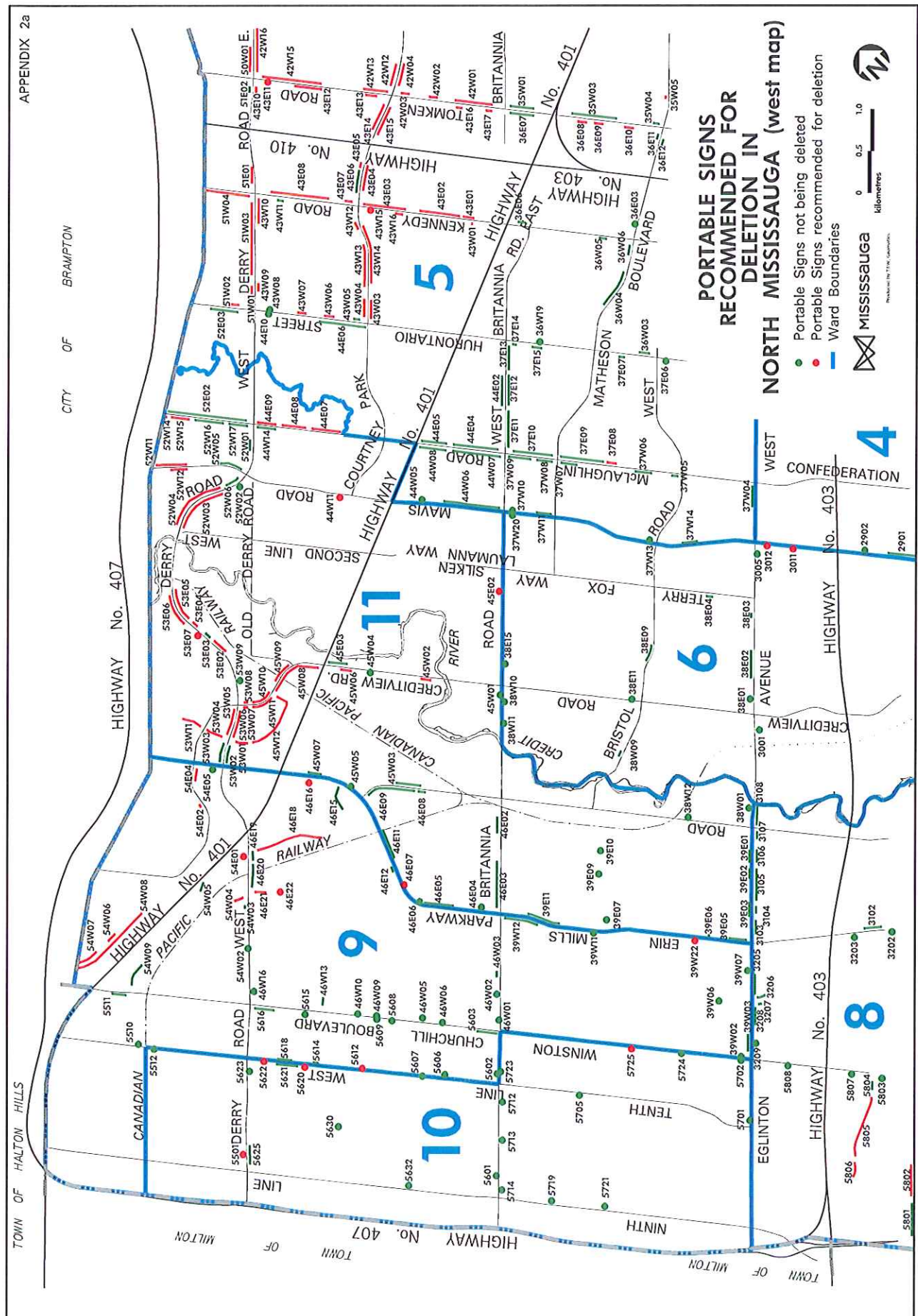
- The sight lines of any pedestrian, cyclist or motorist, or
- Visibility of any traffic sign or device, or
- Visibility of a bus stop or bus shelter, or
- Maintenance activities on the Road Allowance

The Portable Sign shall be placed in accordance with the minimum distances specified in the following chart:

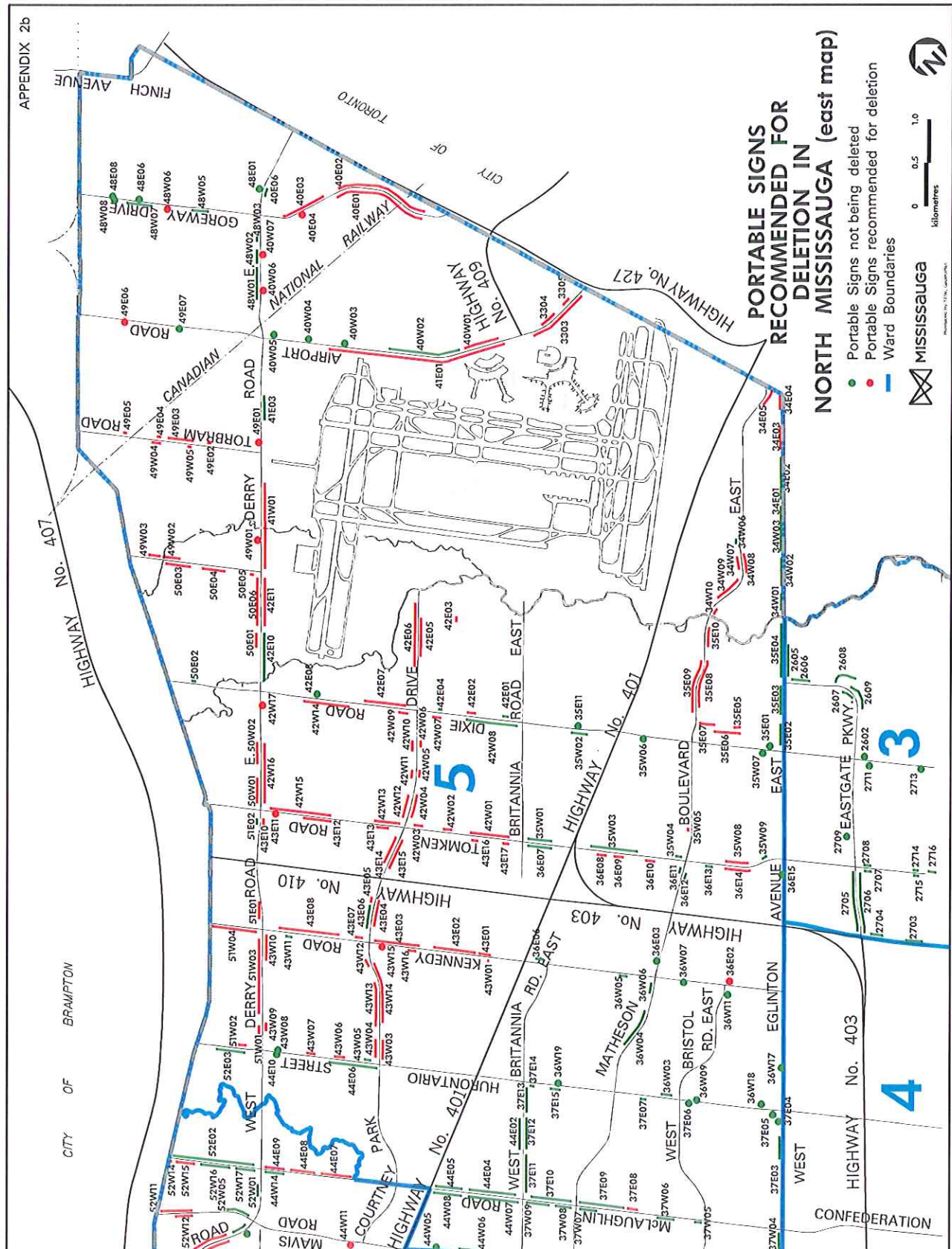
	<b>Arterial / Major Collector Roads</b>	<b>Collector / Local Roads</b>
Minimum setback from sidewalk	1.0 metres (3 feet)	1.0 metres (3 feet)
Minimum setback from curb / shoulder	1.5 metres (5 feet)	1.5 metres (5 feet)
Minimum distance from intersection	70 metres (230 feet)	45 metres (148 feet)
Minimum distance from driveway	70 metres (230 feet)	45 metres (148 feet)
Minimum distance between Portable Signs	90 metres (300 feet) (on same side of the street)	90 metres (300 feet) (on same side of the street)

## Revision History

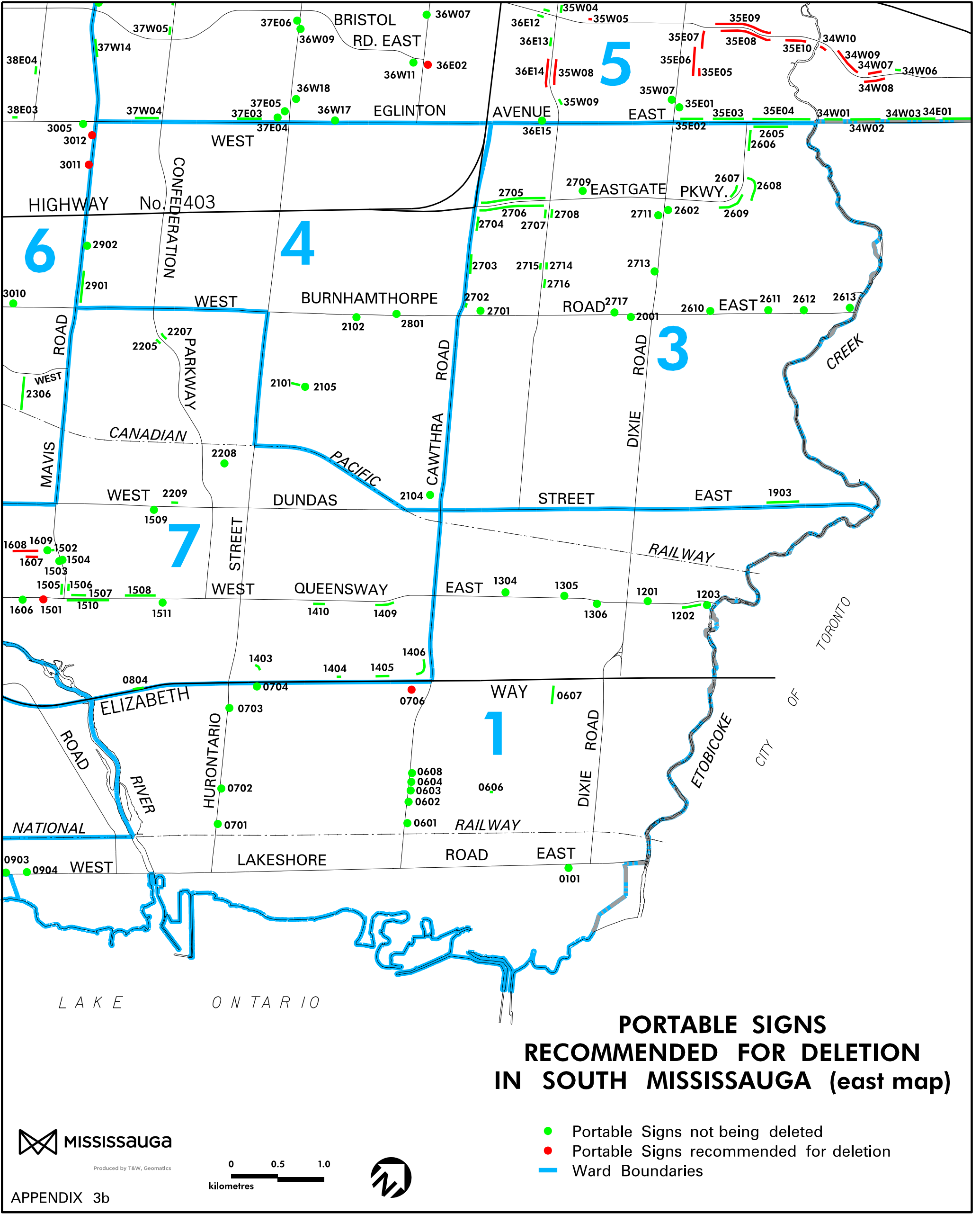
<b>Reference</b>	<b>Description</b>
PDC-0046-2002(1) – 2002 04 10	
GC-0132-2006 – 2006 03 08	
GC-0191-2008 – 2008 03 26	
October 12, 2011	Housekeeping – changed Volunteer Liaison policy name to Community Group Support Program











City of Mississauga

# Corporate Report



Date: 2017/11/10

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
CD.04.NIN

Meeting date:  
2017/12/04

## Subject

### **INFORMATION REPORT (WARDS 9 & 10)**

**Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning**

**File: CD.04.NIN**

## Recommendation

1. That a public meeting be held to consider the proposed amendments to the Mississauga Official Plan (MOP) contained in the report titled "Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning" dated November 10, 2017, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Ninth Line Neighbourhood Character Area Policies" dated November 10, 2017, from the Commissioner of Planning and Building, be circulated to City Departments, agencies and stakeholders for review and comment.

## Report Highlights

- The Ninth Line corridor lands are Mississauga's last remaining greenfield lands.
- Lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment.
- The City in partnership with the Region of Peel and in part with the Ministry of Transportation retained a consortium of consultants to complete the Ninth Line Corridor land study together with a number of background studies and reports, including an assessment of the 407 Transitway alignment through the Ninth Line lands.
- Having completed the draft Ninth Line Neighbourhood Character Area policies and draft Zoning By-law schedule it is now time to begin the statutory public process prior to bringing forward the Official Plan and Zoning amendments for approval.

## Background

The Ninth Line corridor lands are Mississauga's last remaining greenfield area. They are approximately 350 hectares (870 acres) in size and bounded by Highway 407 to the west, Ninth Line to the east, Highway 401 to the north and the Highway 403/407 interchange to the south. These lands became part of the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment with the Region of Halton/Town of Milton.

On October 2011 Council directed staff to proceed with preparing a planning framework to guide future development within the Ninth Line Corridor Lands. Staff, working with a consortium of consultants, completed the land use study including the preparation of various technical studies (see Appendix 1). A community open house to present the land use concept was held in June 2017. This report initiates the statutory public process to consider the proposed land use changes and policies.

### Community Open House (June 14, 2017)

The Emerging Land Use Concept was presented at a Community Open House attended by over 200 residents. A landowner meeting was also conducted. Public feedback from the Community Open House identified a number of considerations. This feedback has been reflected in the Ninth Line Corridor land use policies, and included the following ideas:

- Strategically direct growth
- Add park space
- Plan for communities
- Make it liveable
- Support the City's transit network
- Consider the aging population
- Focus on affordability
- Think about development impacts
- Transition Plan

The City and consultant team gave careful consideration to all the feedback received at the community open house when preparing the draft land use policies.

### Regional Official Plan Amendment (ROPA)

At present, the Ninth Line lands are outside of the Region of Peel's urban settlement boundary. A Regional Official Plan Amendment (ROPA) is required to expand the urban settlement boundary to include the Ninth Line lands. Reports such as Agricultural Impact Assessment, Water and Wastewater Servicing Background Study, among others, were completed to address Region of Peel Official Plan requirements. The Region held an open house and a statutory Public Meeting on October 26, 2017 to present the draft Ninth Line land use policies and schedule amendments. This ROPA is expected to be brought back to Regional Council for approval in early 2018, with final approval expected from the Province thereafter. This approval



is required prior to the City formally adopting its Official Plan Amendment for the Ninth Line lands.

#### **407 Transitway Environmental Assessment (EA)**

A significant portion of the Ninth Line lands is intended to support the proposed 407 Transitway. Earlier this spring the Ministry of Transportation (MTO) commenced the Planning Phase, the Environmental Assessment (EA) and the Preliminary Design for the 407 Transitway. The study area is from west of Brant Street in Burlington to west of Winston Churchill Boulevard in Mississauga/Brampton. The public consultation process is expected to begin in early 2018. The EA process will confirm the exact alignment of the 407 Transitway and associated transit station parking areas. The draft land use plan and policies consider the proposed alignment and associated infrastructure. The proposed Mississauga Official Plan (MOP) policies provide for a level of flexibility to accommodate for slight modifications to the alignment as a result of the EA process.

### **Comments**

The Ninth Line Corridor lands study was a multi-faceted planning project, with many variables to understand and address before a future land use concept could be developed. The Emerging Land Use Plan which was presented to the public this past June was developed based on the various background reports, studies and consultations (Appendix 1). The purpose of the Ninth Line Corridor lands study was to explore the potential development opportunity within the corridor considering all the constraints. The 407 Transitway Assessment work was critical for identifying the optimal transitway alignment based on managing hydraulic impacts and flood storage requirements within the study area. The Scoped Subwatershed study work looked to minimize conflicts with existing infrastructure and sought to maximize the benefits to the natural environment while providing for development opportunities.

The proposed transitway creates a system which acts as a buffer from Highway 407 and creates opportunities for a linked natural heritage system, enhanced by abundant parkland and open space to serve the needs of the local community and beyond.

The proposed draft Official Plan policies and schedules for the Ninth Line Neighbourhood Character Area have now been prepared (Appendix 3 and 4). The proposed policy framework captures the ideas expressed through the vision and guiding principles developed earlier on in the project. The policies provide for varying built forms and housing types that respect the low density neighbourhoods to the east while transitioning up to mid-rise mixed use buildings which support the density requirements of the nearby transitway stations.

The policies, amongst other matters:

- Set the overall vision for the community
- Plan to achieve a minimum density of 82 residents and jobs combined per hectare
- Divide the area into six precincts to reflect the differences in the planned function and character of each area
- Provide existing and future residents access to a linked natural heritage system, multi-use trails, parks and open spaces and community uses and facilities
- Support transit, and active transportation as key components of the transportation network
- Provide a mix of housing that accommodates people with diverse housing preferences, including housing that is affordable

### **Protection of 407 Transitway**

The Ninth Line Neighbourhood Character Area policies are being proposed in advance of the 407 Transitway alignment being finalised through the Environmental Assessment process which started earlier this spring. A team of consultants was retained in a partnership among the City, the Region and the Ministry of Transportation (MTO) in an effort to anticipate the most probable alignment of the 407 Transitway. The Transitway Corridor Assessment determined the optimal alignment of the 407 Transitway through the Ninth Line corridor. It provided detailed consideration for flood storage requirements, existing infrastructure and MTO's operational requirements.

Many of the lands within the Ninth Line Corridor are currently being protected by the Province for the 407 Transitway via the Parkway Belt West Plan (PBWP). Any lands within the PBWP will continue to remain protected in Mississauga Official Plan (MOP) by designating the lands Parkway Belt West. Once the alignment of the 407 Transitway is finalized, lands not required for the transitway may be considered for removal from the PBWP through an amendment to the PBWP. The City would then amend MOP to permit the underlying land uses.

### **Draft Urban Design Guidelines:**

As part of the Ninth Line Corridor land study, a set of urban design guidelines have been prepared to be read in conjunction with the proposed Ninth Line Neighbourhood Character Area policies (Appendix 6). They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

### **Zoning:**

The Ninth Line Corridor lands are currently zoned in the Town of Milton Zoning By-law. As such, the City has put forward revised zoning that will assign several base zone categories that would generally recognize any existing uses but would require a further rezoning application to permit further development in accordance with the MOP designation. This is generally done at the same time as plans of subdivision or through individual development applications. As an interim step, zoning is being proposed so the Ninth Line Corridor lands will now be subject to

Mississauga's Zoning By-law to lessen any confusion. See Appendix 5 for the proposed zoning schedule.

### **Next Steps:**

#### **Draft Ninth Line Neighbourhood Character Area Policies Public Meeting:**

- A public meeting is anticipated to be scheduled in early 2018 to provide the opportunity for members of the public, agencies and stakeholders to provide comments on the proposed amendments.

#### **Scoped Subwatershed Study:**

- The City is currently working with Conservation Halton to address their feedback on the Phase 2 report. The Phase 3 report – Implementation and Monitoring, will be completed prior to the final Official Plan Amendment being brought forward for approval.

#### **Region Official Plan Amendment (ROPA):**

- The ROPA for the Ninth Line urban boundary expansion is expected to go to Regional Council for approval in early 2018 followed by final Provincial approval 90 days thereafter.

## **Strategic Plan**

Undertaking the review of the Ninth Line Corridor lands responds to the following Strategic Pillars:

#### **MOVE: Connect our City**

- Provide alternatives to the automobile along major corridors

#### **CONNECT: Completing our Neighbourhoods**

- Develop Walkable, Connected Neighbourhoods

#### **GREEN: Living Green**

- Conserve, Enhance and Connect Natural Environments
- Promote a Green Culture

## **Financial Impact**

No funding impact at this time.

## **Conclusion**

The Ninth Line corridor lands, Mississauga's last remaining greenfield area, will be developed as a complete, sustainable and transit supportive community. The draft Official Plan



Amendment presented in this report represents the next step in realizing the vision as initially expressed in the Emerging Land Use Concept.

Now that the policies have been drafted, it is essential to test them in the community with the landowners and other stakeholders that have an interest in the future development vision for the area.

## **Attachments**

Appendix 1: List of Studies and Reports

Appendix 2: Modification Table for Mississauga Official Plan

Appendix 3: Proposed Ninth Line Neighbourhood Character Area Policies

Appendix 4: Proposed Amendments to Mississauga Official Plan Schedules

Appendix 5: Proposed Amendments to Zoning By-law 0225-2007

Appendix 6: Draft Ninth Line Urban Design Guidelines



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner - City Planning Strategies

### List of Studies and Reports:

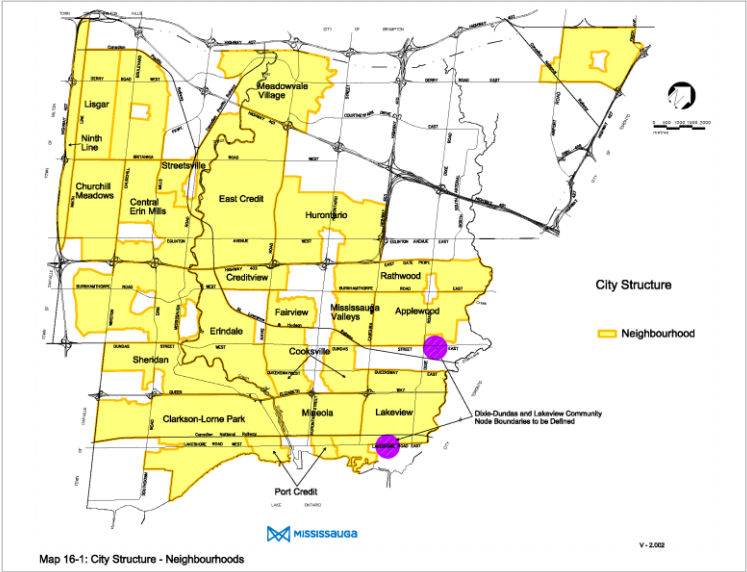
The following provides a brief description and status of the various studies and reports that were completed or are underway in support of developing and implementing a land use concept for the Ninth Line Corridor Lands.

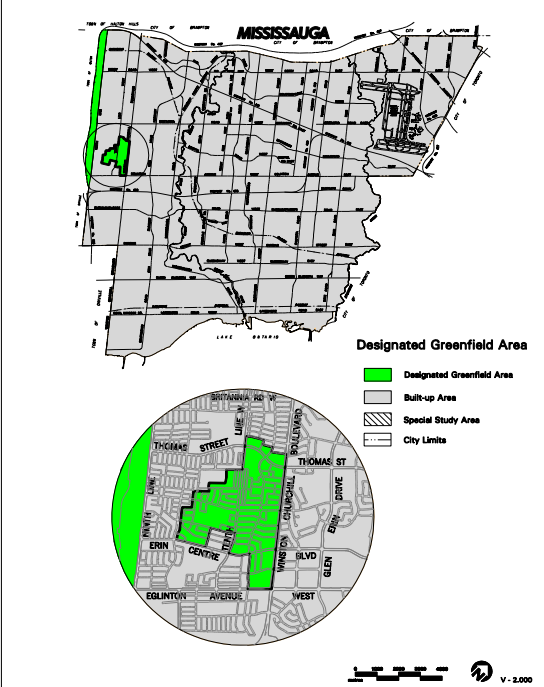
- a. **Background Report:** Comprehensive documentation and analysis of environmental, transportation and land use planning matters.
- b. **Ninth Line Corridor Study, March 2012:** A review of natural features and functions within the Ninth Line study area.
- c. **Visioning Workshops and Community Open Houses:** A series of workshops, meetings and community open houses were held for landowners, local resident/public and agency stakeholders to obtain feedback on their vision for the Ninth Line lands and then to provide comments on the proposed emerging land use concept.
- d. **Ninth Line Corridor Study Transportation Assessment:** An existing conditions transportation assessment was completed in January 2015, followed by another transportation assessment completed in July 2017 which focused on the future transportation conditions associated with the Emerging Land Use Concept.
- e. **Highway 407 Transitway Corridor Assessment within the Ninth Line Lands:** A study completed in April 2016, in partnership with the City, the Region and the Ministry of Transportation (MTO) to determine a preferred functional alignment for the proposed transitway.
- f. **Scoped Subwatershed Study:** A three phased study. Phase 1 was completed in January 2015 and reported on the existing natural environment, related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources within the study area. Phase 2 was completed in March 2017 which summarizes the methodologies and results of the impact assessment/management strategy component of the study and provides guidance for Phase 3 Implementation and Monitoring. The City is currently working with Conservation Halton to address their feedback on the Phase 2 report.
- g. **Urban Design Guidelines:** The Shaping Ninth Line Urban Design Guidelines (Appendix 6) were completed this summer and provide detailed direction for the implementation of the City's Official Plan vision and the proposed Ninth Line Neighbourhood Character Area policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

### Modification Table for Mississauga Official Plan

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)																				
<b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i><u>italicized and underlined</u></i> .																						
Chapter 5: Direct Growth																						
5.6 Designated Greenfield Area	Currently this section only recognizes lands in Churchill Meadows Neighbourhood Character Area. The Ninth Line Lands are also “Designated Greenfield Area” and should be recognized in this section.	<p>That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows:</p> <p>There are lands in the Churchill Meadows Neighbourhood Character Area <i><u>and in the Ninth Line Neighbourhood Character Area</u></i> that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.</p>																				
Chapter 8: Create a Multi-Modal City																						
Table 8-4: Road Classification - Arterials	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Arterial Road classification limits to be expanded west from Ninth Line to Highway 407	<p>That Table 8-1: Road Classification- Arterial be amended as follows:</p> <table><tr><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W</th></tr><tr><td>Britannia Rd. W.</td><td><del>Ninth Line</del> <i><u>Highway 407</u></i></td><td>Erin Mill Pkwy.</td><td>Peel</td><td>36 m</td></tr><tr><td>Derry Rd. W.</td><td><del>Ninth Line</del> <i><u>Highway 407</u></i></td><td>Danton Promenade</td><td>Peel</td><td>36 m</td></tr><tr><td>Eglinton Ave.</td><td><del>Ninth Line</del> <i><u>Highway 407</u></i></td><td>Winston Churchill Blvd. W.</td><td>Mississauga</td><td>30 m</td></tr></table>	Street	From	To	Jurisdiction	R-O-W	Britannia Rd. W.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Erin Mill Pkwy.	Peel	36 m	Derry Rd. W.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Danton Promenade	Peel	36 m	Eglinton Ave.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Winston Churchill Blvd. W.	Mississauga	30 m
Street	From	To	Jurisdiction	R-O-W																		
Britannia Rd. W.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Erin Mill Pkwy.	Peel	36 m																		
Derry Rd. W.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Danton Promenade	Peel	36 m																		
Eglinton Ave.	<del>Ninth Line</del> <i><u>Highway 407</u></i>	Winston Churchill Blvd. W.	Mississauga	30 m																		

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> .		
<b>Chapter 11: General Land Use Designations</b>		
11.4 Special Study Area	This section recognizes Ninth Line Lands to be subject to the Town of Milton and Region of Halton Official Plans. This section will no longer be required.	That Section 11.4 be deleted in its entirety and that the following section headings be renumbered accordingly.  <del>11.4 Special Study Area</del>  <del>Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.</del>
<b>Chapter 16:Neighbourhoods</b>		
16.1 Introduction	This section and related Map 16-1:City Structure – Neighbourhoods identify 22 Neighbourhoods. The Ninth Line Character Area should be identified as an additional Neighbourhood.	That Section 16.1 Introduction, be amended as follows:  There are <del>22</del> <u>23</u> Neighbourhoods in Mississauga:  Add <u><i>Ninth Line</i></u>
Map 16-1:City Structure - Neighbourhoods	As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.	That Section 16.1 Introduction, Map 16-1:City Structure - Neighbourhoods be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p>		
		 <p>Map 16-1: City Structure - Neighbourhoods</p>
Map 16-4.1: Designated Greenfield Area	Map 16-4.1 has been updated to add the Ninth Line lands as Greenfield Area.	That Map 16-4.1: Designated Greenfield Area be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> .		
		
16.20 Ninth Line	A detailed analysis and public and stakeholder consultation has been undertaken as the basis for the preparation of a plan for the Ninth Line Character Area. Area specific policies which reflect the results of this process should be	That Section 16, Neighbourhoods, be amended to add a new Section 16.20 Ninth Line as set out in Appendix 3.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> .		
	incorporated into the Official Plan in a new section 16.24.	
<b>Schedules</b>		
Schedule 1 Urban System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• “Corridor” on arterial roads;</li> <li>• “Green System”; and</li> <li>• “Neighbourhood”.</li> </ul>	That Schedule 1 be amended as shown in Appendix 4, Map ‘A’.
Schedule 1a Urban System – Green System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Green System”.</p>	That Schedule 1a be amended as shown in Appendix 4, Map ‘B’.
Schedule 1b Urban System – City Structure	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Neighbourhood”.</p>	That Schedule 1b be amended as shown in Appendix 4, Map ‘C’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i><u>italicized and underlined</u></i> .		
Schedule 1c Urban System – Corridors	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Corridor” on arterial roads.</p>	That Schedule 1c be amended as shown in Appendix 4, Map ‘D’.
Schedule 2 Intensification Areas	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations.</p>	That Schedule 2 be amended as shown in Appendix 4, Map ‘E’.
Schedule 3 Natural System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• “Significant Natural Areas and Natural Green Spaces”; and</li> <li>• “Natural Hazards”.</li> </ul>	That Schedule 3 be amended as shown in Appendix 4, Map ‘F’.



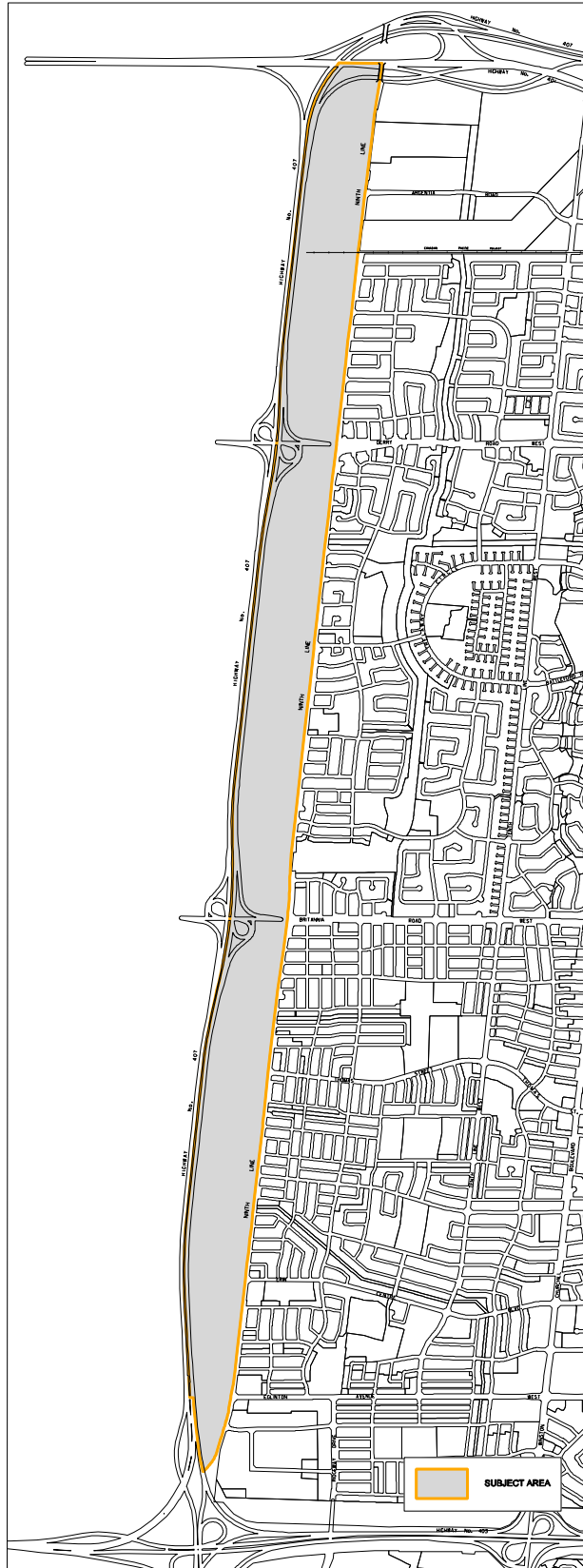
POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> .		
Schedule 4 Parks and Open Spaces	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• “Public and Private Open Spaces”;</li> <li>• “Parkway Belt West designation”; and</li> <li>• “Utilities”.</li> </ul>	That Schedule 4 be amended as shown in Appendix 4, Map ‘G’.
Schedule 5 Long Term Road Network	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and</li> <li>• Argentia as a future road link west from Ninth Line to Highway 407,</li> </ul>	That Schedule 5 be amended as shown in Appendix 4, Map ‘H’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> .		
Schedule 6 Long Term Transit Network	<p>Removal of the “Special Study Area” title and identification and Potential 407 Transitway and northern two Potential 407 Transitway Stations symbols.</p> <ul style="list-style-type: none"> <li>• Add a revised Potential 407 Transitway configuration.</li> <li>• Move symbol for Derry Road 407 Transitway Station to the north.</li> </ul>	That Schedule 6 be amended as shown in Appendix 4, Map ‘I’.
Schedule 7 Long Term Cycling Route	Removal of the “Special Study Area” title and identification.	That Schedule 7 be amended as shown in Appendix 4, Map ‘J’.
Schedule 8 Designated Right-of-Way Widths	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407.</p>	That Schedule 8 be amended as shown in Appendix 4, Map ‘K’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i><u>italicized and underlined</u></i> .		
Schedule 9  Character Areas	Removal of the “Special Study Area” title and designation  Add Neighbourhood, Character Area boundary and title “Ninth Line NHD”.	That Schedule 9 be amended as shown in Appendix 4, Map ‘L’.
Schedule 10  Land Use Designations	Removal of the “Special Study Area” title and identification.  Add land use designations.	That Schedule 10 be amended as shown in Appendix 4, Maps ‘M1 – M3’.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\APPENDIX 2- Modification Table for MOP - Ninth Line MOP \_Nov 20, 2017.docx

## 16.20 Ninth Line



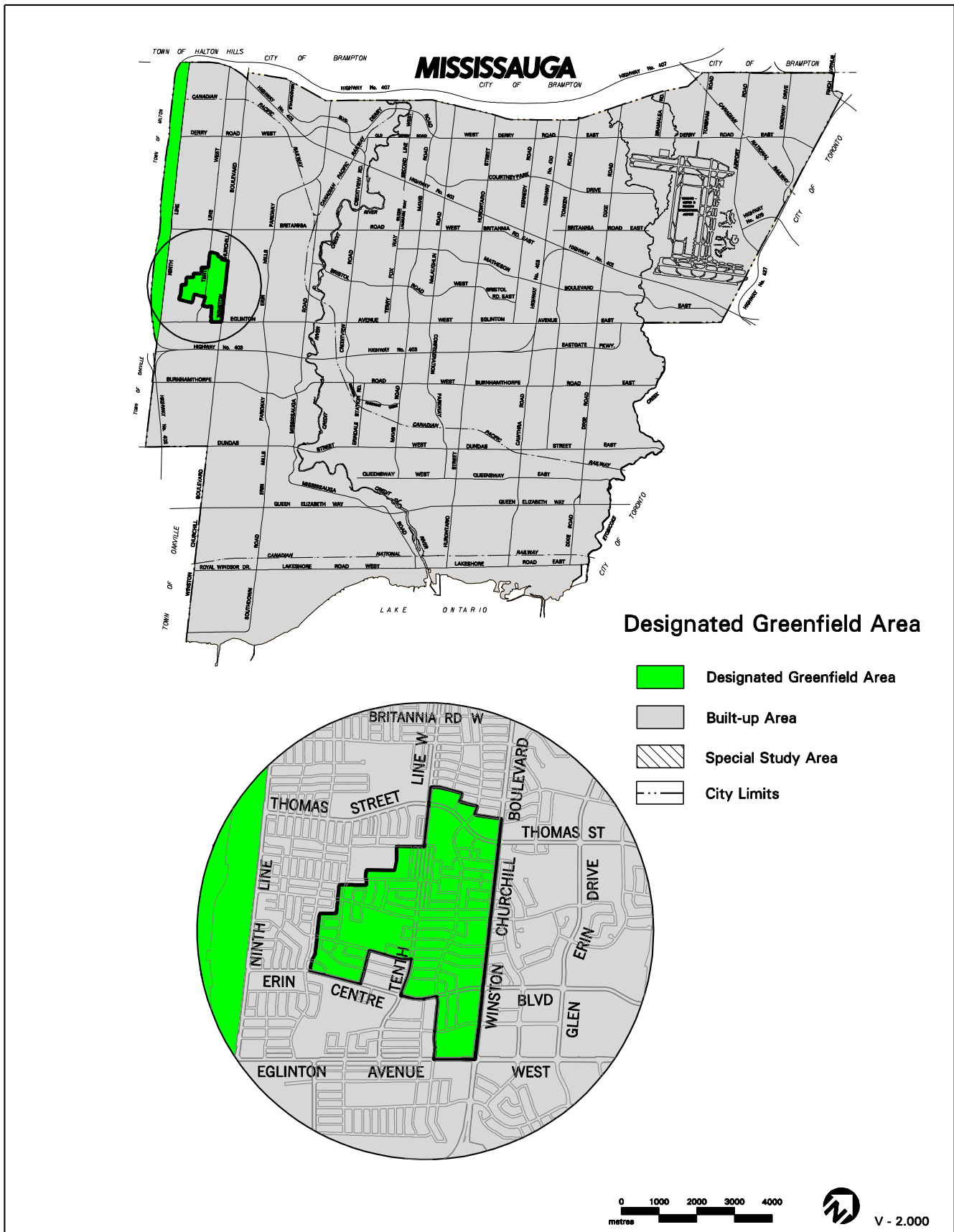
Map 16-20: Ninth Line Neighbourhood Character Area

### 16.20.1 Designated Greenfield Area

The Ninth Line Neighbourhood Character Area is identified on Map 16-20.1 as a “Designated Greenfield Area” pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.20.1.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, excluding permitted take-outs.

16.20.1.2 The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two **Major Transit Station Areas** located at Britannia Road West and Derry Road West.



Map 16-20.1: Designated Greenfield Area

## 16.20.2 Urban Design Policies

### 16.20.2.1 Vision

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a well-connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher- order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

### 16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the *Shaping Ninth Line Urban Design Guidelines, 2017*.

#### 16.20.2.2.1 Land Use and Built Form

Planning in the area will be based on the following land use and built form principles:

- a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy, "Making Room for the Middle";
- b. provide a diversity of employment opportunities to meet current and future needs;
- c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;
- d. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- e. support transit, and active transportation as key components of the transportation network;
- f. complement existing and future transportation facilities including taller, more compact, mixed use buildings at the 407 Transitway stations;

- g. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
- h. Provide appropriate transition to neighbourhoods to the east.

#### 16.20.2.2.2 Connections

Planning in the area will be based on a series of connections including:

- a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;
- b. provision of safe pedestrian crossings of Ninth Line;
- c. recognizes gateways at key access points;
- d. pedestrian supportive streets; and
- e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other major roads.

#### 16.20.2.2.3 Parks, Open Spaces and Natural Heritage

Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

- a. creates a well-connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate natural areas; and
- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas.

### 16.20.2.3 Connectivity/Interface

16.20.2.3.1 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

16.20.2.3.2 Trails and sidewalks should link Transitway stations, community facilities, parks and commercial and employment areas.

16.20.2.3.3 The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.

16.20.2.3.4 Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

16.20.2.3.5 Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.

#### 16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well-connected and sustainable natural heritage system.

#### 16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access for residents within the area and for residents east of Ninth Line will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

#### 16.20.2.6 Parkway Belt West

16.20.2.6.1 A significant portion of land in the Ninth Line area is designated Parkway Belt as per provisions of the Parkway Belt West Plan (1977). Once the final alignment of the 407 Transitway is determined, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. At that time, the City will seek to redesignate the lands in accordance with the underlying land use designation on Schedule 10: land Use Designations.

### 16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment area, the Derry/407 Transitway Station area; the North Britannia/Flood Protection Land Form area; the Britannia 407 Transitway Station area; the Community Park area; and a South Employment area. The precincts are shown on Map 16-20.2, Ninth Line Neighbourhood Character Area Precincts.

#### 16.20.3.1 North Employment Area (Precinct 1)

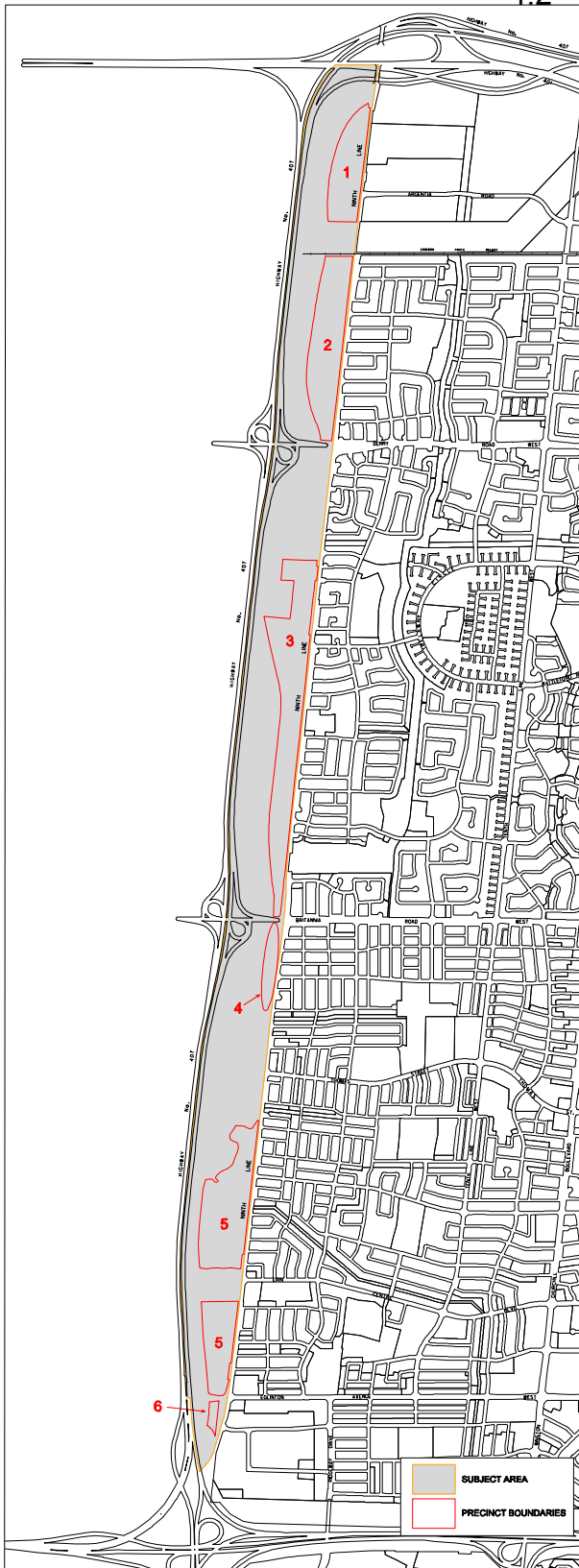
16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.

#### 16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed-use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.



16-20.2: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.2.3 Sites immediately adjacent to the Transitway Station will be designed to accommodate

retail/commercial uses at grade to enable a vibrant and active public realm.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area with an ultimate density of 160 people and jobs combined per hectare.

16.20.3.2.5 Parking for the Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

#### 16.20.3.3 North Britannia/Flood Protection Land Form Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This area will serve as a natural flood protection feature. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate Conservation Authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.3.3 Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached homes abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.



### 16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent to the Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the Transitway Station will be encouraged to be located in structures or underground.

### 16.20.3.5 Community Park/Residential Area (Precinct 5)

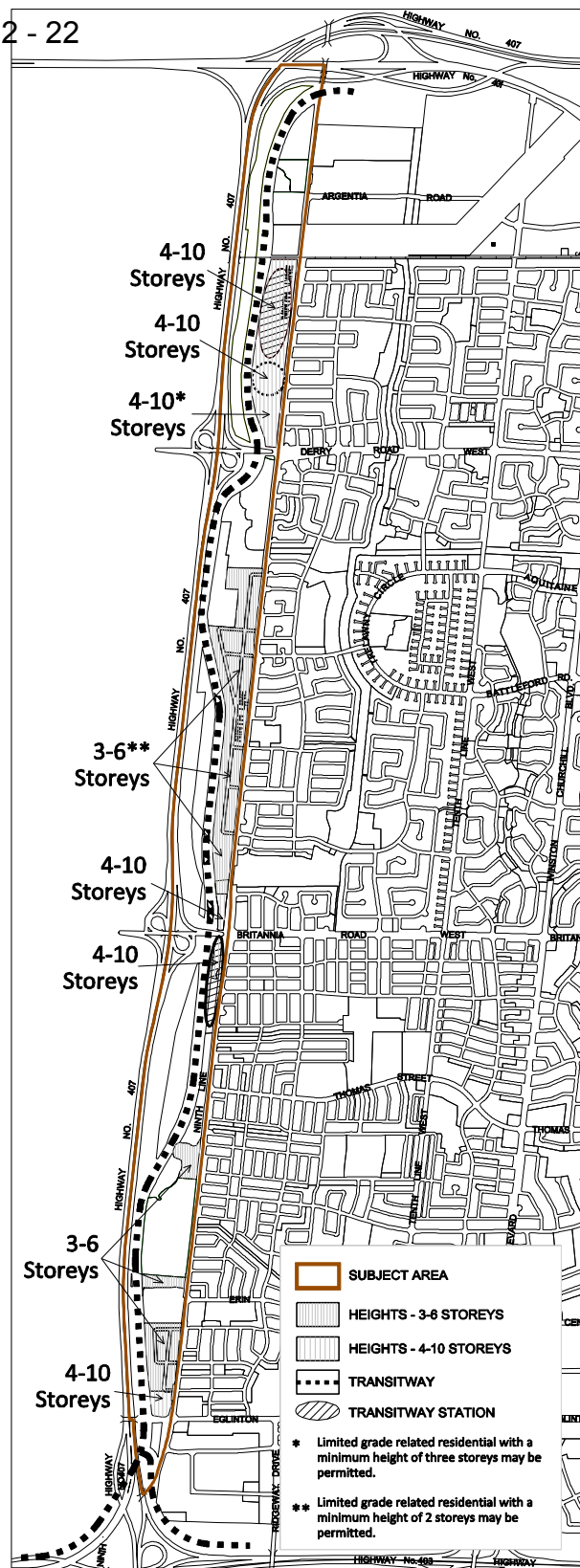
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: Ninth Line Neighbourhood Character Area Height Limits.

### 16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment area is an entry point to the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.



16.20-3: Ninth Line Neighbourhood Character Area Height Limits

## 16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage

will not be permitted on lands adjacent to Provincial Highway 407.

#### 16.20.4.1 Residential-Medium Density

16.20.4.1.1 Notwithstanding the Residential-Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.

16.20.4.1.2 For lands fronting Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade.

#### 16.20.5 Transportation

16.20.5.1 The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes.

16.20.5.2 Mississauga will work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

16.20.5.3 The road network will consist of a modified grid system of public streets.

16.20.5.4 All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. .

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the Transitway stations. Parking should be optimized through the use various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians and cyclists and provide access to transit.

#### 16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Lands Scoped Sub-watershed Plan and the development of lands south of the woodlot (near

Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Sub-watershed Plan.

#### 16.20.7 Implementation

16.20.7.1 Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.

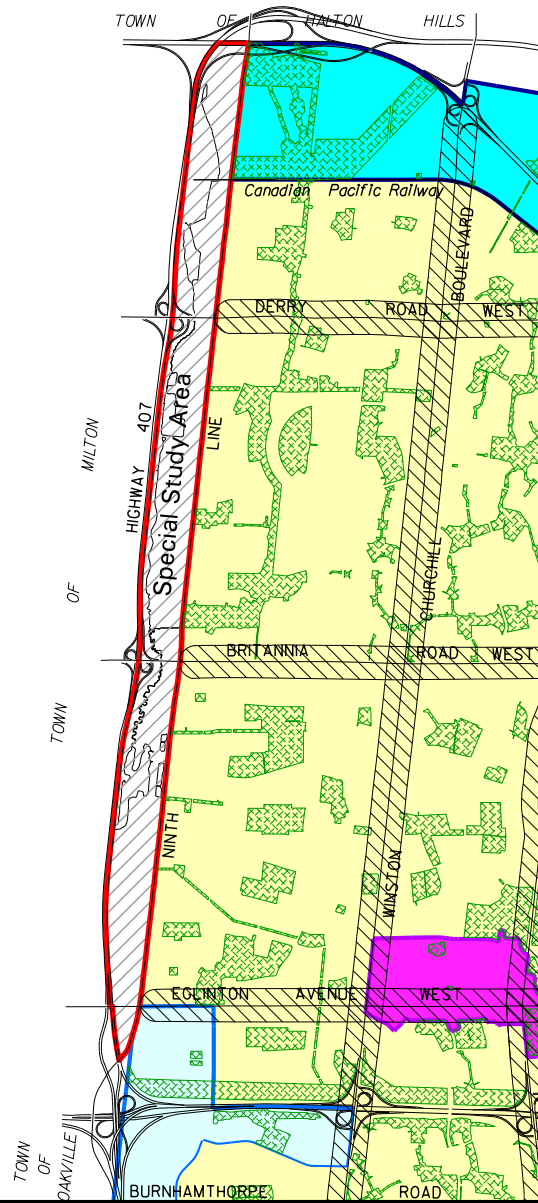
16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

16.20.7.3 In the event that there are multiple land landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

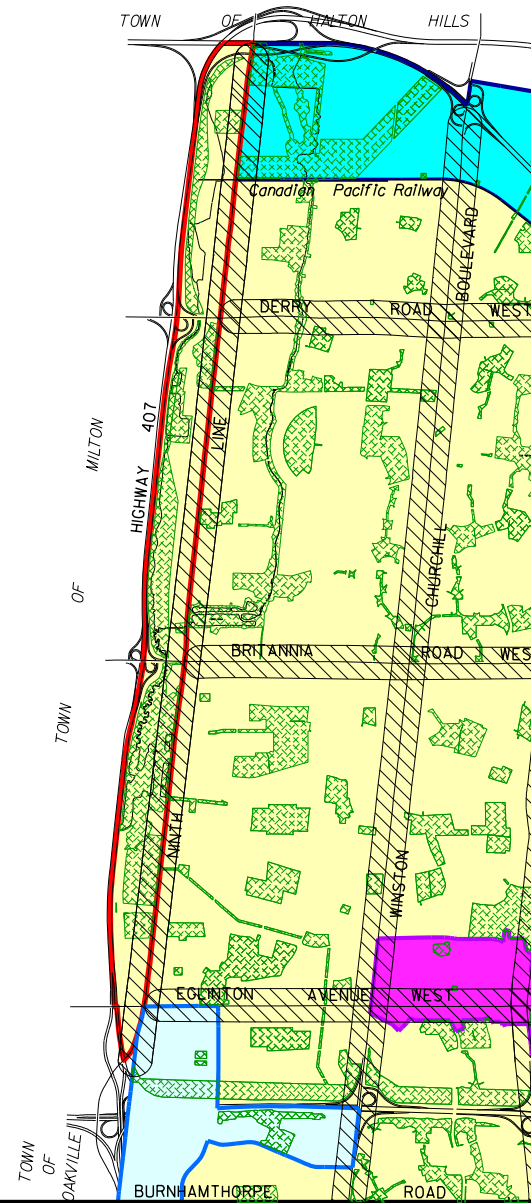
The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

16.20.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect land use permissions as of January 1, 2018.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth  
Line\Corporate Reports\APPENDIX 3- Proposed Ninth Line  
Neighbourhood Character Area Policies\_ Nov 17, 2017.docX




EXISTING



AMENDED

## LEGEND


## GREEN SYSTEM


 Green System

## CITY STRUCTURE

 Downtown


 Major Node

 Community Node

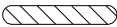
 Neighbourhood


 Corporate Centre

 Employment Area

 Special Purpose Area

## CORRIDORS

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

## Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 400 800 1200 1600  
metres

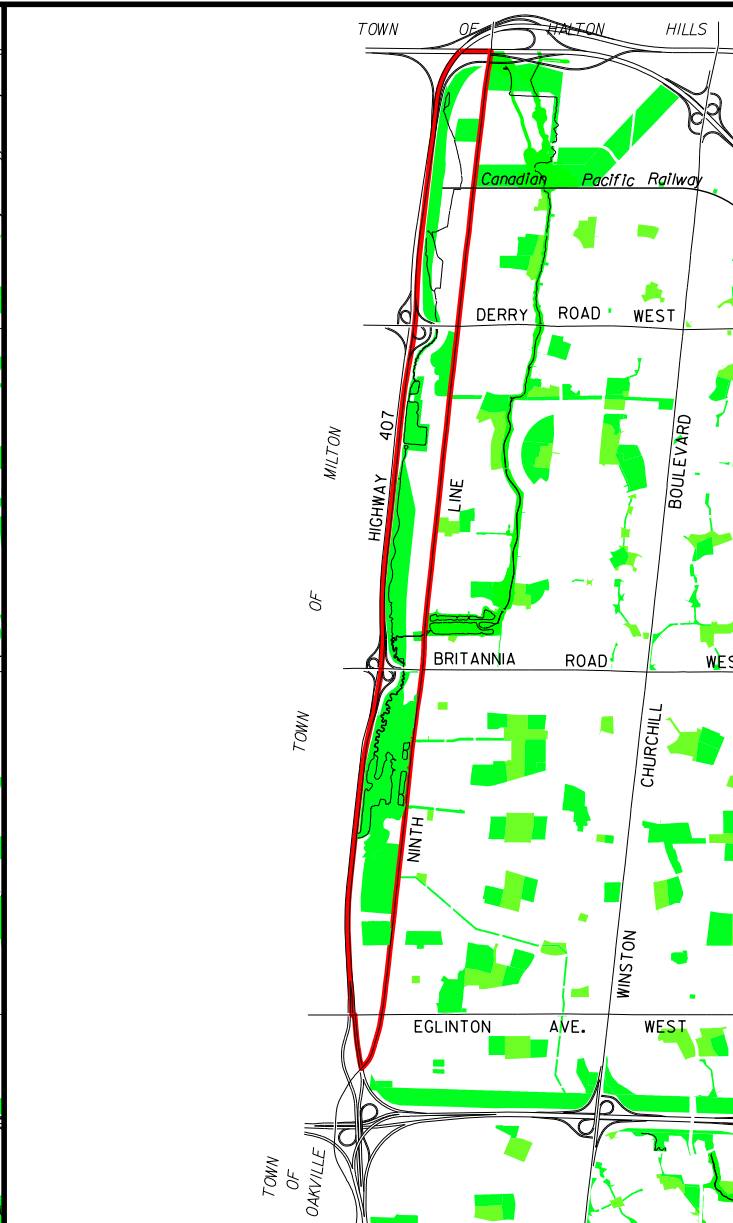


MAP 'A'  
Part of  
Schedule 1-Urban System  
of Mississauga Official Plan

 MISSISSAUGA



EXISTING



AMENDED

## LEGEND:

AREA OF AMENDMENT

## Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

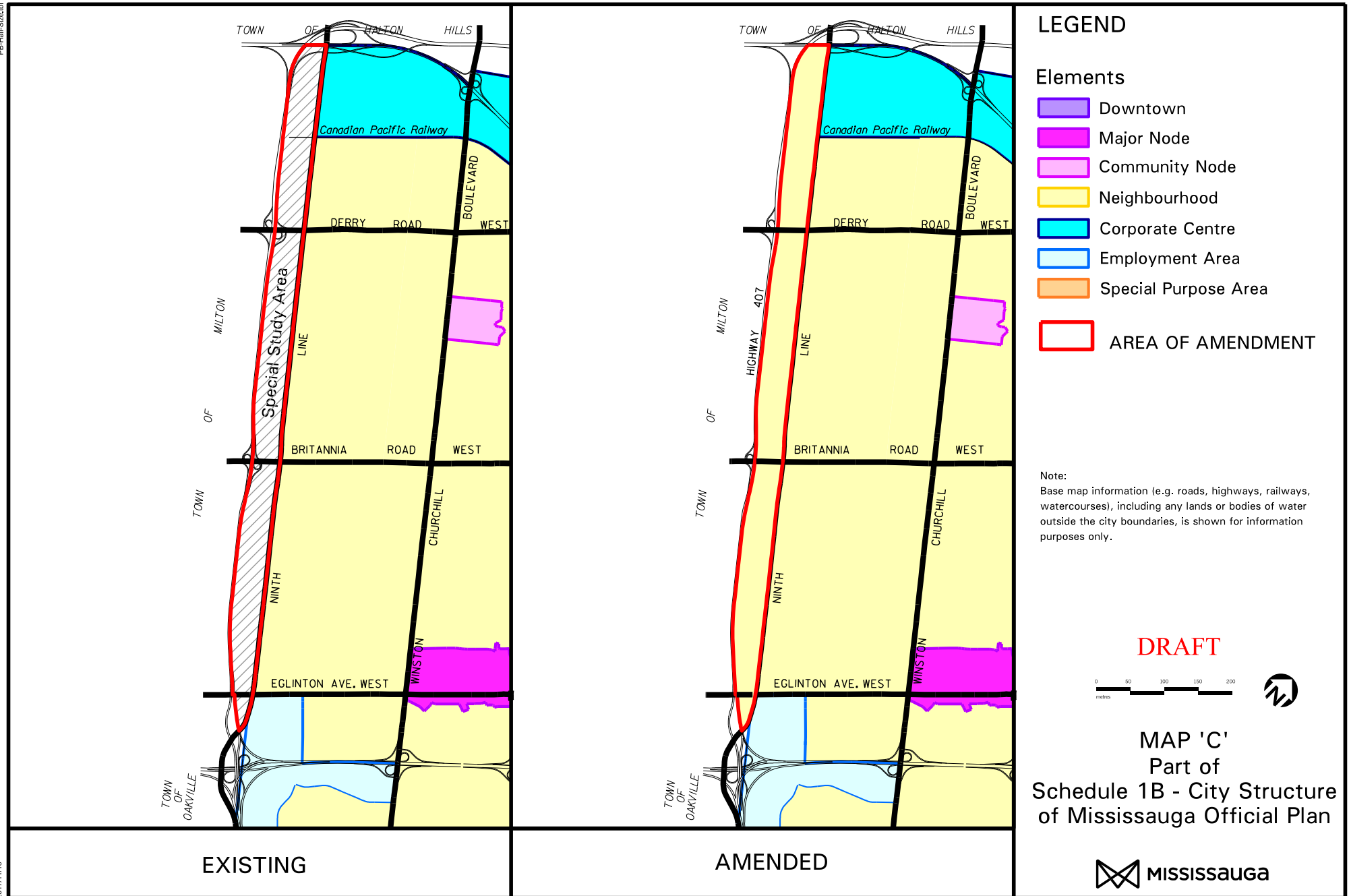
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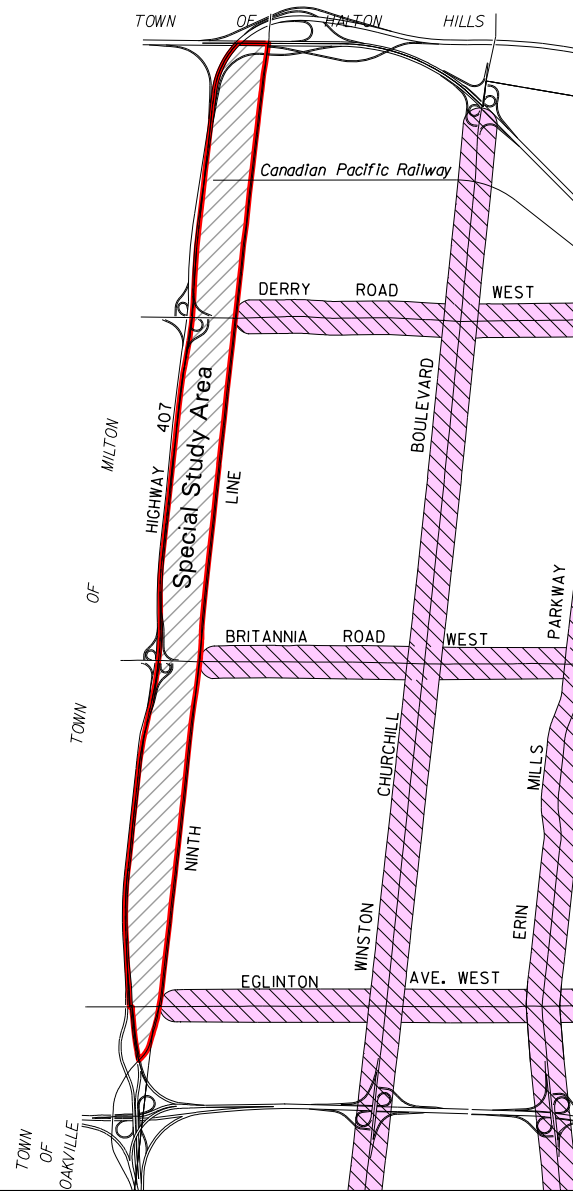
MAP 'B'

Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan

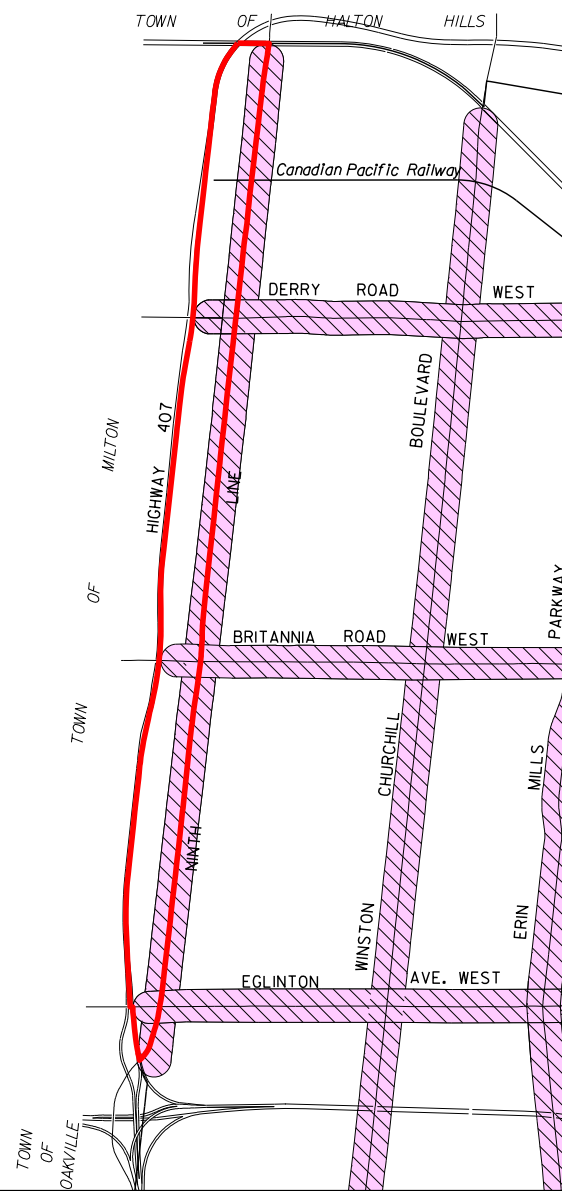











EXISTING



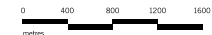
AMENDED

## LEGEND

-  Corridor
-  Intensification Corridor
-  AREA OF AMENDMENT

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

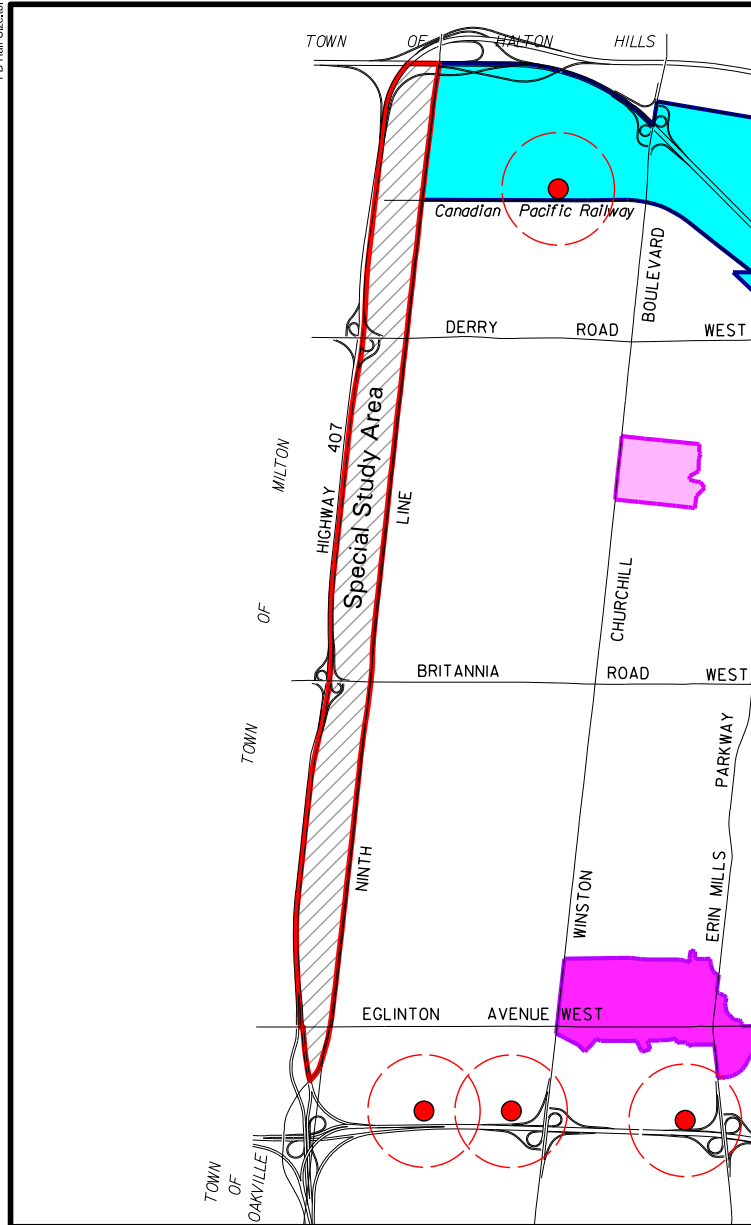
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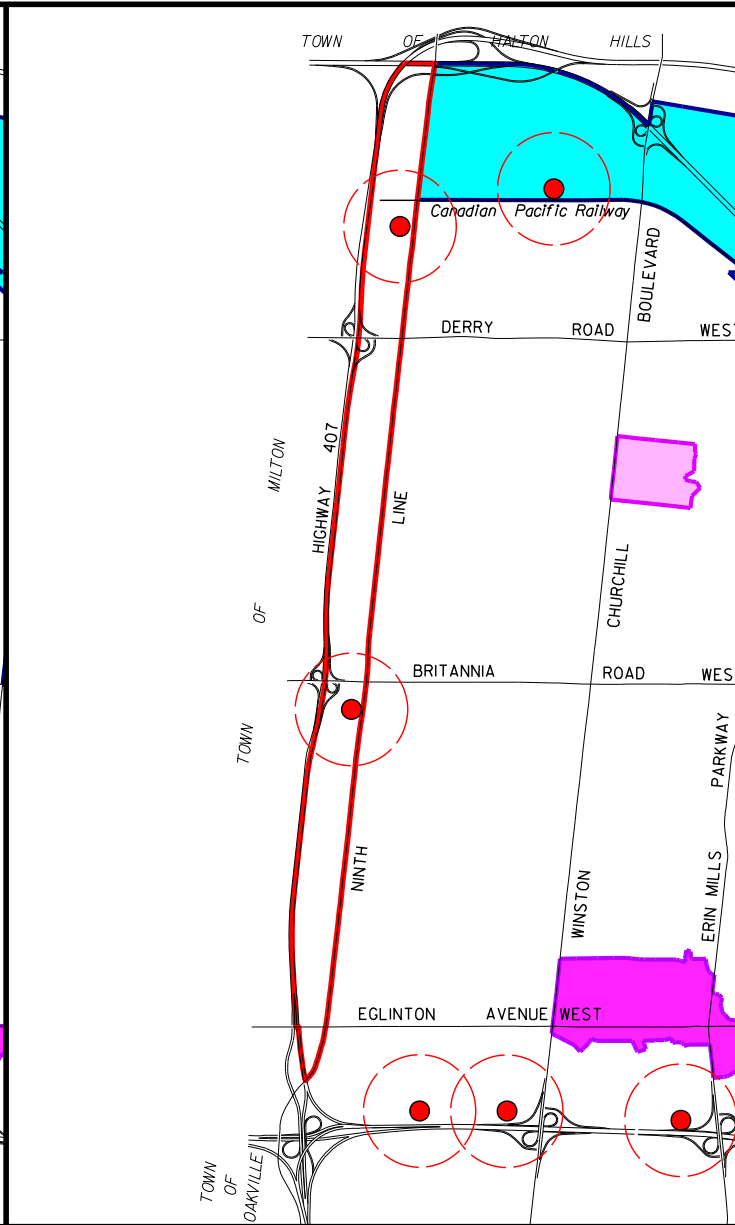
MAP 'D'

Part of  
Schedule 1C-Urban System  
Corridors  
of Mississauga Official Plan





EXISTING



AMENDED

## LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle
- AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

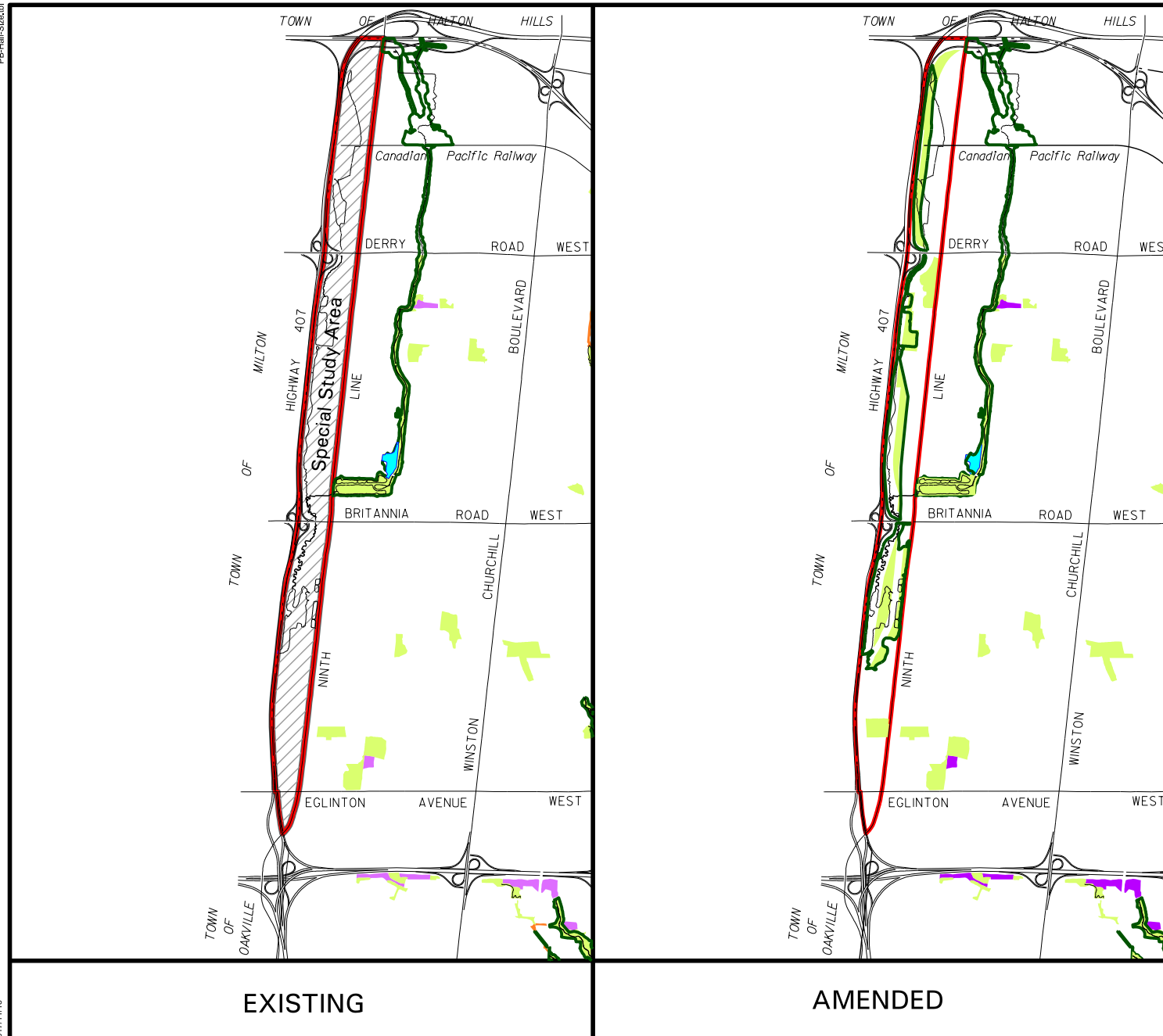
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**MAP 'E'**  
Part of Schedule 2  
Intensification Areas  
of Mississauga Official Plan







## LEGEND

### Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest Provincial Significance
- Areas of Natural and Scientific Interest Regional Significance

### Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

AREA OF AMENDMENT

### Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

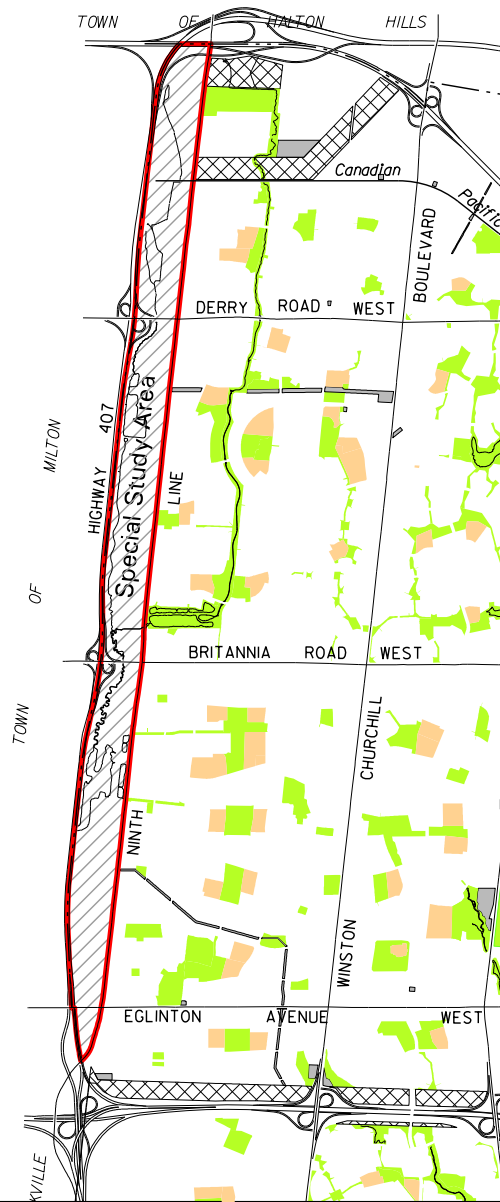
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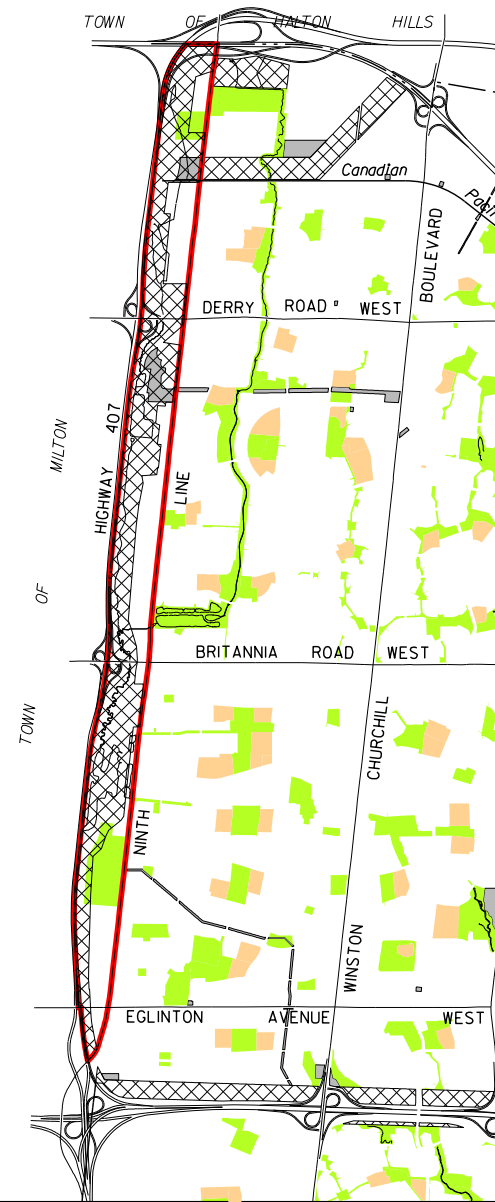
**MAP 'F'**

Part of Schedule 3  
Natural System  
of Mississauga Official Plan





EXISTING



AMENDED

## LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT

## Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

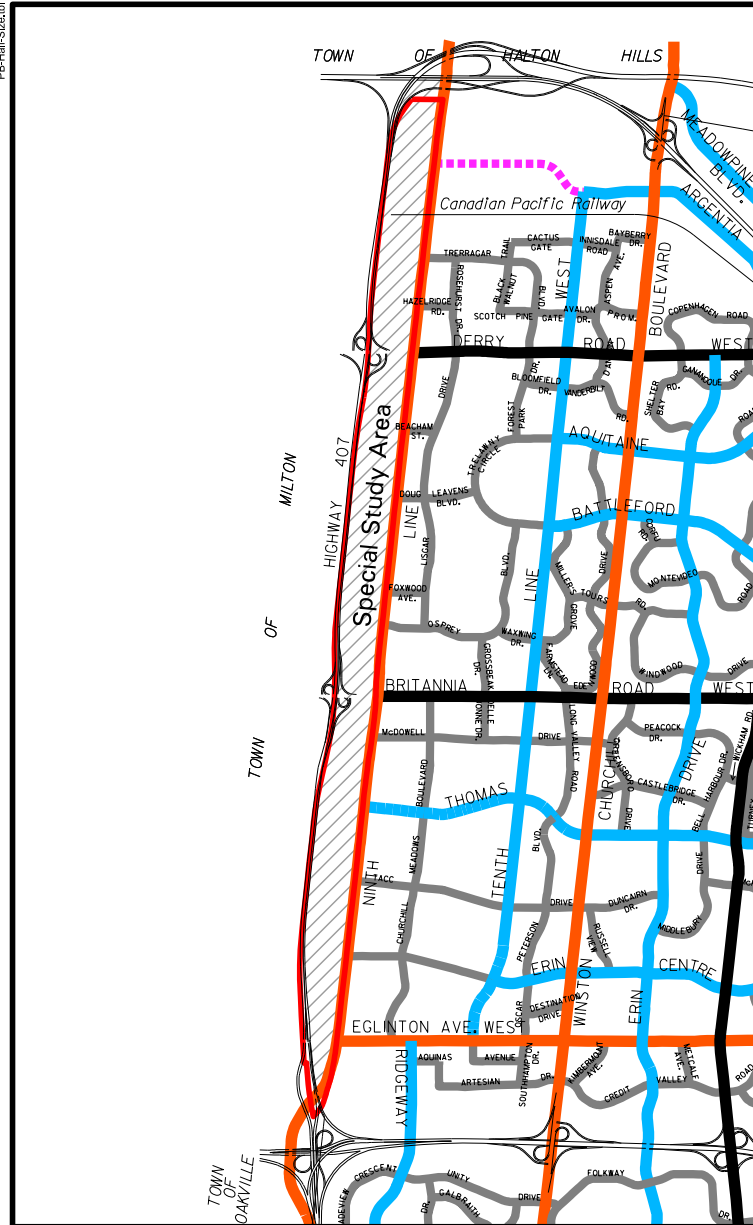
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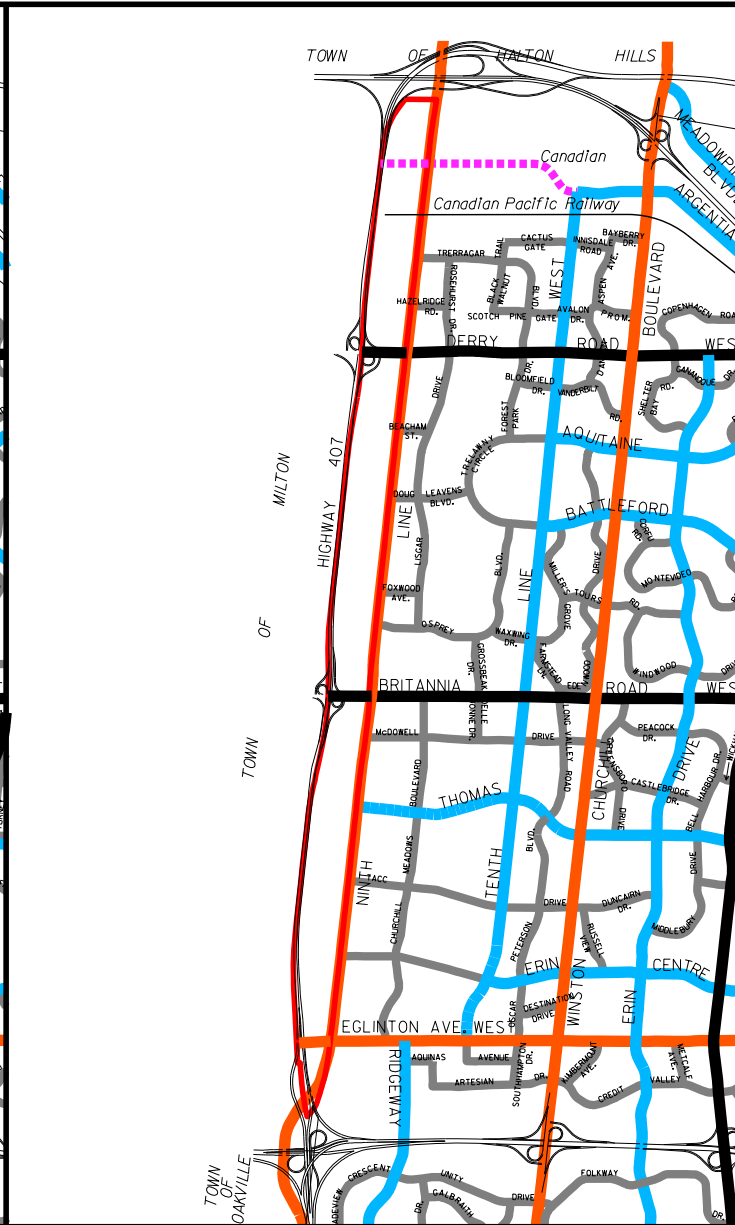
MAP 'G'

Part of Schedule 4  
Parks and Open Spaces  
of Mississauga Official Plan





EXISTING



AMENDED

## LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.
- AREA OF AMENDMENT

## Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

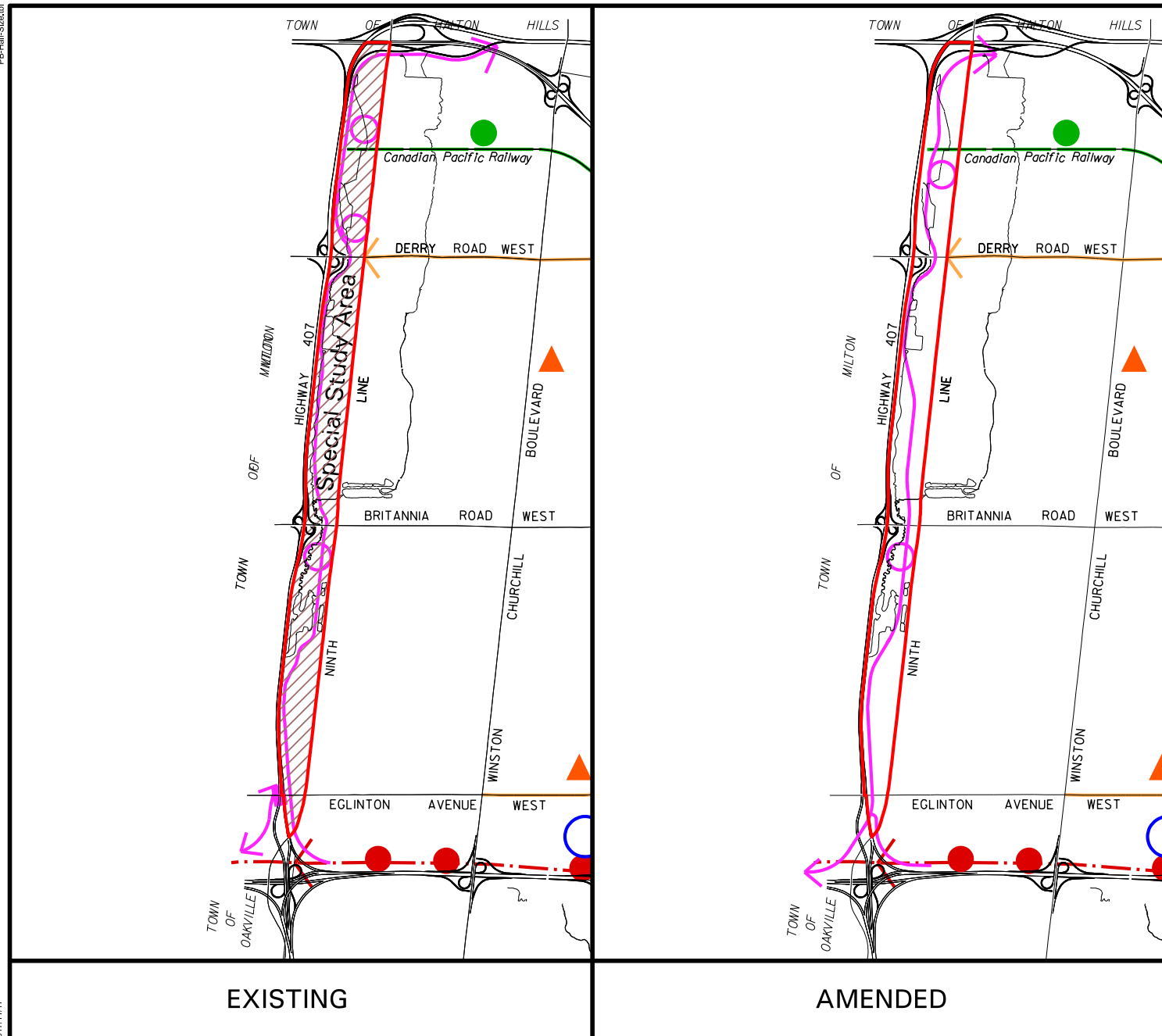
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MAP 'H'

Part of Schedule 5  
Long Term Road Network  
of Mississauga Official Plan





## LEGEND

- Area Of Amendment
- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

## Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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0 400 800 1200 1600  
metres

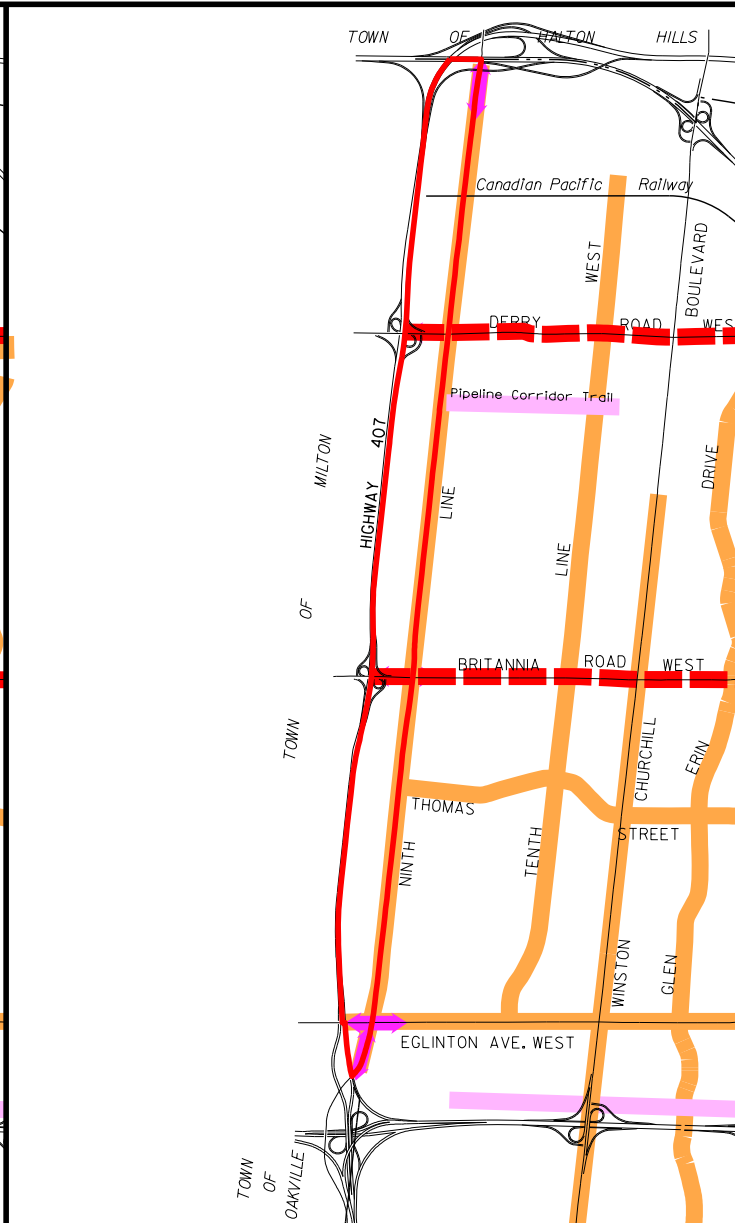
MAP 'I'

Part of Schedule 6  
Long Term Transit Network  
of Mississauga Official Plan





EXISTING



AMENDED

## LEGEND

- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

AREA OF AMENDMENT

## Notes:

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.

DRAFT



MAP 'J'

Part of Schedule 7  
Long Term Cycling Routes  
of Mississauga Official Plan





EXISTING



AMENDED

## LEGEND

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

## NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

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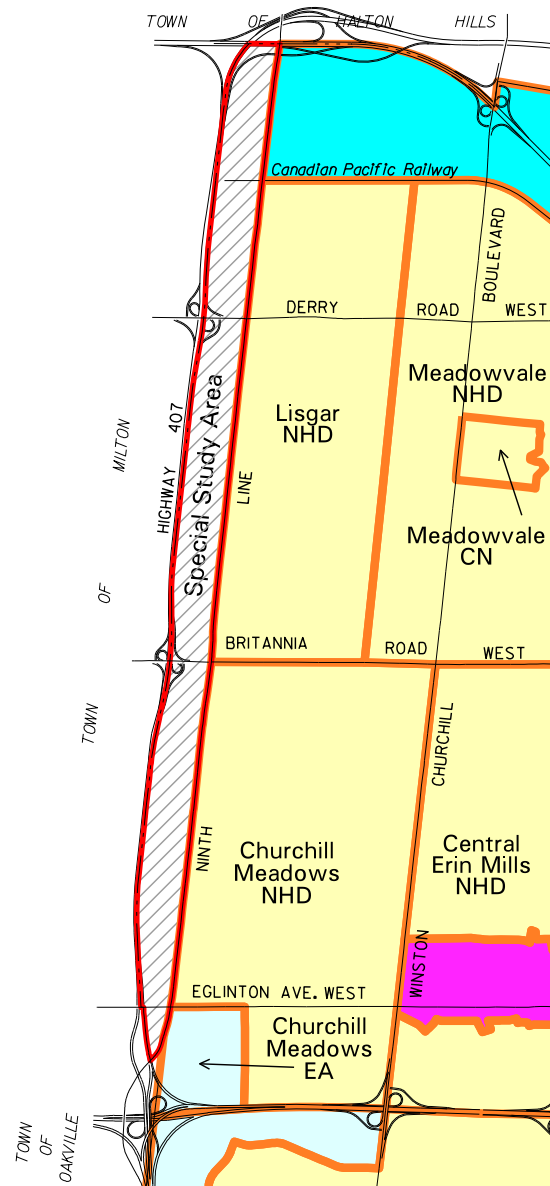
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MAP 'K'

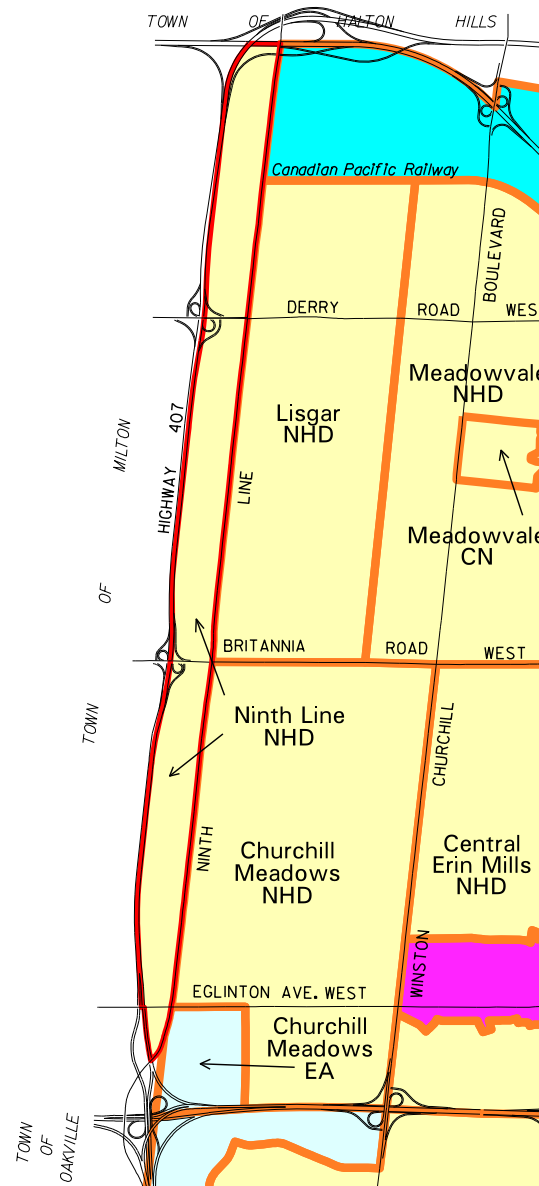
Part of Schedule 8  
Designated Right-Of-Way Widths  
of Mississauga Official Plan







EXISTING



AMENDED

## LEGEND

Character Area

## City Structure

Downtown (DT)

Major Node (MN)

Community Node (CN)

Neighbourhood (NHD)

Corporate Centre (CC)

Employment Area (EA)

Special Purpose Area (SPA)

AREA OF AMENDMENT

## Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

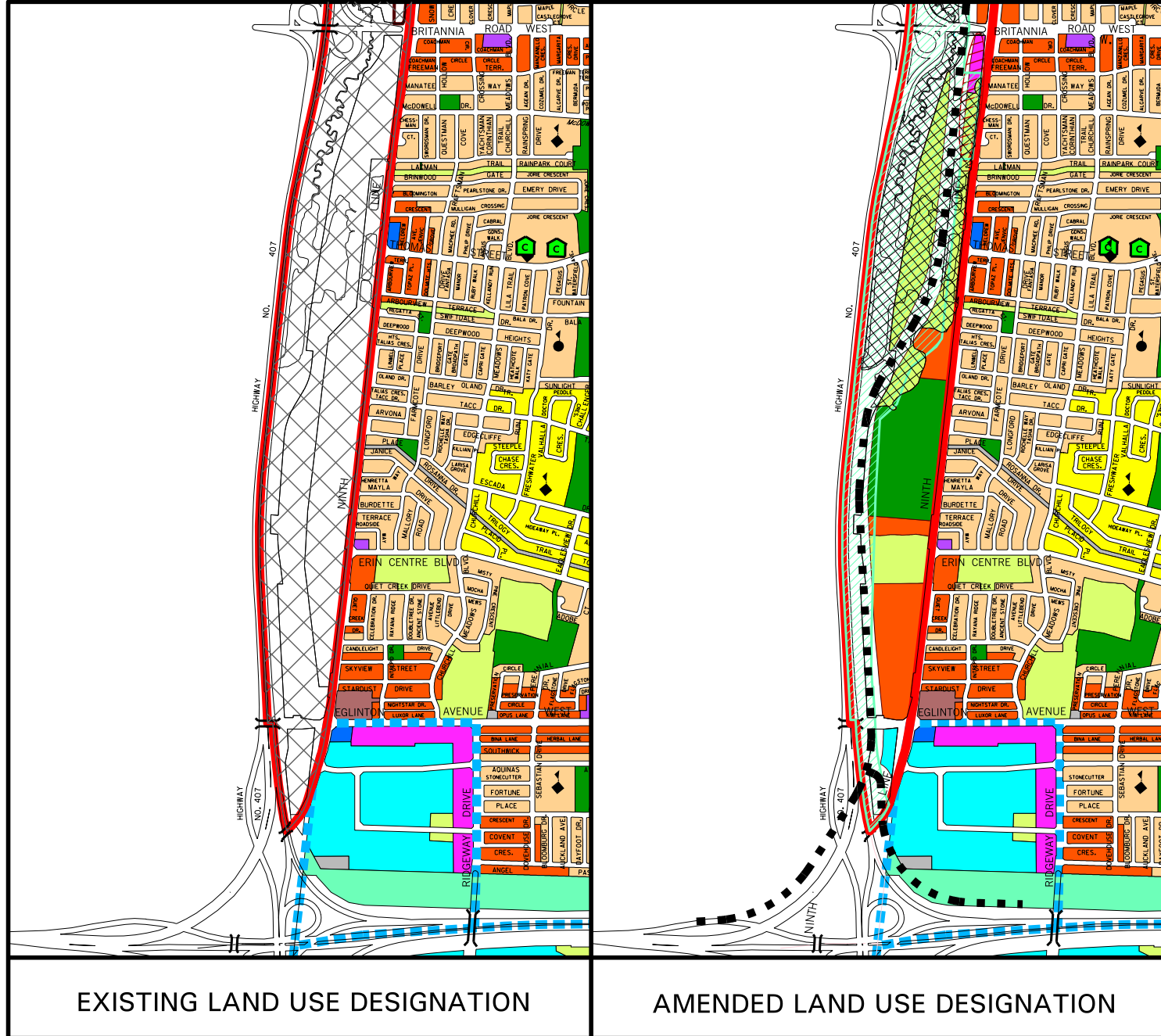
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metres



MAP 'L'  
Part of Schedule 9  
Character Areas  
of Mississauga Official Plan

MISSISSAUGA



## 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	

## Area of Amendment

AREA OF AMENDMENT	
FROM: SPECIAL POLICY AREA	
TO:	
RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

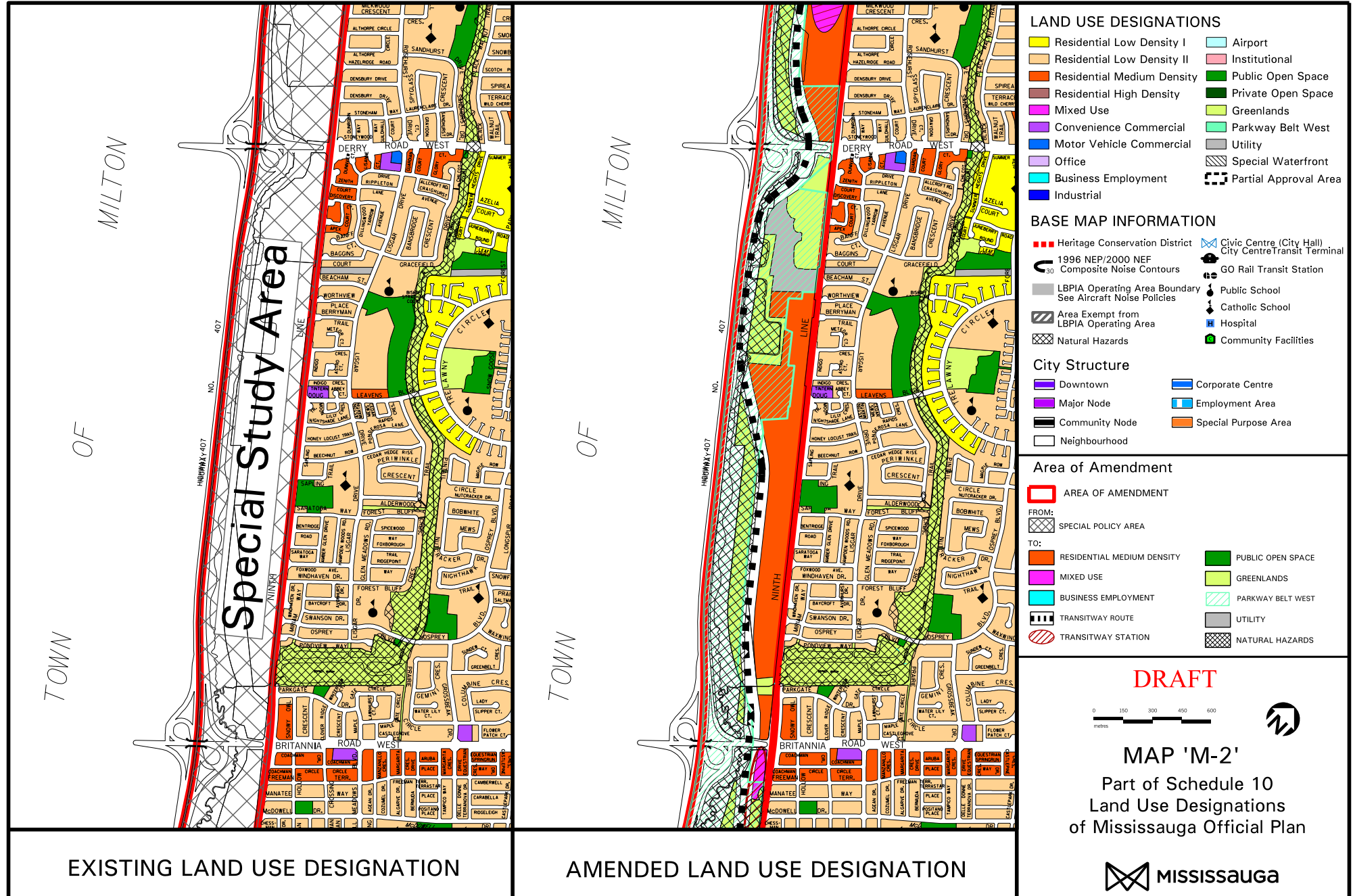
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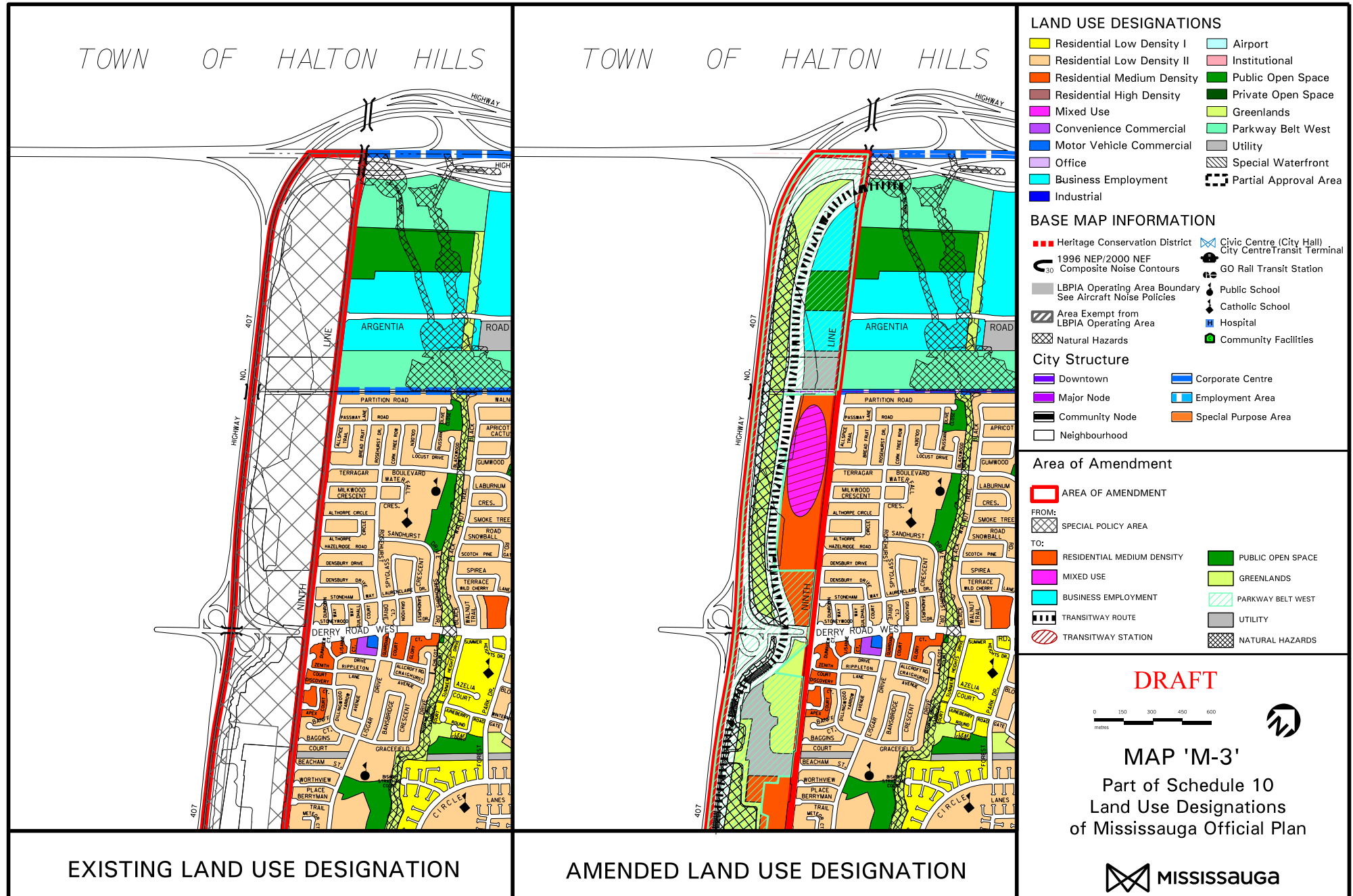
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metres

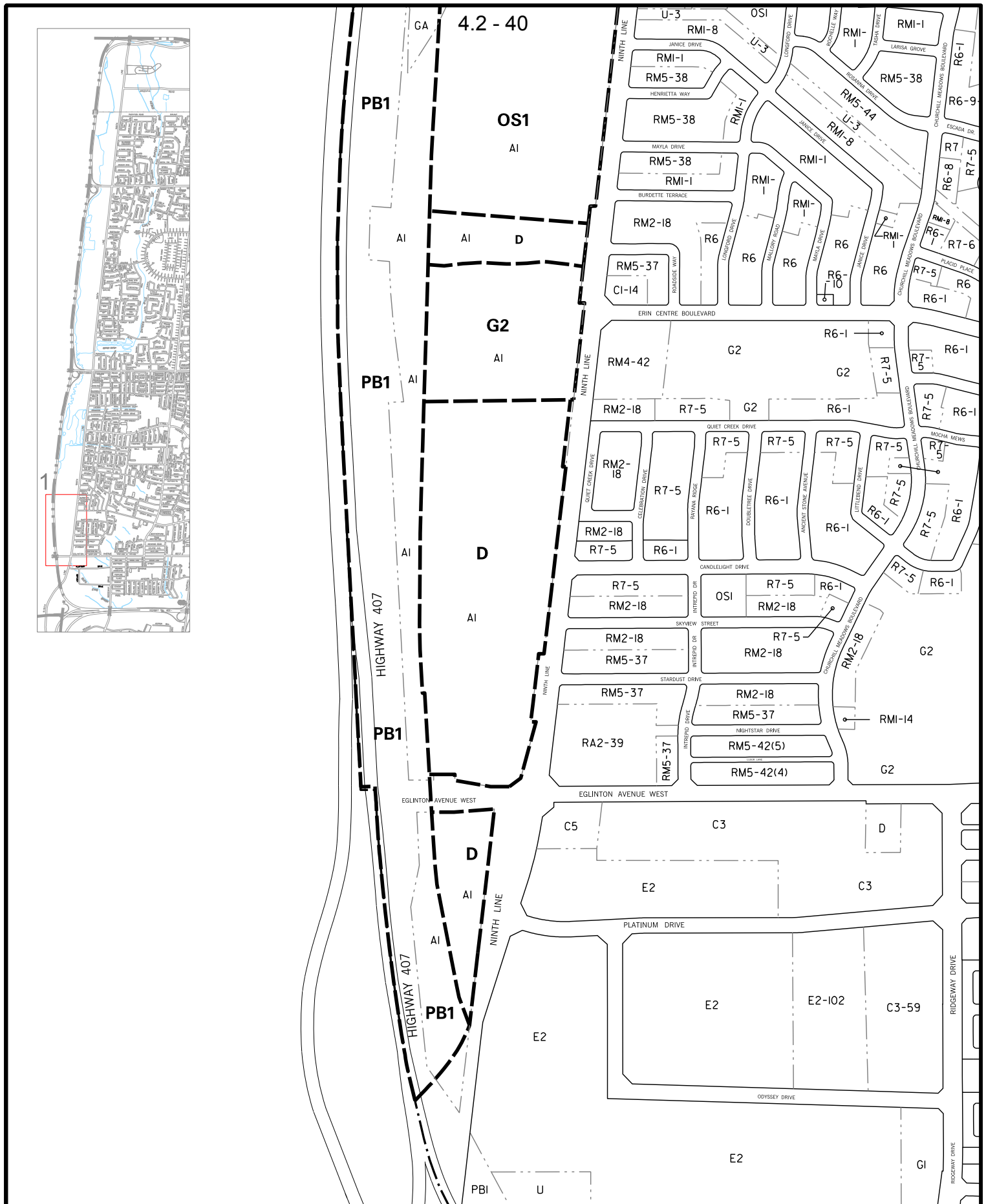
MAP 'M-1'

Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan



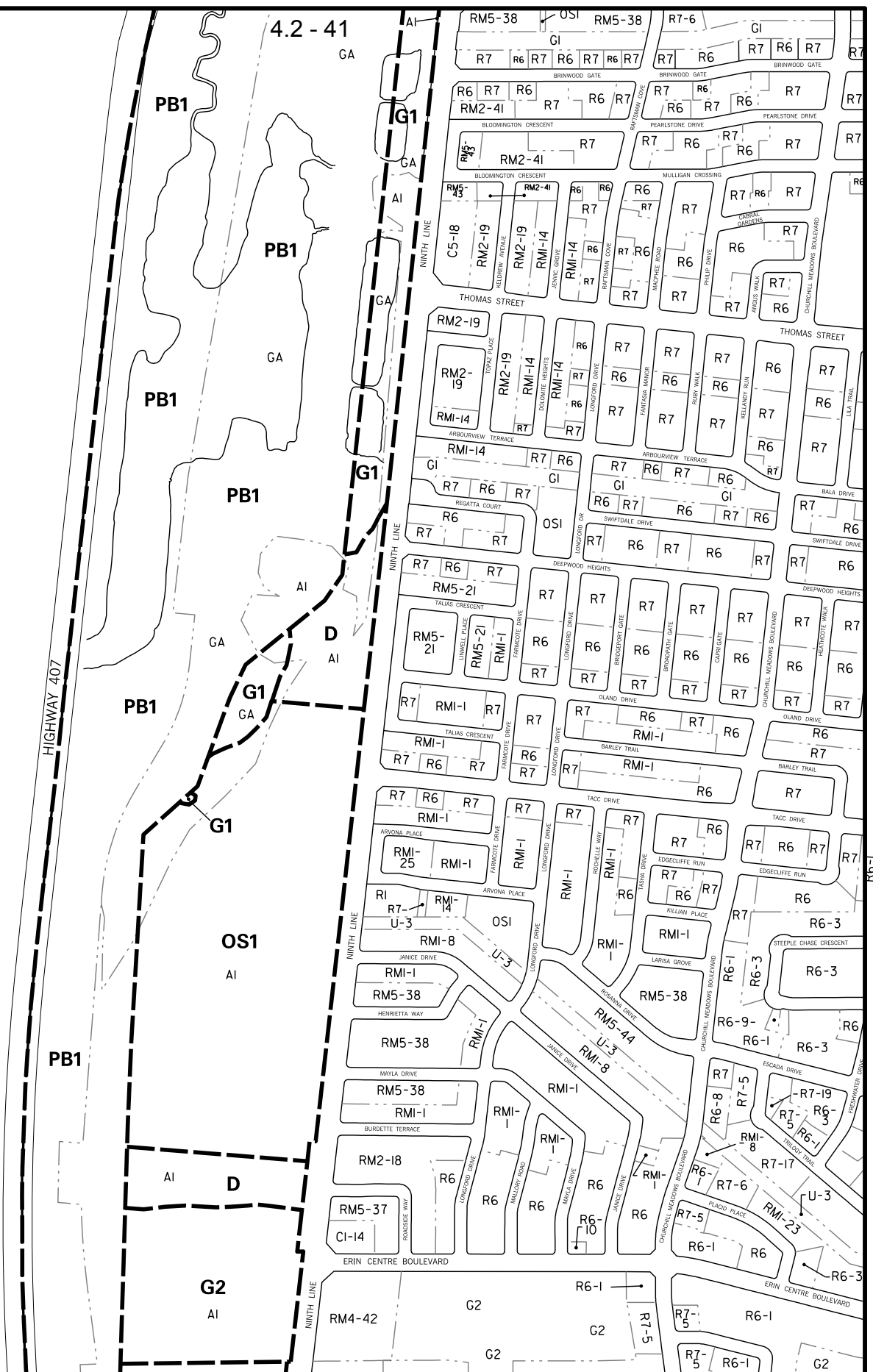






Produced by  
T&W Geomatics





## PROPOSED ZONING ALONG NINTH LINE LANDS

Category	0	25	50	75	100
No	~10%	~5%	~2%	~1%	~0%
Low	~15%	~10%	~5%	~2%	~1%
Medium	~25%	~20%	~15%	~10%	~5%
High	~35%	~30%	~25%	~20%	~15%
Very High	~15%	~25%	~35%	~45%	~55%

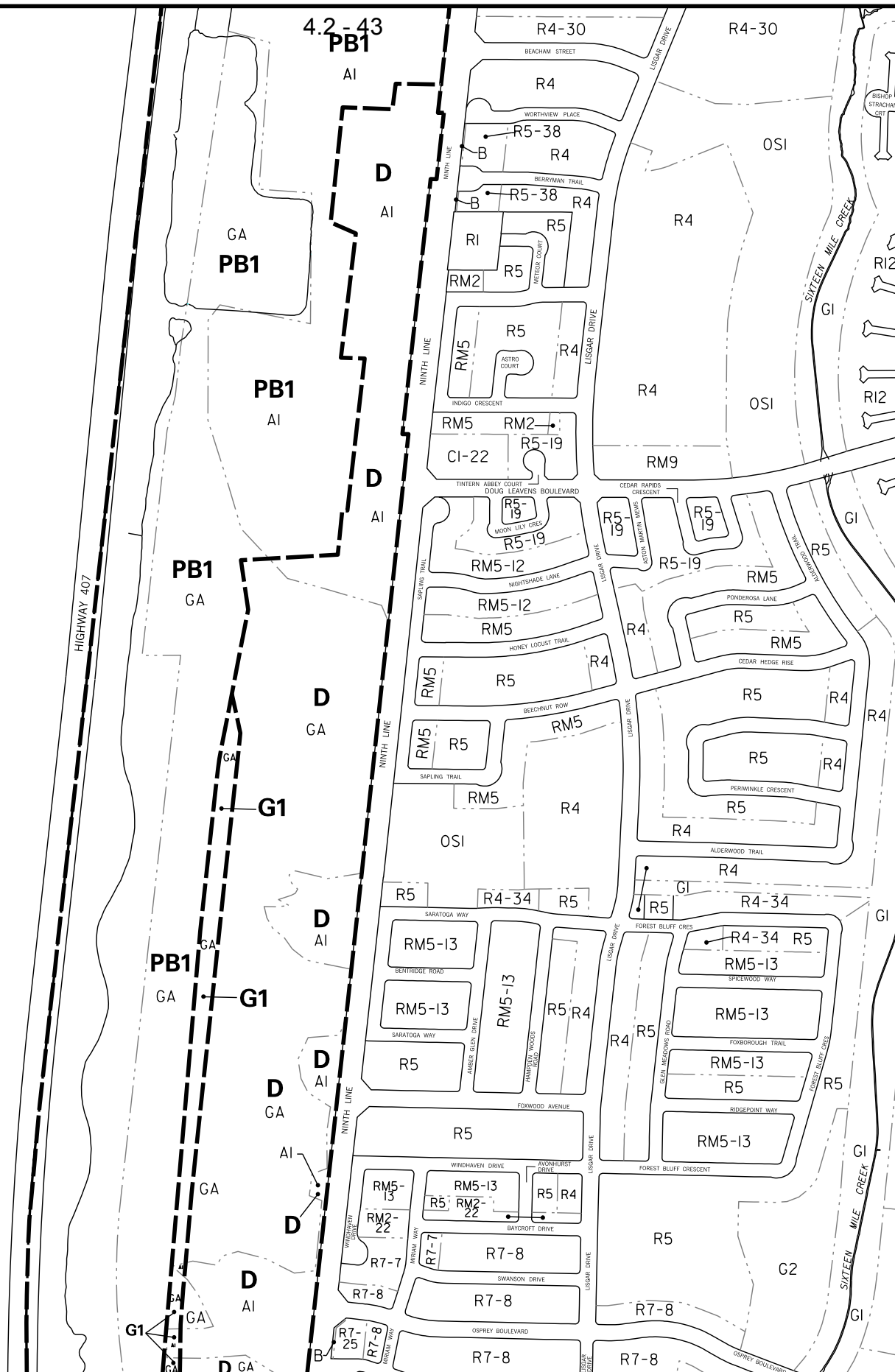
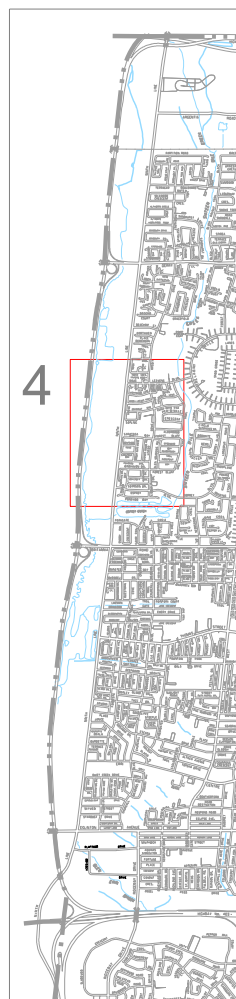
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MISSISSAUGA

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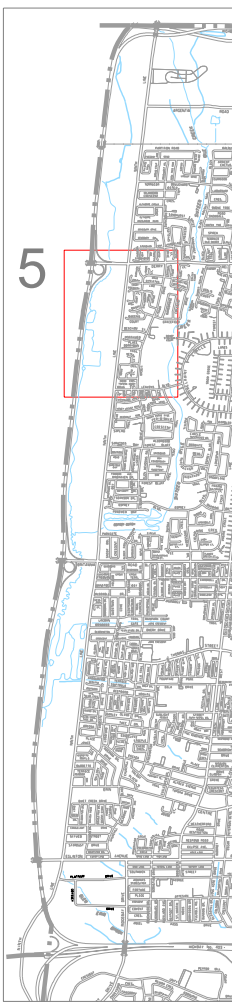
Age Group	no opinion	not a problem	problem	very serious problem
0	~10%	~10%	~10%	~10%
25	~10%	~10%	~10%	~10%
50	~10%	~10%	~10%	~10%
75	~10%	~10%	~10%	~10%
100	~10%	~10%	~10%	~10%

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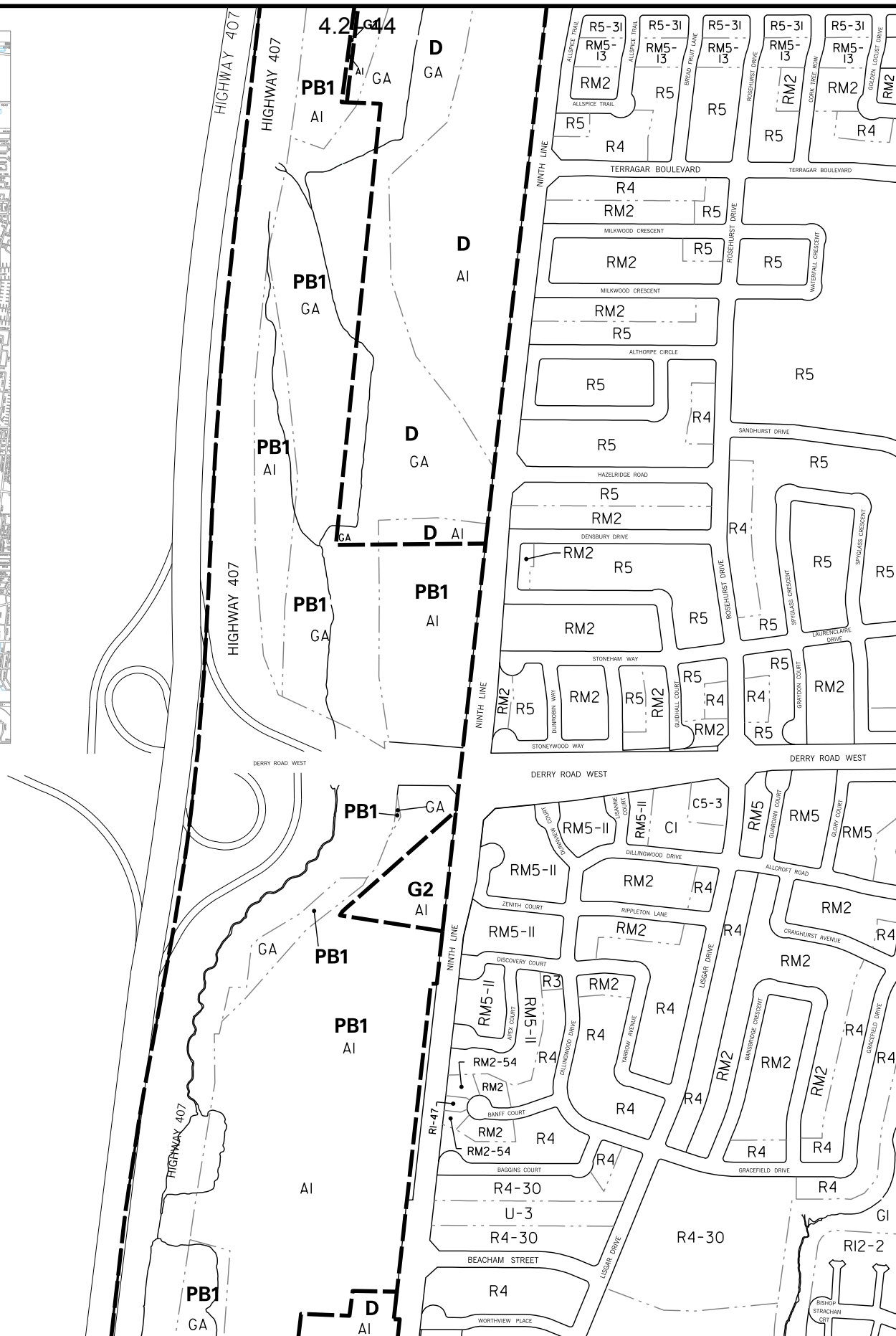


MISSISSAUGA

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5



# PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100  
metres

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4.2 - 45



6



# PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100  
metres

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MISSISSAUGA



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# SHAPING NINTH LINE URBAN DESIGN GUIDELINES

CITY OF MISSISSAUGA  
DRAFT JUNE, 2017



SHAPING  
NINTH  
LINE

Mississauga's  
Northwestern  
Gateway







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# 1 INTRODUCTION

## 1.1 STUDY AREA OVERVIEW

The Ninth Line Neighbourhood is located on the western boundary of the City of Mississauga. Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. It comprises a total of approximately 350 hectares (914 acres).

At present, the Ninth Line Neighbourhood is mostly undeveloped, with the exception of the Union Gas plant south of Derry Road, some commercial uses with outside storage, and a few residential dwellings, including an historic farmhouse near Argentia Road. While the area is mostly field, there are a number of large woodlots and natural areas.

To the east of Ninth Line are two established residential neighbourhoods, including the Lisgar neighbourhood (north of Britannia Road) and the Churchill Meadows neighbourhood (south of Britannia Road). In addition, north of the hydro corridor and CPR tracks and south of Eglinton Avenue are employment areas.



## 1.2 ROLE OF THE GUIDELINES

The Shaping Ninth Line Urban Design Guidelines provide detailed direction for the implementation of the City's Official Plan vision, and the Ninth Line Neighbourhood Character Area, guiding principles, and related official plan policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear directions to guide new development.

Urban design guidelines are an essential tool to ensure new development in the Ninth Line lands supports an active, diverse and healthy City, and reflects contemporary best practices in urban design. The guidelines should be applied during the design, review and approvals process for new development in the Ninth Line lands, including both private and public projects.

**The guidelines address all aspects of design, and should be referenced in their entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, its merits should be considered on a case-by-case basis. Where additional advice is appropriate, projects should be evaluated by the Urban Design Advisory Panel. Each precinct should be considered for tertiary master plan requirements.**

## 1.3 DOCUMENT STRUCTURE

The Shaping Ninth Line Urban Design Guidelines are comprised of four sections, including:

**1. Introduction** - Section 1 introduces the guidelines, providing an overview of the study area and describing the application of the guidelines.

**2. Vision and Guiding Principles** - Section 2 outlines the City's Official Plan vision. To achieve this vision within the Ninth Line lands, a series of guiding design principles have been developed through consultation with the City, stakeholders and the public.

**3. Public Realm Design Guidelines** - Section 3 provides recommendations related to public realm design in the Ninth Line lands, including the design of greenlands and public space and transit-supportive streets and blocks.

**4. Private Realm Design Guidelines** - Section 4 provides recommendations related to private realm design in the Ninth Line lands, including the design of residential, commercial, institutional and employment buildings, as well as site design matters such as on-site parking and accessibility. Guidelines for the sustainable development of buildings and sites are also provided.



## 2 VISION AND GUIDING PRINCIPLES

### 2.1 SHAPING NINTH LINE VISION

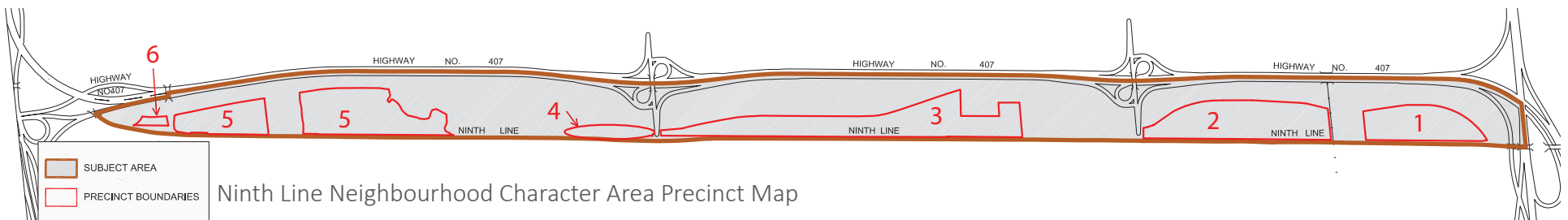
The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. The Neighbourhood will be designed with a focus on the importance of the natural environment, and the creation of a healthy, complete community with a sense of place. Current and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a linked natural heritage system, multi-use trails, parks and open spaces. Higher- order transit, community uses and facilities and a variety of housing choices and employment opportunities will be provided to meet their needs.



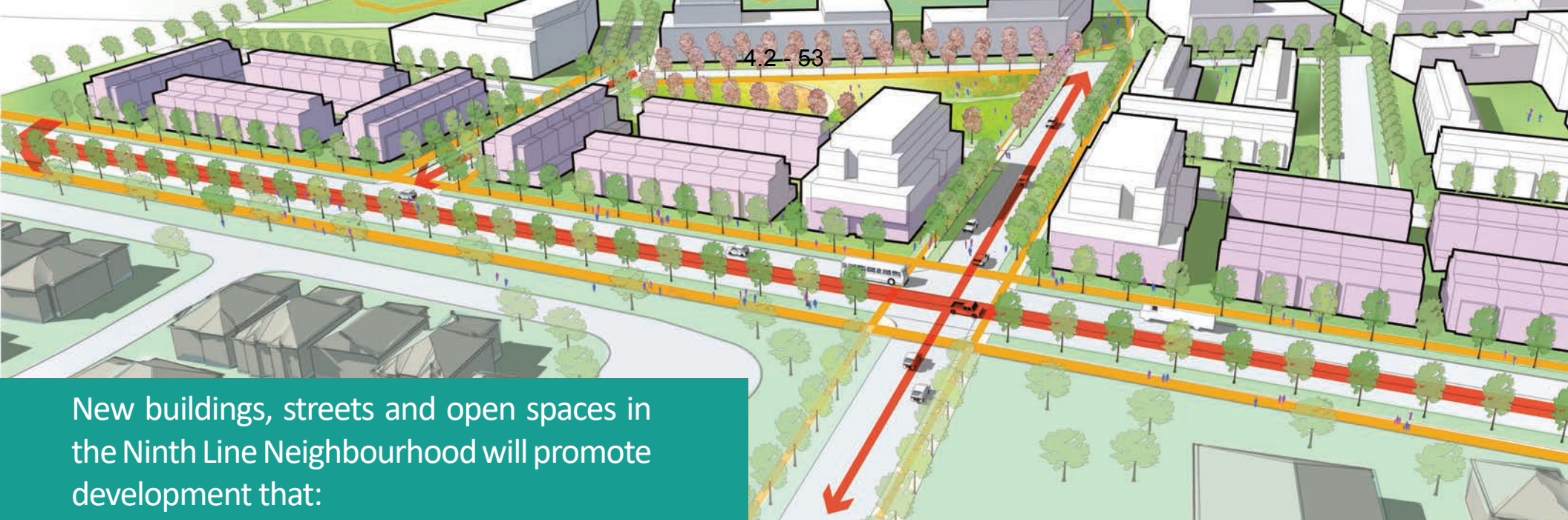
## 2.2 GUIDING PRINCIPLES

The Ninth Line Neighbourhood Character Area, the six Ninth Line precincts, related Official Plan policies, and the urban design guidelines are founded on extensive public and stakeholder consultation. This feedback informed the development of a set of Community Design Principles that form the basis for the Neighbourhood Character Area, six precincts, related Official Plan policies, and urban design guidelines.

The six Neighbourhood Character Area Precincts include: Precinct 1 - Employment Focus; Precinct 2 - Derry 407 Transitway Station; Precinct 3 - North Britannia; Precinct 4 - Britannia 407 Transitway Station; Precinct 5 - Community Park Focus; and Precinct 6 - Gateway Employment.







New buildings, streets and open spaces in the Ninth Line Neighbourhood will promote development that:

#### LAND USE AND BUILT FORM

- Provides appropriate transitions to the neighbourhoods to the east
- Is complementary to existing and future transportation facilities including locating taller mixed use buildings near Transitway stations.
- Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs
- Provides a diversity of employment opportunities to meet current and future needs including areas of lowrise employment in a compact campus style format
- Reflects land use planning practices in a way that is conducive to good public health
- Provide for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors
- Recognizes the significance of cultural heritage sites and landscapes
- Is a model for sustainability within Mississauga
- Demonstrates distinct and appropriate design for all buildings, streets and open spaces





## CONNECTIONS

- Integrates a network of trails that link open spaces and key destinations, including to destinations outside the Ninth Line Lands
- Provides for safe pedestrian crossings of Ninth Line
- Recognizes gateways at key access points with prominent intersections
- Reinforces pedestrian supportive streets
- Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads
- Provides visual/physical connections between open spaces
- Supports a 407 Transitway route that minimizes the area of land used for roadway infrastructure and other potential impacts
- Enhances views from Highway 407 where practical

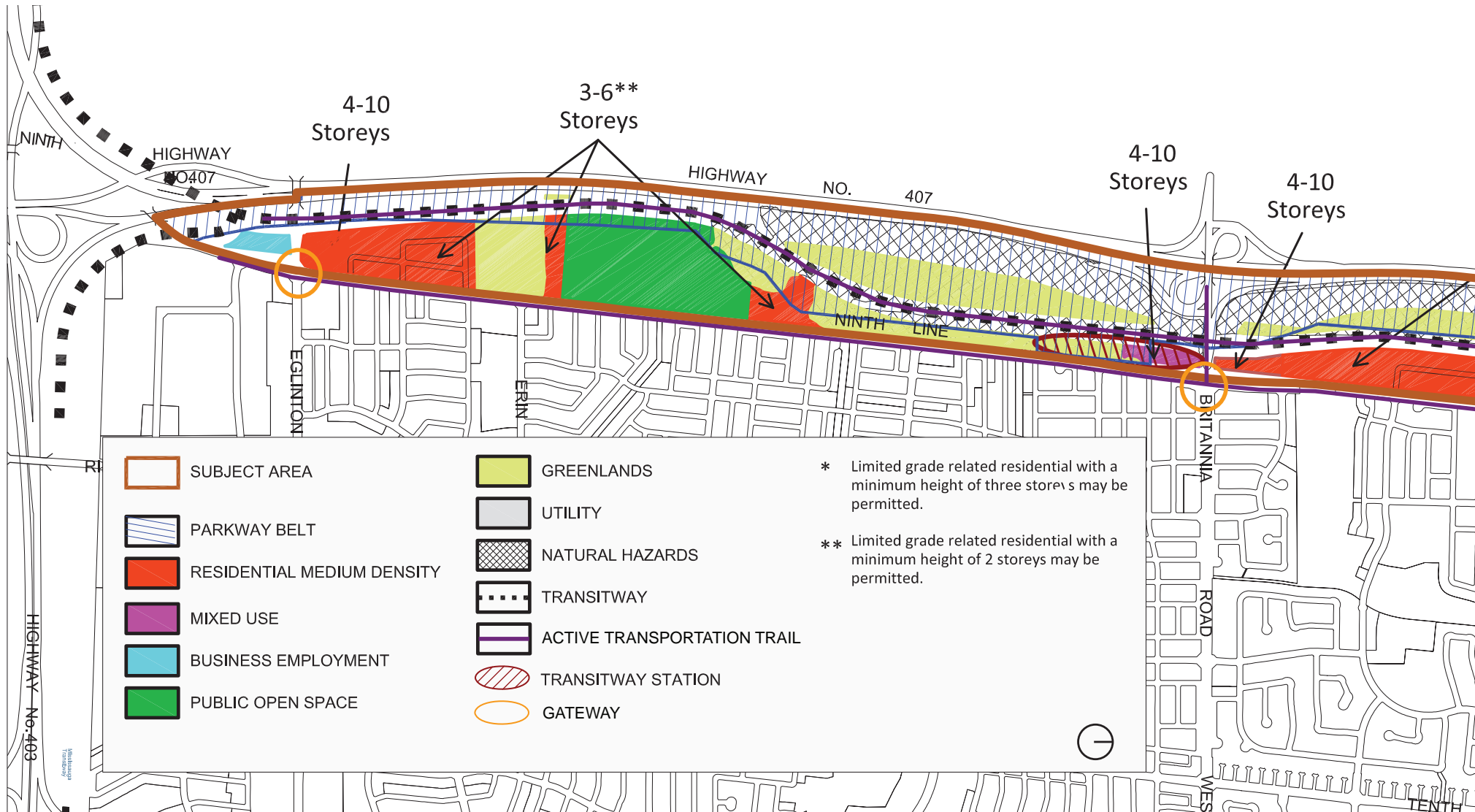
## PARKS, OPEN SPACES AND NATURAL HERITAGE

- Creates a linked natural heritage system
- Provides a variety of parks and open spaces for all ages and abilities including those which:
  - Encourage passive and active use in all seasons
  - Promote unique experiences and educational opportunities
  - Protect and enhance natural areas
- Provides parks and open space in close proximity to adjacent neighbourhoods

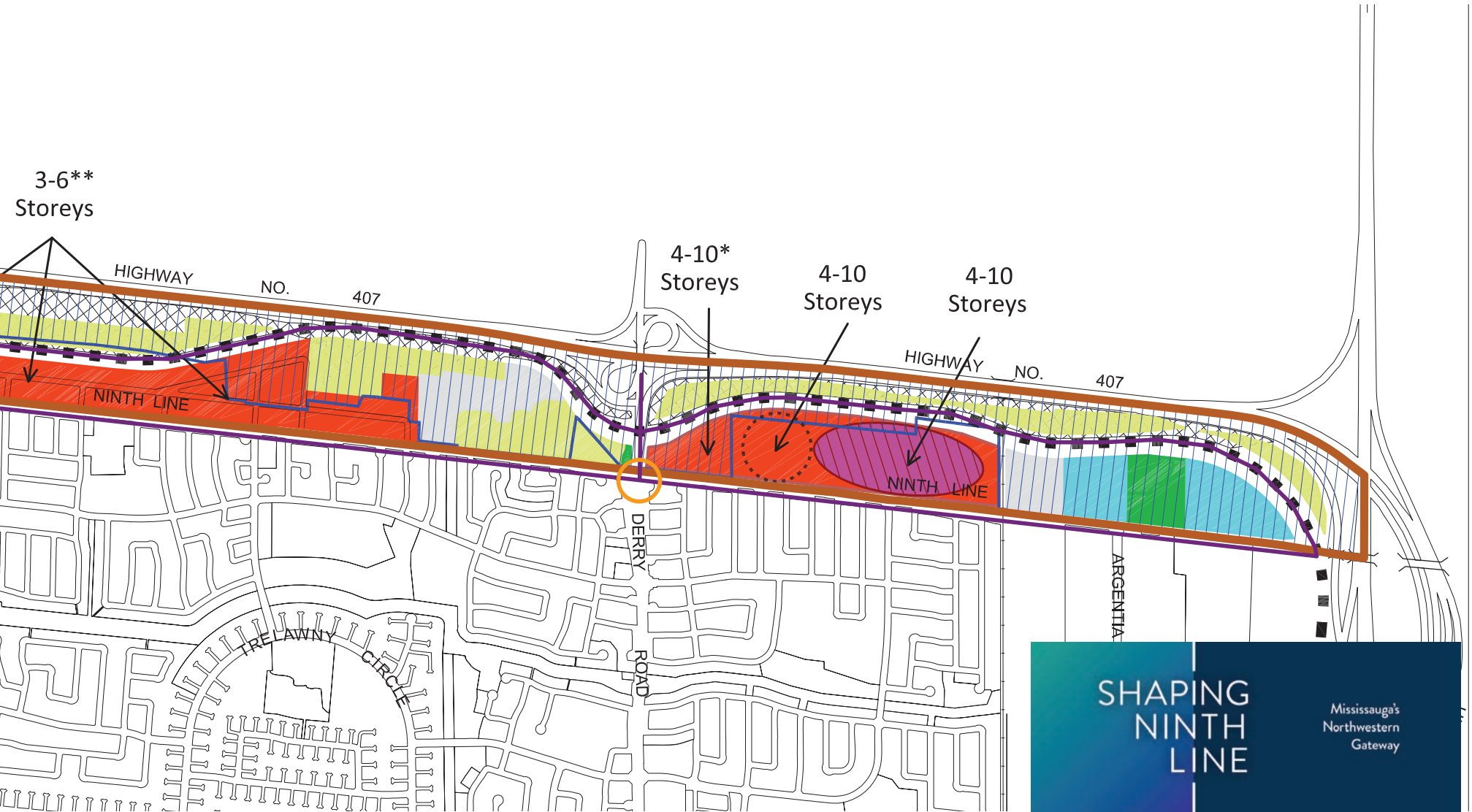
## 2.3 LAND USE CONCEPT AND PLAN

The Shaping Ninth Line land use concept below reflects the land use vision for the Ninth Line lands. This area is predominantly Residential, anchored by Business Employment uses at both the north and south end. Around the transit stations, mixed-use development is recommended to

create vibrant, active nodes. Two large areas toward the north and south of the Ninth Line lands are identified for “Public Open Space”, while the majority of the west edge of the area is identified as “Greenlands”. A multi-use trail is proposed along the entire length of the Ninth Line lands.







# 3 PUBLIC REALM DESIGN GUIDELINES

## 3.1 GREENLANDS AND PUBLIC OPEN SPACE GUIDELINES

A significant amount of the Ninth Line Neighbourhood is occupied by natural heritage and open space features, including either Greenlands or Public Open Space. If designed and considered as part of the comprehensive development of the area, these features can play an integral role in defining the character of the Ninth Line lands, and in providing connections to the adjacent stable neighbourhoods.

### 3.1.1 GREENLANDS

Ninth Line's Greenlands include extensive lands which are subject to "Natural Hazards"<sup>1</sup> as well as a stormwater management pond. The Greenlands also provide significant opportunities for unique open spaces and natural areas. New development should ensure that it preserves and enhances these existing and planned Greenlands for the benefit of Mississauga's residents and the environmental and ecological health of the Ninth Line lands.

- a. Use of the Greenlands for outdoor education and local recreation is encouraged. However, access should be restricted where necessary to ensure public safety and to protect sensitive natural heritage features. Such features should be adequately buffered and linked to other features to ensure that the natural heritage system is protected, enhanced and restored, and that ecological systems are not negatively impacted.
- b. Where feasible and ecologically appropriate, publicly accessible areas within the Greenlands should be highly visible and bordered by streets, multi-use trails, and Public Open Space. This will maximize public access, and significant views while increasing ecological awareness.
- c. Development is generally not permitted within the Greenlands. However, smaller pavilion-style buildings (i.e. no foundation) may be appropriate to facilitate the recreational use of this area. Where this is permitted, buildings should have a minimal footprint and be well integrated into the natural landscape.

<sup>1</sup> "Natural Hazard Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits." Mississauga Official Plan, Oct.2016 Consolidation, "List of Definitions", p.10.

- d. Where development is located adjacent to the Greenlands, medium and higher density buildings should be designed to maximize public access, views and awareness of the landscape, and to promote safety through casual surveillance.



*Where built elements are proposed within the Greenlands, they should have a minimal footprint and be well-integrated into the landscape.*

### 3.1.2 PUBLIC OPEN SPACE

Within the Ninth Line Neighbourhood, two significant Public Open Spaces have been identified, including a large park at the south end of the neighbourhood, and a smaller open space at the north end (in association with an existing heritage house. In addition to these identified open spaces, there will be significant opportunities for new public open spaces, as well as private open spaces, associated with new development. These spaces should be designed and located to ensure safe and active use, and to reinforce a connected network of open spaces.

- a. Parks should be located along, and at the terminus of major streets to create an attractive public realm.
- b. Where possible, parks should be open on the greater of a minimum of two sides to the public street, or in the order of 50% of the park perimeter.
- c. Parks and open spaces should be designed to reflect their role and should serve the diverse needs of the community, including facilities for passive (e.g. walking trails, gardens, seating areas, park pavilions, interpretive displays) and active recreation (e.g. sports fields, skating rinks).
- d. Parks and open spaces should be visible from adjacent streets to ensure safe, active uses.
- e. Buildings fronting onto parks and open spaces are encouraged to enhance safety through casual surveillance. In such cases, clear public pathways and other measures are encouraged to ensure the space is not interpreted as private amenity space.
- f. Highly visible connections should link open spaces to adjacent boulevards and cycling facilities, on-site circulation routes, and the proposed multi-use pathway.
- g. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.
- h. Parks should be located adjacent to the Greenlands where possible as a means of maintaining a sense of connection with the natural landscape. In addition, parks may be directly connected to institutional sites to encourage joint use of facilities including parks.
- i. Natural ecosystems should be protected and enhanced to ensure a sustainable environment for plants and wildlife.
- j. Native and naturalized, non-invasive plantings should be used wherever possible, and planting should abide by the Conservation Halton guidelines where applicable.
- k. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting, and coordinated signage to assist in orientation and use of park amenities.
- l. Where possible, playground surfaces and park equipment should consider the use of recycled materials.



- m. Playground facilities should feature equipment that incorporates the principles of universal design.
- n. Signage, public art and other place making elements should be incorporated to develop a stronger sense of place.
- o. Park signage should be coordinated at entrances to avoid unnecessary clutter.



*Parks and open spaces should be visible from adjacent streets to ensure safe, active use.*

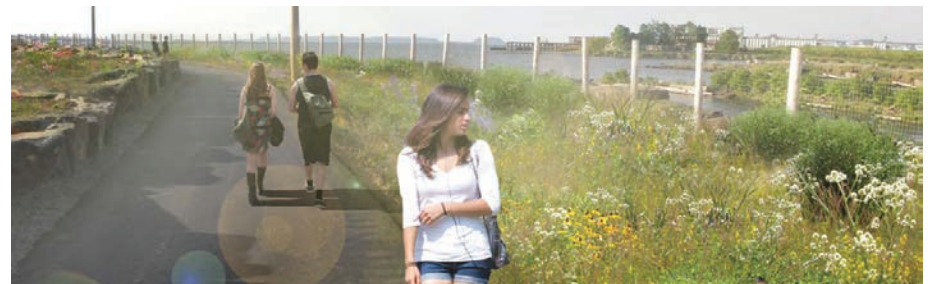


*Highly visible connections should link open spaces*

### 3.1.3 MULTI-USE TRAIL

The Ninth Line Neighbourhood Character Area envisions a continuous multi-use trail running parallel to the Transitway from Highway 401 to Eglinton Avenue. This supports alternative modes of transportation (i.e. walking and cycling) for the area's residents, connects people to the Greenlands and Public Open Spaces, and when combined with crossings of Ninth Line, provides the opportunity to provide continuous connectivity to the rest of Mississauga's Greenlands and open space system. The design of multi-use trails will be regulated primarily by Community Services and the Transportation and Works Department.

- a. The new multi-use trail and other new trails should connect to each other, and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
- b. Trails should link to core activity areas such as transit stations, community centres, mixed-use areas, and nearby employment areas. They should create strong links between neighbourhoods, open spaces, and natural heritage features, including those to the east of Ninth Line.
- c. The design of trails located in the Greenlands or open space areas should reflect the function and nature of the type of open space it occupies. Generally, such trails should be constructed of asphalt. All trails should be designed according to site-specific conditions.
- d. Trail widths should range from 3-4m wide, depending on the type of trail, to allow for two way cyclist or pedestrian passage depending on site specific conditions.
- e. Where applicable, multi-use trails should be designed to distinguish between walking and cycling/roller-blading areas to minimize conflicts.
- f. Multi-use trails should include multiple access points along the network to promote permeability into the system. The design of access points should consider that people arrive by a variety of means, including foot, bicycle, car, or transit. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
- g. Where appropriate, multi-use trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information. Amenities should be designed according to site-specific conditions.



*Multi-use trails should connect to each other and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network.*



### 3.1.4 STORMWATER MANAGEMENT PONDS

Stormwater management ponds will be required. These ponds provide significant opportunities for passive recreational areas and neighbourhood amenities.

- a. Views and access to stormwater management facilities is encouraged, wherever possible, to integrate them as important community amenities. Such facilities should be bounded by a combination of road and open space to allow appropriate and safe use, views and access. The degree of access should be considered on a site-by-site basis through a combination of facility edge treatments. Shallow slopes should be provided for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- b. The use of fencing should be reserved to mitigate specific safety concerns.
- c. A hierarchy of design treatments should be developed to address the various conditions of facility design and locations, including naturalized and urbanized edges. In all cases, stormwater management facilities should be designed as attractive features of the landscape, and should incorporate an arrangement of planting that does not interfere with their function. Where feasible, sitting areas with pathway connections should be provided to encourage use and reinforce safety.
- d. Public education displays should be used to increase awareness and appreciation of the facilities.



*Views and access to stormwater management facilities is encouraged wherever possible to integrate them as important community amenities.*

### 3.2 GUIDELINES FOR TRANSIT SUPPORTIVE STREETS AND BLOCKS: DERRY 407 TRANSITWAY STATION AND BRITANNIA 407 TRANSITWAY STATION PRECINCTS

New development in the Ninth Line Neighbourhood, including the organization and design of blocks, streets, and boulevards, should support and encourage transit and active transportation. Short, permeable blocks encourage efficient connectivity for all modes, while wide, attractive boulevards support vibrant, active streetscapes.

#### 3.2.1 BLOCK LAYOUT AND ORGANIZATION

With the alignment of the Transitway, and two transit station nodes, the design and layout of streets and blocks in the Ninth Line lands should support transit use and active transportation (i.e. walking and cycling). Transit supportive design will concentrate a mix of land uses and higher densities along Ninth Line, particularly at key nodes, to provide the critical mass to support regular transit service.

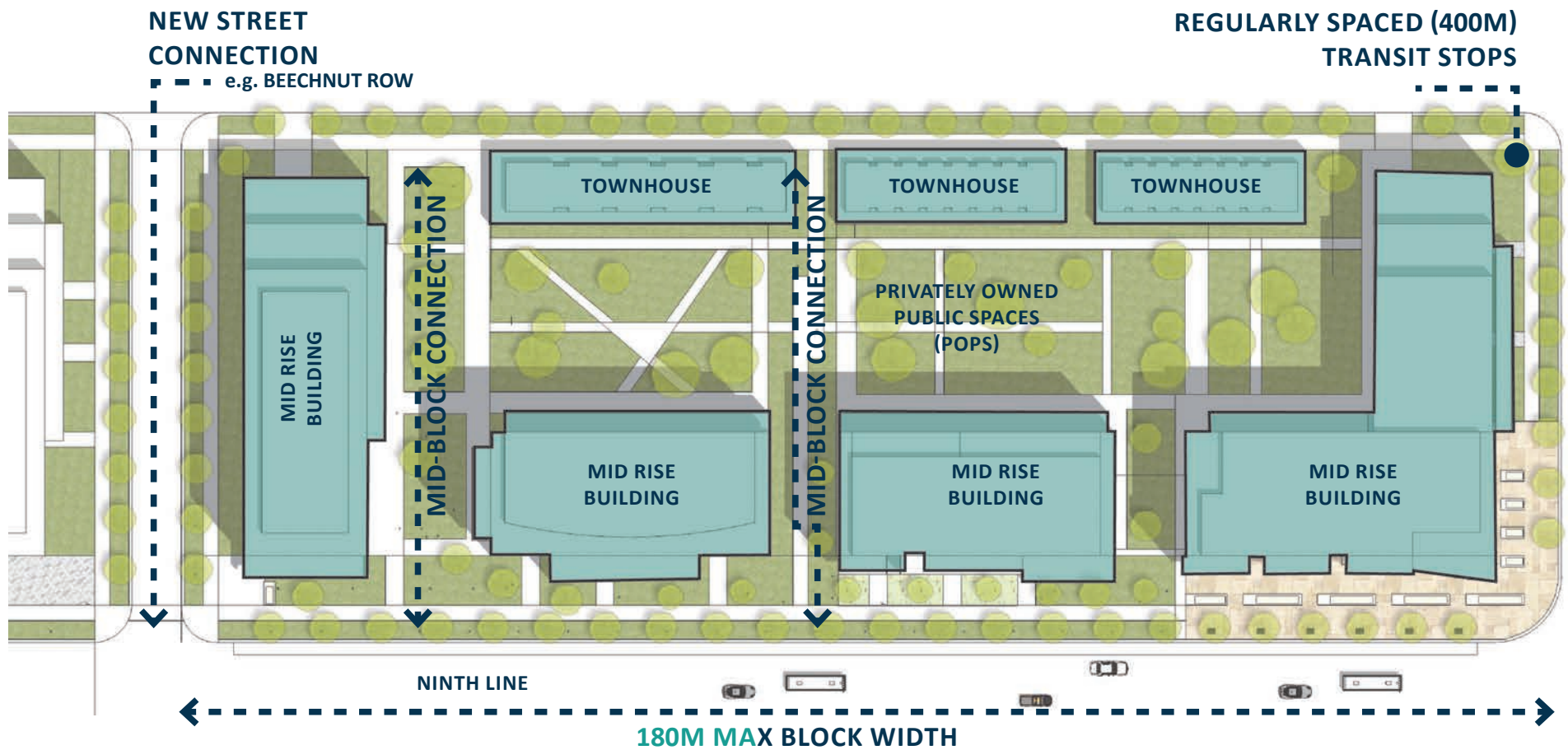
- a. New streets should reinforce a well-connected grid system, including direct connections to the east side of Ninth Line, to provide convenient connections and promote permeability throughout the Ninth Line lands.
- b. To facilitate a well-connected grid network, block lengths in the Ninth Line lands should generally be limited to 180m, and block widths should be limited to 80m. Where blocks exceed 180m, substantial mid-block connections should be provided to encourage pedestrian permeability into the neighbourhood.
- c. A mix of land uses and/or higher residential densities should be provided at key locations, such as transit station areas,

major intersections (i.e. Eglinton Avenue, Britannia Road and Derry Road), and adjacent to Open Spaces, to generate pedestrian traffic and activity throughout the day, and through all seasons.

- d. Access to transit should be located within a short walking distance of most uses (approximately 400m).
- e. The pavement width of vehicular lanes on new streets should be minimized in order to provide sufficient space for cycling facilities and wide boulevards including sidewalks.
- f. Transit stops should be located in conjunction with public amenities, where possible, including community centres, parks, schools, and other community facilities (i.e. library, gallery).
- g. Auto dependent uses, such as drive through retail and car wash facilities, should be carefully located and designed to minimize impact on the streetscape and pedestrian and cyclist traffic.



*Precedent for low to mid-rise transit supportive development.*

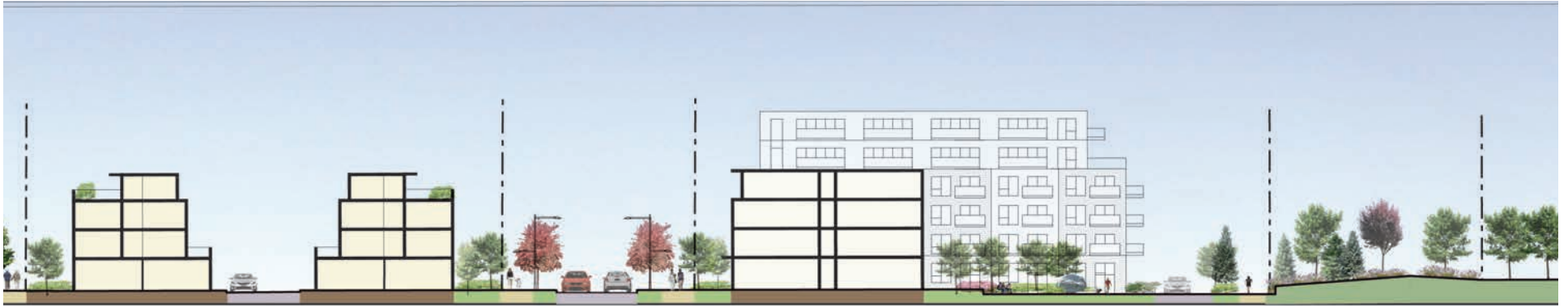


### 3.2.2 COMPLETE STREETS AND BOULEVARDS

#### 3.2.2.1 ARTERIAL ROADS

Arterial roads, including Ninth Line, Eglinton Avenue, Britannia Road and Derry Roads, and a potential extension to Argentinia Road, are high capacity transportation roads that accommodate regional and local travel demands. Arterial Roads also connect nodes and serve as major gateways into Mississauga and through the Ninth Line lands. Arterial Roads should have an urban character and should promote the highest level of design, including attractive buildings that frame and address the street, cycling facilities, and pedestrian-supportive boulevards characterized by wide sidewalks, street trees, consistent paving, lighting and public art. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the arterial road in the selected areas depending on the abutting land use and context of the precincts.

- a. Arterial roads should be designed as ‘complete streets’ that serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. Where appropriate, arterial road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape condition.
- c. Street trees are recommended on all arterial roads, and should be offset 1.75-2.0m from the curb to accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m<sup>3</sup> (30m<sup>3</sup> if shared by two trees).
- d. A multi-use trail on the east side of Ninth Line will accommodate bicycle traffic. Bicycle parking will be provided at regular intervals, as outlined in section 3.2.5.3.
- e. Travel lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



*Ninth Line Cross Section. Note: Conceptual design to be determined through future Environmental Assessment Study*



### 3.2.2.2 COLLECTOR ROADS

Collector Roads are medium capacity corridors that connect Local Roads to one another, to intersecting Collector Roads, and to Arterial Roads. The design of Collector Roads should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the collector road in the selected areas depending on depending on abutting land use and context of the precincts.

- a. Collector Roads should be designed as ‘complete streets’ that serve a variety of functions, including transit and connections to other roads.
- b. Where appropriate, collector road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape.
- c. Street trees are recommended on all Collector Roads, and should be offset 1.75-2.0m from the curb to accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m<sup>3</sup> (30m<sup>3</sup> if shared by two trees).
- d. Bicycle facilities should be provided on both sides of Collector Roads and are encouraged over on-street parking. Where on-street parking is not possible due to street width constraints, site plans in this area should account for required visitor and short term parking needs on site.
- e. Travel and parking lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



*Collector roads should be designed to serve a variety of functions including transit and connections to other roads.*



### 3.2.3 ON STREET PARKING

On-street parking within the Ninth Line lands should be permitted wherever possible, to animate the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. On-street parking may be provided through lay-bys and/or bump-outs, and should reflect all appropriate engineering design standards.

- a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sight-lines.
- b. On-street parking may be situated within bump-outs and/or lay-bys, but should not compromise the minimum recommended boulevard widths (4.8-6m) on collector and arterial roads.
- c. Where bump-outs are provided, they should be landscaped with street trees or low level ground cover and be designed to accommodate snow storage.

### 3.2.4 NOISE IMPACT MITIGATION

Sound buffering techniques should be employed along the east side of the 407 and the proposed 407 Transitway to protect the adjacent residential, public open space and employment where noise impacts are deemed to exceed an acceptable limit. Potential mitigation techniques include:

- a. Mounting well designed, acoustical barriers where appropriate.



*On-street parking is encouraged to animate the street, reduce vehicle speeds, and serve as a protective buffer between pedestrians and moving vehicles.*



### 3.2.5 STREET FURNISHINGS

#### 3.2.5.1 SEATING AND OTHER STREET FURNITURE

Seating, benches, and other street furniture should be provided along streets throughout the Ninth Line lands, and particularly in high activity areas such as mixed-use areas, transit stations and stops, key intersections, parks and open spaces, and employment areas. Seating should be located within well-landscaped areas to provide comfort and encourage social engagement.

- a. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation, or snow removal and other maintenance requirements.
- b. Street furnishings should reflect the City's standard palette, as appropriate, but should include elements that are unique to the Ninth Line lands. Furnishing should provide a consistent and unified streetscape appearance.
- c. In special areas (i.e. transit stations, nodes, plazas) seating and benches may vary from the City standard to reinforce the unique character of the area.
- d. Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.



*Street furnishings should reflect the City's standard policies as appropriate, but include elements that are unique to Ninth Line Lands.*

### 3.2.5.2 TRANSIT SHELTERS

The design and location of transit shelters will play a significant role in encouraging transit and active transportation in the Ninth Line Neighbourhood.

- a. Transit stops should be placed near building entrances and located frequently throughout the community to ensure all residents are within walking distance (400m) of transit service.
- b. Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.
- c. Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.
- d. Sidewalks should connect directly to transit shelters to maximize convenience.
- e. Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.
- f. Transit shelters located on the sidewalk or boulevard should be located between 1 to 3m from the street curb to facilitate snow storage and minimize potential pedestrian/vehicle conflicts.

### 3.2.5.3 BICYCLE PARKING

The multi-use trail proposed for the Ninth Line lands, as well as on-street cycling facilities, should establish cycling as a major mode of transportation in the community. The accommodation of convenient bicycle parking is essential to support this and ensure cycling remains a preferred long-term transportation alternative. Bike parking should be incorporated into the public open space near passive and active spaces and incorporated into the locations identified below.

- a. Bicycle parking should be provided at regular intervals in mixed-use areas, around transit stations, and in other areas of high pedestrian activity.
- b. Post-and-ring bicycle parking, constructed of aluminum or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.
- c. Bicycle parking should be located close to building entrances and should be sheltered where possible.
- d. Longer-term bicycle storage facilities (i.e. lockers) should be provided at transit stations, open spaces and employment areas, to encourage cycling. They should be weather-protected and conveniently located.
- e. In higher density residential buildings, and along commercial corridors, short-term visitor bicycle parking should be provided in a convenient location.

### 3.2.5.4 PUBLIC ART

Attractive, and well-commissioned public art will enhance the Ninth Line lands, and contribute to the culture and history of the area. Public art is encouraged throughout the Ninth Line lands, particularly at transit stations, key intersections, parks, along the multi-use trail, and in other highly visible locations.

- a. Public art pieces should be durable and easily maintained.
- b. Public art should explore opportunities to celebrate local cultural diversity, historic events and figures of local, national and international significance.
- c. Public art should be both physically and visually accessible and barrier free.
- d. Sites with public art pieces should include landscaping that complements and enhances the piece where appropriate.
- e. Sites may be reserved for groupings of complementary pieces, including temporary installations.



*Public art is encouraged throughout the Ninth Line lands.*

### 3.2.5.5 STREET LIGHTING

Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. In key areas (i.e. transit stations, open spaces), lighting can be used to accent special features, such as public art, landscaping, signage, etc.

- a. The design and location of lighting should consider sustainability and the impacts of light pollution, including:
  - energy efficiency;
  - directional lighting that reduces wasted energy;
  - induction lighting;
  - solar power; and,
  - street reflectors and sensors (to help regulate brightness and when lights turn on and off).
- b. Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.
- c. All lighting should be located within a designated area to ensure it does not impede pedestrian circulation.
- d. As appropriate, additional pedestrian-scale lighting should be provided in areas with a high volume of pedestrian activity, such as transit stations, mixed-use areas, key intersections, transit stops, trail crossings, mid-block connections.
- e. The height of lighting in active pedestrian areas should be limited to 4.6m as outlined in the Healthy Development Assessment.

### 3.2.5.6 SIGNAGE

A hierarchy of signage should be implemented uniformly throughout the Ninth Line lands, and should encompass street signs, directional signage and commercial signage.

- a. A comprehensive wayfinding strategy should be developed, including mapping at key locations, such as nodes, and key intersections.
- b. Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.
- c. Signage should be unified in design, and should explore opportunities to reflect local cultural diversity and history.

### 3.2.5.7 WASTE RECEPTACLES

Waste receptacles should be located at key intersections and in highly active pedestrian areas and should reflect the City's standards while ensuring coordination with the overall street furniture palette. The waste receptacles chosen should include slots for recycling as well as litter.

- a. Waste receptacles should be located in conjunction with street furniture, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along major streets.
- b. Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.
- c. All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.



### 3.2.5.8 UTILITIES

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of the Ninth Line lands. For that reason they must be considered as an integrated component in the design of streets, buildings and open spaces.

Developers should contact the City and local utilities early in the development process to coordinate the placement of above-ground utilities to reflect the guidelines below.

- a. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits, and will free more space to accommodate street trees.
- b. Opportunities should be identified for grouping above grade utilities in single locations where feasible (i.e. the flanking yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, storm water management facilities, parks and other components of the open space system, as well as utility access considerations.
- c. Utility cabinets, transformer vaults, hydro metres and gas metres should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view.
- d. New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication facilities within the same pole are encouraged.



*The coordinated design and integration of service infrastructure will contribute to the visual quality of the Ninth Line lands.*

# 4 PRIVATE REALM DESIGN GUIDELINES

## 4.1 RESIDENTIAL BUILDING GUIDELINES

The developable lands identified in the Ninth Line lands are predominantly residential, providing opportunities for a range of housing types and densities within walking distance of the transit stations and mixed-use nodes. Appropriate housing types may include apartments and condominiums (up to 10-storeys adjacent to transit stations), as well as a range of townhouse forms. This mix will promote a diverse community and accommodates a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others).

### 4.1.1 TOWNHOUSES

Townhouses provide more compact higher-density housing choices than single or semi-detached dwellings, and may include standard, back-to-back, stacked, or stacked back-to-back variations. Within the Ninth Line lands, townhouses will provide an appropriate transition to the stable residential neighbourhoods to the east, in a form that supports increased density near the transit stations. Townhouses may also provide variation in heights internally within comprehensive developments. Townhouses should be designed and massed to frame streets, while respecting the existing context related to height, setbacks, and built form.

In addition to the guidelines that follow, please refer to the City's Urban Design Handbook for Low-Rise Multiple Dwellings (2015) and the DRAFT Urban Design Guidelines for Back to Back and Stacked Townhouses (March 2017).

- a. Townhouses should be limited to 3 to 5 storeys. Stepbacks are generally recommended above the second storey to create terraces, and reinforce a human-scaled public realm.
- b. Townhouses should be oriented to address the street. An adequate landscaped buffer should be provided for townhouses facing onto a widened Ninth Line. Where located at a corner, the internal configuration of the building should ensure units front onto both streets.
- c. Townhouse units should be a minimum of 6m wide. Townhouse blocks should include no more than 6 units without a break.
- d. Townhouses should generally be set back 5m from the property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line). Beyond this, private porches and/or stairs are encouraged.
- e. Where trees are proposed within the front yard, they should have access to 30m<sup>3</sup> of soil.
- f. Below grade units are generally discouraged. Where partial basement units are provided, the finished floor





Left: Variations on townhouse design  
Below: Precedent image of a townhouse demonstrating the optimal interface between built form and the public realm.





of the ground level unit should generally be no greater than 1.8m from grade. This will accommodate a 1.2m step down to the basement entrance while maximizing visibility from the public realm. External access and windows on the front and rear of basement level units should be provided. Basement level units are not permitted in back-to-back configurations.

- g. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- h. Where no windows are provided, townhouse blocks should be separated sufficiently to accommodate a 4.8m mid-block crossing. Where windows are provided, a total separation distance of 11m is recommended.
- i. A minimum separation distance of 15m is recommended between facing townhouse units to accommodate 5m



*Townhouse units should be appropriately spaced to provide opportunities for mid-block connections.*

front yards, and a 4.8m mid-block connection.

- j. Townhouses should be set back 7.5m from a rear property line to ensure usable rear yard amenity space.
- k. All townhouse units should have access to usable outdoor amenity space. On more intense forms (i.e. stacked and stacked back-to-back), where front yards are associated with at-grade (or basement) units, this can be accommodated through outdoor terraces. All terraces should be a minimum of 1.5m deep.
- l. Where possible, townhouse developments should provide flexible community amenity spaces for children, adults and seniors, such as community gardening plots.
- m. Front yard parking/garages are discouraged. Parking should be at the rear of the site and/or underground (as part of a comprehensive development) and accessed via a rear-lane. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.



*Flexible community amenity spaces, such as community gardens, promote greater inclusion and social togetherness within townhouse communities.*

### 4.1.2 APARTMENT BUILDINGS

As the most intense residential uses in the Ninth Line lands, apartment buildings will provide an 'in-between' scale that accommodates significant density, while ensuring pedestrian-supportive streets. The design of these buildings should ensure appropriate transitions to adjacent uses through carefully considered massing and stepbacks. Attractive interfaces with the public realm will be achieved through at-grade units and a high level of landscaping. In addition to the guidelines below, Mississauga's Standards for Shadow Study (June 2014) and Pedestrian Wind Comfort and Safety Studies (June 2014) should be consulted.

- a. Apartment buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. The siting and location of apartment buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to adjacent open spaces, public uses, or indoor amenity areas. Consideration of privately owned public spaces (POPS) is recommended.
- c. Apartment buildings will generally range between 4 and 10-storeys, subject to the heights outlined on the Secondary Plan.

- d. Depending on the width of the abutting street ROW, a stepback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional stepbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.



*Precedent image of apartment demonstrating the optimal interface between built form and the public realm.*

- e. All stepbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- f. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- g. Where multiple buildings are provided on single or adjacent sites, a minimum of 11m separation distance should be provided between buildings. Above the building base, a 3m stepback should be provided to increase views to the sky.
- h. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior units. Individual entrances for at-grade units are encouraged to reinforce a vibrant and active streetscape.
- i. Apartment buildings should generally be set back 5m from the front property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line).
- j. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- k. Where Apartment buildings abut low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should be applied 7.5m from the property at a height at 10.5m.
- l. All apartment buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- m. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- n. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.



*Precedent image of a residential building demonstrating the optimal interface between built form and the public realm.*



## 4.2 COMMERCIAL BUILDING GUIDELINES

There will be a variety of opportunities for commercial development in the Ninth Line lands, including mixed-use buildings within the transit station areas, and small-scale commercial uses to serve the neighbourhoods. These uses will be integral to creating active and vibrant streetscapes, while also promoting a walkable and healthy neighbourhood. Where commercial buildings are proposed, they should have a high quality of architectural design and should provide pedestrian amenities (i.e. plazas, public art, seating, patios) wherever possible. Open spaces between buildings, at the street edge, and through parking areas should be well landscaped, to reinforce an attractive and memorable pedestrian experience.

### 4.2.1 MIXED-USE BUILDINGS

Within walking distance of the transit stations, mixed-use buildings are encouraged to create a strong destination and to reinforce an urban streetscape. Mixed-use buildings should have retail uses at grade with “spill-out” opportunities (i.e. café patios, retail displays) where appropriate. Residential and/or office uses are recommended above to provide “eyes on the street” and enhance safety through casual surveillance.

- a. Mixed-use buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. Mixed-use buildings should generally be located at the property line, but should be set back where necessary to ensure wide (4.8-6m) boulevards that can accommodate seamless pedestrian movement and the growth of appropriately sized street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate opportunities for plazas, mid-block pedestrian connections, and/or the primary residential entrance.
- d. At least 1m should be provided at the front of the building to accommodate “spill-out” uses, such as signage, retail displays, seating.
- e. The siting and location of mixed-use buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- f. Mixed-use buildings will generally range between 4 and 10-storeys, subject to the heights outlined on the Secondary Plan. A 4.5m floor-to-ceiling height



*Precedent image of a mixed-use building demonstrating the optimal interface between built form and the public realm.*



is recommended at grade to accommodate internal servicing and loading, and to create a strong street presence.

- g. Depending on the width of the abutting street ROW, a stepback should generally be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional stepbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.
- h. All stepbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- i. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- j. At the side, the base of buildings should be designed to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m stepback should be provided to increase views to the sky.
- k. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. On streets which have been established as having the potential for retail uses, buildings will be designed to provide for the option of retail uses on the ground floor. Each unit should be clearly articulated, including individual entrances and signage. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm.
- l. Where mixed-use buildings abut low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should generally be applied 7.5m from the property at a height at 10.5m.
- m. All mixed-use buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- n. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- o. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term parking should be incorporated into the underground parking and short term should be provided near main entrances, in high visibility areas.

### 4.2.2 SMALL-FORMAT RETAIL

Smaller commercial retail units may be located at key nodes and intersections to accommodate day-to-day commercial needs in close walking distance to residential neighbourhoods. They should be designed and located to enhance the public realm and reinforce attractive streetscapes throughout the Ninth Line lands.

- a. The location of small-format Commercial Retail Units (CRUs) should be used to define street edges, courtyards, terraces and other public open spaces.
- b. Where multiple CRUs are provided, they should be located and designed to create a continuous main street shopping environment through their alignment, clear pedestrian connections, and (functional) multi-storey façades.
- c. Building entrances should be located on the street side of the building. Where this is not achievable, active uses (i.e. patios, marketing areas) should be provided with significant clear glazing on the building frontage, and direct connections to the public sidewalk.
- d. All visible building facades should reflect a high level of design quality. Blank facades are discouraged.
- e. CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.
- f. Areas between buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas).

- g. Parking should be located at the rear of the site. Bicycle parking should be provided near building entrances in high visibility areas.
- h. Servicing and loading facilities should be located at the rear of the site, and appropriately screened from view.
- i. “Fake front” retail facades (without functioning front doors) should be avoided on street facing retail units.



*Smaller commercial retail units may be located at key nodes and intersections to accommodate day to day commercial needs.*

### 4.2.3 AUTO DEPENDENT USES: GAS STATIONS/CAR WASH

Where gas stations are proposed, they should be well integrated into the Ninth Line lands through high-quality site planning and architectural design, and should provide a balance between pedestrian and vehicle traffic.

- a. The frontages of a gas station should be occupied by a street oriented building (i.e. convenience store). Vehicle-oriented uses (i.e. gas bar/car wash) should be located at the rear or side of the site.
- b. Stacking lanes should be separated from sidewalks, pedestrian pathways and parking areas through the use of well landscaped islands.
- c. Stacking lanes should be located such that vehicle line-ups do not impede traffic along public streets or the movement of vehicles on site.
- d. Clear sightlines and views should be provided between site areas (i.e. pumps, convenience store and car wash) and the public street to promote public safety.
- e. Canopies should be provided over fueling areas. Any lighting provided should be downcast to minimize light pollution on adjacent residential areas.
- f. Complementary building materials should be used for the primary building and car wash facilities.
- g. Parking should be located at the side and/ or rear of the building, and should ensure pedestrians do not have to cross stacking lanes to enter the building.
- h. A landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.
- i. Where the site is adjacent to residential or institutional properties, a noise attenuation fence should be used.
- j. Noise-generating areas (such as auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage and stacking lanes) should be located away from adjacent uses.



*The frontages of a gas station should be occupied by a street oriented building, and a landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.*



### 4.3 INSTITUTIONAL BUILDING GUIDELINES

To create complete communities within the Ninth Line lands, a variety of institutional uses are encouraged, including community centres, cultural facilities, libraries, schools, and places of worship. These uses can create strong landmarks, and community anchors, and help to encourage healthy and walkable neighbourhoods.

#### 4.3.1 SCHOOLS

Where required, schools should be located at the centre of a residential area, or between residential areas, to act as a civic anchor of the community. For public schools, the City recognizes that the building of schools will depend on demand and funding identified by the Peel District School Board and the Ministry of Education.

- a. School buildings should be designed to reflect their civic role through prominent, high quality architecture.
- b. Building design should promote safety and ease of access through well defined entrances and windows facing the public street and primary walkways.
- c. Multi-storey school buildings are strongly recommended to maximize the site and services as well as contribute to an urban street condition through building façade proportion that contributes to a sense of enclosure at the street.
- d. The main school entrance should be highly visible and distinguished through the building's architecture and detailing (i.e. door size, entry and windows). A recessed entry or projecting canopy can also provide weather protection and promote the prominence of the entry.
- e. School façades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces.
- f. Covered walkways or building edge colonnades are recommended for linking separate school buildings. They are also recommended for providing weather protected building edges fronting school open spaces including forecourts, courtyards, gardens or playing fields.
- g. School buildings should examine the possibility for LEED Certification, promote green building technologies and sustainable site design/organization (i.e. LEED Site Planning).
- h. Where possible, the site should be organized to extend the street network via internal pedestrian walkways and driveways.

- i. Site organization should be designed to maintain view corridors and sight lines in order to further enhance crime prevention opportunities.
- j. Bus stops should be incorporated as a lay-by within the public right-of-way where safe and efficient access can be provided.
- k. Surface parking areas should be minimized and where required should be developed as “greened” parking courts with landscaping, trees and porous or another permeable materials that promote on-site stormwater run-off and/or biofiltration, where feasible.
- l. Parking areas should be designed to accommodate pedestrian movement (i.e. planted edges, medians that incorporate dedicated pedestrian walkways, paving articulation).
- m. School sites should incorporate bike racks in convenient locations near building entrances.
- n. Schools should be centrally located and easily accessible by pedestrians, cyclists and transit users and from residential areas to support active transportation.



*Covered walkways or building edge colonnades are recommended for linking separate school buildings.*

### 4.3.2 COMMUNITY CENTRES / COMMUNITY FACILITIES

A community centre is anticipated in the south section of the Ninth Line lands, and additional facilities are encouraged as necessary. Community Centres support the recreational, cultural and educational needs of local residents and the broader Mississauga community, and can provide a strong link to Greenlands and the multi-use trail.

- a. Community Centres should be located to serve as focal points of the community, and may be located either in parks and/or along key streets where they will complement adjacent uses.
- b. Community Centres should be located to take into account connections to the multi-use trail network and the greater Mississauga parks system.
- c. Community Centres should employ high standards of architectural design.
- d. Community facilities, including community centres, should incorporate the highest standards in environmental sustainability, through both site and building design.
- e. Community Centres may be combined with other public building uses such as libraries.
- f. Community Centres are encouraged to be multi-storey buildings in order to minimize the need for large sites.

- g. Community Centres should be located on major transit routes and should be easily accessible by pedestrians, cyclists and transit users.
- h. Variations in setbacks should be incorporated for community facilities, where a building forecourt or garden is desirable.



*Community centres should be located to serve as local points of the community.*

## 4.4 EMPLOYMENT BUILDING GUIDELINES

The Ninth Line Neighbourhood Character Area generally locates employment uses at the north and south end of the Ninth Line lands, within the Business Employment areas, to provide a strong employment anchor with convenient access to Highway 403 and 407. In addition, there may be opportunities for stand-alone office buildings within the Mixed-Use areas adjacent to the transit stations. These buildings should have a high level of design to attract new business to the neighbourhood and to promote the Ninth Line lands as a significant employment node within Mississauga.

### 4.4.1 PRESTIGE OFFICE BUILDINGS

Office buildings in the Ninth Line lands should generally be concentrated along Ninth Line and other key streets, and should be designed as prestige buildings that will attract high-quality employment opportunities. Within the Business Employment areas, prestige office buildings are encouraged at the street edge to support a strong streetscape and public realm, and to provide a transition to internally-located light industrial developments.

- a. Office buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. When located adjacent to Ninth Line or other main streets, office buildings should generally be located at the property line, but should be set back to ensure wide (4.8-6m) boulevards that can accommodate seamless

pedestrian movement and the growth of large, mature street trees.

- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate



*Office buildings should be located and designed to frame and address the street.*



opportunities for plazas, mid-block pedestrian connections, and/or primary entrances.

- d. The siting and location of office buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- e. Where office buildings are greater than 4-storeys, a stepback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level.
- f. All stepbacks should be a minimum of 3m to ensure usable outdoor amenity space for employees.
- g. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- h. At the side property line, the base of buildings should be set back 5.5m to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m stepback should be provided to increase views to the sky.
- i. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm. Where appropriate, active internal uses (i.e. cafeteria, lobby, amenity space) should be located adjacent to the street.
- j. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- k. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term bicycle parking should be incorporated into the underground parking and short term bicycle parking should be provided near main entrances, in high visibility areas.

*Precedent image demonstrating an active streetscape, with minimal interruption for access and parking, characterized by well-articulated facade design, active at-grade uses, a strong visual connection with the street, and a human-scaled street wall.*



#### 4.4.2 LIGHT INDUSTRIAL BUILDINGS

Within the Business Employment areas, more traditional employment uses (i.e. warehouse, light manufacturing, research and development) may be appropriate to augment prestige office uses and provide a variety of employment opportunities. These uses should generally be located in the interior of blocks and away from Ninth Line and other main streets. These uses should reflect a street-oriented character with more attractive and active uses (i.e. research and development, office, receiving) oriented toward the street, and more intense development forms pushed back to accommodate attractive landscape buffers.

- a. The siting and location of industrial buildings should be considered as part of a comprehensive site plan that reflects a more contemporary, campus-style layout. Considerations should include joint access, shared open spaces and amenity areas, and continuous connectivity between Ninth Line and the proposed multi-use trail, and other public spaces.
- b. Open space should be considered an integral part of a light-industrial campus. Privately owned public spaces (POPS) are encouraged as part of a larger open space network.
- c. Buildings should generally address the street to define a more urban street edge. More attractive indoor uses (i.e. office, research and development, receiving) are encouraged to occupy as much of the street facing frontage as possible. Where more intense forms of development are located along the street, they should be pushed back to accommodate a significant landscaped buffer.
- d. The highest quality of building design should be applied to the building façades facing public streets or open spaces.
- e. Corner buildings should address both street frontages.
- f. Parking should generally be located in the rear yard. Where side yard parking is proposed, it should be well screened from the public realm through attractive landscaping. Front yard parking is discouraged.
- g. Where large parking fields are necessary, landscape islands should be introduced to break up large asphalt areas and to delineate clear pedestrian circulation.
- h. Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.



*More attractive indoor uses are encouraged to occupy as much of the street facing frontage as possible.*

## 4.5 ON SITE PARKING GUIDELINES

A variety of parking will be provided throughout the Ninth Line lands, including a mix of surface parking, on-street parking and structured (above and below-grade) parking. Where parking is provided as part of a development, it should be designed to mitigate the visual impacts on the public realm.

### 4.5.1 SURFACE PARKING

Within the Ninth Line lands, parking should be located underground wherever possible. Where surface parking is required, it should be located at the rear or side of buildings and screened from view. Significant effort should be made to mitigate the impacts of large surface parking lots.

- a. Large areas of uninterrupted parking should be avoided. Outside of residential areas, the total amount of parking should be minimized where possible through shared parking between adjacent properties, particularly in the evenings, weekends and other off-peak periods.
- b. Surface parking areas should be located at the rear or side of buildings. Where parking areas must be situated adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to not reduce the total sidewalk width.
- c. Planting strips, landscaped traffic islands and paving articulation should be used to clearly distinguish between pedestrian and vehicle routes, and to define smaller parking 'courts' that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
- d. The amount of landscaping should be proportionate to the overall parking lot size.
- e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- f. Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- g. Preferential parking for bicycles, energy efficient vehicles and carpooling / car-share services are encouraged.
- h. Service and drop-off area circulation should not interfere with pedestrian or primary vehicle circulation.
- i. Where appropriate, LID technologies should be considered to mitigate the impacts of surface parking.



### 4.5.2 PARKING GARAGES

Parking structures should have a high level of design which is consistent with and complementary to the development and site as a whole.

- a. Parking structures fronting onto streets or open spaces should be developed where possible with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.
- b. To help animate the street, public art, street furniture, community display cases or landscape features should be provided at grade.
- c. Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.
- d. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.
- e. Parking within a structure should be screened from view at the sidewalk level, and the street-level wall should be enhanced through architectural detailing and landscaping.
- f. Long-term bicycle parking should be incorporated into parking garage designs.



*Top: Parking structures should have a high level of design.  
Bottom: Surface parking lots should clearly distinguish between pedestrian and vehicle routes with planting strips, landscaped traffic islands and paving articulation.*

## 4.6 ACCESSIBILITY GUIDELINES

Principles of universal design should be applied to public streets, open spaces, site plan and building design (as per the Ontario Building Code) for new development in the Ninth Line lands. In addition to the Ontario Building Code, accessibility matters shall meet the regulations in the Accessibility for Ontarians with Disabilities Act the Integrated Accessibility Standard Regulations and the City's 2015 Facility Accessibility Design Standards.

- a. All public sidewalks should be barrier-free. The design of all buildings should result in accessibility for everyone.
- b. In high activity areas such as transit stations and key intersections, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and the existence of potential hazards to disabled individuals. Sensory indicators may be tactile or audible.
- c. At a minimum, circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out by the Ontario Building Code (OBC) and the Mississauga Facility Design Standards.
- d. Access structures such as ramps should be designed to harmonize with buildings.
- e. Barrier-free accessibility should provide access to the ground level of all publicly accessible buildings.
- f. Curb ramps should provide barrier-free connections

between the driveway and pedestrian walkways.

- g. On-site tree planting and other landscaping should not be an obstacle to the barrier free path of travel.



*Principles of universal design should be applied to public streets.*

## 4.7 SUSTAINABILITY GUIDELINES

Adjacent to a significant Greenlands system, and providing a gateway to the City of Mississauga, the Ninth Line lands should be a pillar of sustainable development. To minimize adverse impacts on natural heritage features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls) are recommended to reduce the urban heat island effect.

### 4.7.1 SITE DESIGN

- a. Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- b. Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- c. Existing significant trees and vegetation should be protected and incorporated into site design.
- d. Recommended landscape materials should include native and non-invasive species, as well as species that are generally drought resistant and require minimal maintenance. Planting should abide by the Conservation Halton guidelines where applicable.

- e. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- f. In larger parking areas, vegetative swales should be incorporated on the perimeter of the site to catch stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- g. Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

### 4.7.2 BUILDING AND NEIGHBOURHOOD DESIGN

- a. New buildings and neighbourhoods are encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard. The design of neighbourhoods and communities should pursue high standards in neighbourhood sustainability and connectivity and seek LEED for Neighbourhood Development (LEED ND) certification.
- b. New buildings are encouraged to reduce the energy



consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design).

- c. Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.
- d. Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas or white roofs.
- e. Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- f. Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.



*Landscape design should incorporate strategies to minimize water consumption.*



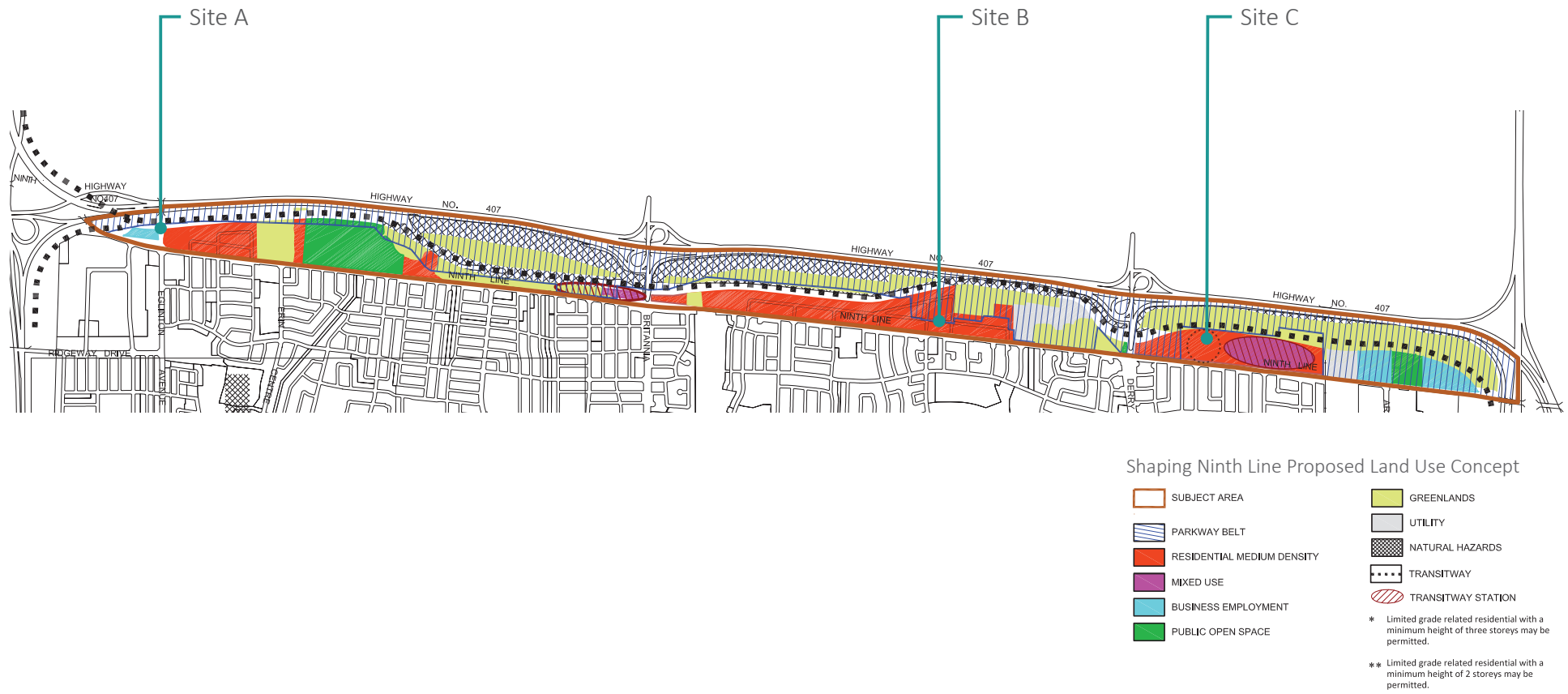
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics).
- h. Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.
- i. New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.
- j. Construction materials should be durable and consider life cycle costing to avoid premature replacement.



*Buildings in the Ninth Line Neighbourhood should reflect the highest standards of sustainable development.*

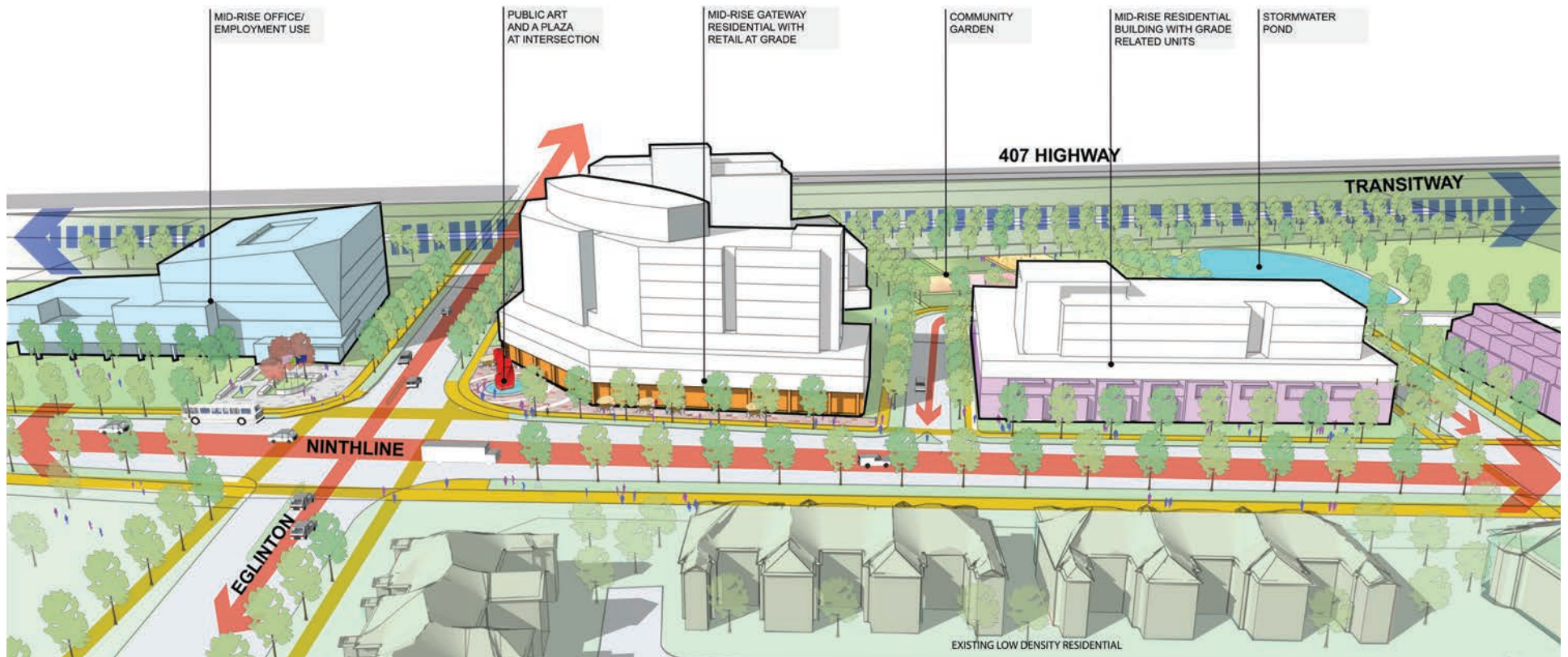
# APPENDIX: SHAPING NINTH LINE DEMONSTRATION PLANS

## BUILT FORM AND LAND USE | DEMONSTRATION PLAN SITES



### SITE A | MIXED USE COMMUNITY WITH EMPLOYMENT FOCUS AND GATEWAY FEATURE

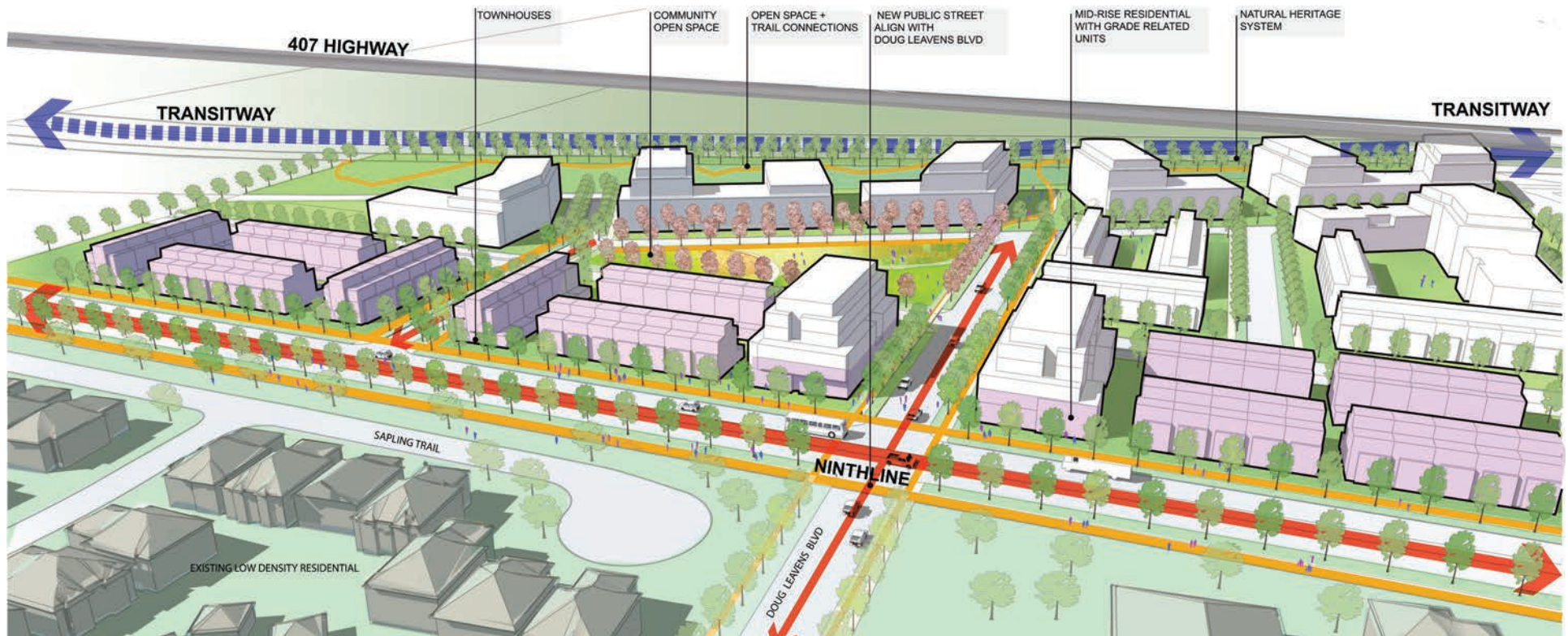
- The Eglinton Gateway Focus area provides opportunity for both residential and employment uses at a key intersection
- Provides a transition of lower heights and densities further north along Ninth Line
- Uses should be integrated with community uses like community gardens and public/private connections





## SITE B | COMPLETE COMMUNITIES: MISSING MIDDLE HOUSING OPTIONS

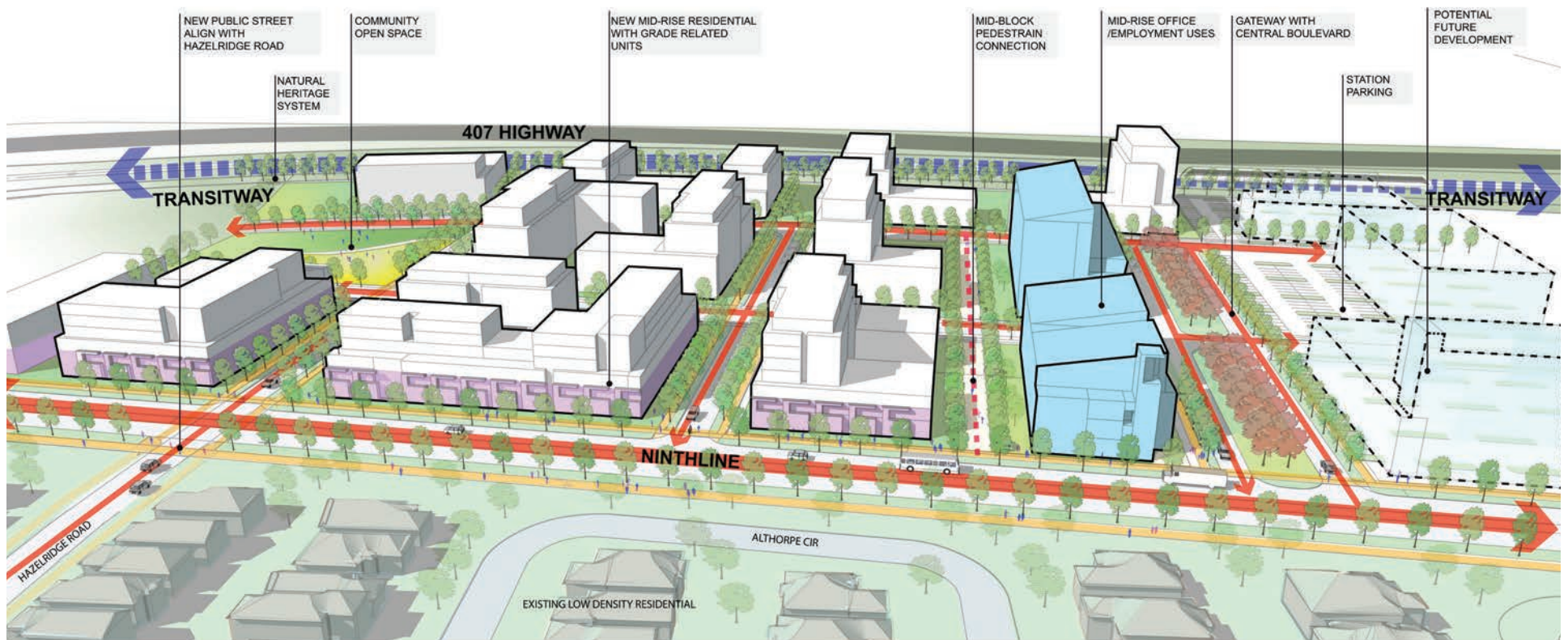
- Support a range of housing choices
- Plan for a mix of townhouse and low-rise development with public and private connections
- Provide trail and open space opportunities
- Establish key local public streets to serve the community and improve safety





### SITE C | TRANSIT SUPPORTIVE COMPLETE COMMUNITIES

- Encourage a mix of uses and transit supportive development north of Derry Road
- Create a complete community with a mix of uses to live, work and shop
- Growth should support ridership for the future 407 Transitway





City of Mississauga  
**Corporate Report**



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/008 W5

Meeting date:  
2017/12/04

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 5)**

**Application to change the land use designation for a portion of the Britannia Farm property from Institutional to Mixed Use**

**Northwest corner of Hurontario Street and Bristol Road West**

**Owner: Peel District School Board**

**File: OZ 17/008 W5**

## Recommendation

That the report dated November 10, 2017, from the Commissioner of Planning and Building regarding the application by the Peel District School Board to change the City's Official Plan designation for a portion of the Britannia Farm property from Institutional to Mixed Use under File OZ 17/008 W5, northwest corner of Hurontario Street and Bristol Road West, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposal seeks to amend the City's Official Plan designation from Institutional to Mixed Use for 12.9 ha (32 ac.) of the Britannia Farm property, in order to permit a variety of residential, commercial and institutional uses for future development. The sale or lease of the development parcel would provide a funding stream for the future programming and maintenance of the Britannia Farm
- Some residents expressed concerns with developing a portion of the farm
- Prior to the next report, matters to be addressed include refinement of the draft official plan amendment in response to comments received at the public meeting and the provision of additional policies to guide the development of the 12.9 ha (32 ac.) parcel

## Background

In 2016, the Peel District School Board (PDSB) hosted public and stakeholder engagement sessions to facilitate a refresh of the PDSB 1989 *Britannia Farm Master Plan*. The objectives were to:

- create a revised Master Plan that reflects the future, sustainable use of the Farm as an educational resource for the Board
- consider the development potential of the 12.9 ha (32 ac.) land parcel that was approved for sale, lease or disposition through a Provincial Order-In-Council in 2009, and
- to determine appropriate public access to the Farm and ideas for public programming

On December 12, 2016, the PDSB approved the *Britannia Farm Master Plan Refresh*, and the plan was presented to Mississauga City Council on December 14, 2016. The Master Plan outlines the background, public engagement process and key development objectives for both the Farm and the proposed development parcel.

On July 27, 2017, the PDSB submitted a complete official plan amendment application to the City to change the land use designation for the 12.9 ha (32 ac.) development parcel at the northwest corner of Hurontario Street and Bristol Road West. A development concept has not been submitted for the development parcel. Changing the current official plan land use designation from **Institutional** to **Mixed Use** will permit residential, commercial and institutional uses to be proposed for the development parcel by a future developer. The official plan amendment would allow the Board to market 12.9 ha (32 ac.) of their lands as a development parcel but still require any future purchaser to go through a detailed development review process. The sale or lease of the development parcel will provide the PDSB with a funding stream for future programming and maintenance for the balance of the Britannia Farm, consistent with the *Britannia Farm Master Plan Refresh (2016)*.

The official plan amendment application has been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

## Present Status

Britannia Farm consists of open fields, heritage buildings, woodlots, a sugar bush and the Cooksville Creek. The property continues to be used for educational purposes by the Peel District School Board.

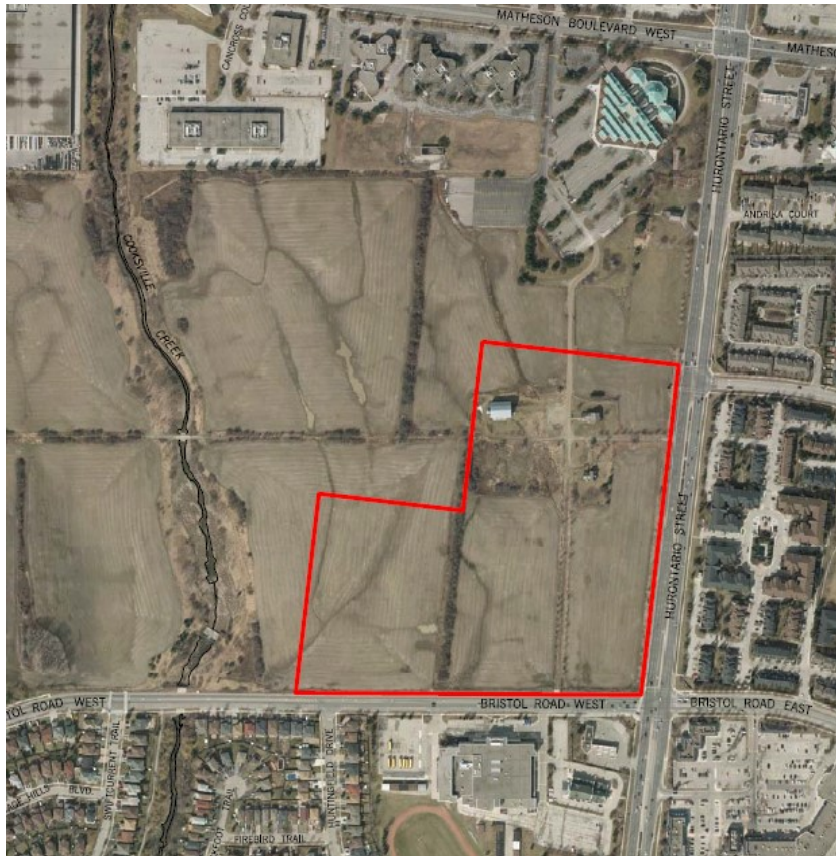


## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage – Hurontario Street:	386 m (1,266 ft.)
Frontage – Bristol Road West:	406 m (1,332 ft.)
Gross Site Area:	80.9 ha (200 ac.)
Proposed Site Area:	12.9 ha (32 ac.)

The Britannia Farm property is located at the northern edge of the Hurontario Neighbourhood Character Area and is a key site along the future light rail transit (LRT) corridor on Hurontario Street. A future LRT Station will be located at the southeast corner of the property at the intersection of Hurontario Street and Bristol Road West. The City has a strategic interest in ensuring any new development of the Britannia Farm property is transit supportive and helps to create a vibrant sustainable community that respects the heritage and cultural value of Britannia Farm.



Outline of the subject  
12.9 ha (32 ac.)  
development parcel



Britannia Farm from  
Hurontario Street

The surrounding land uses for the subject development parcel are:

- North: Britannia Farm, further north is the Peel District School Board head office and other office buildings along Matheson Boulevard West
- East: Two and three storey townhomes built in 1993 and a retail commercial plaza
- South: Gas station and St. Francis Xavier Secondary School
- West: Britannia Farm including Cooksville Creek and detached homes fronting onto Bristol Road West

The Britannia Farm property has been included on the City's inventory of Cultural Landscapes since 2005 as one of the last remaining agricultural landscapes in the City. The overall size of the Farm is 80.9 ha (200 ac.) and there are 4 historic structures, including the red brick Britannia Schoolhouse (c.1870), Britannia Farmhouse (c.1860 and 1870), two-storey Gardner-Dunton House (c. 1830) and Conover Barn (c.1880). In 2010, the City of Mississauga Heritage Advisory Committee recommended approval of PDSB's request to relocate the Britannia Farmhouse, Gardner-Dunton House and Conover Barn around the Britannia Schoolhouse, to create a vacant development parcel. City of Mississauga General Committee (GC) approved the recommendation subject to a number of conditions, including the completion of the required site plan application related to relocating the heritage structures. The site plan application remains open and will be required to be completed prior to approval of any development applications for a specific proposal on the development parcel.

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

## LAND USE CONTROLS

Britannia Farm is designated **Institutional** with the exception of the Cooksville Creek (see Appendix 3). Mississauga Official Plan (MOP) states that intensification within neighbourhoods will generally be directed to corridors. Hurontario Street has been identified as an Intensification Corridor in MOP, whereby lands within approximately 200 m to 300 m (656.2 ft. to 984.2 ft.) of the centreline of Hurontario Street have the potential for higher density mixed use development that is supportive of the City and Province's investment in the future LRT on Hurontario Street.

The Institutional designation recognizes Britannia Farm as a unique feature in the City and permits development in accordance with the Britannia Farm Master Plan. The refreshed Master Plan (2016) outlines that the development parcel should include a mix of uses to help fund the future programming and maintenance of the remainder of the Britannia Farm property. The future development should also meet the City's vision for transit-supportive development along the future LRT. The Peel District School Board has requested that the land use designation for the development parcel be changed from **Institutional** to **Mixed Use** to permit a variety of uses, such as residential, commercial and institutional uses for future development.

Britannia Farm is currently zoned **I-1** (Institutional) with the exception of Cooksville Creek (see Appendix 4). The existing I-1 zoning permits development in association with Britannia Farm. A rezoning application is not proposed at this time, but will be required for the 12.9 ha (32 ac.) development parcel.

Detailed information regarding the existing and proposed official plan policies is found in Appendices 5 and 7.

## WHAT DID THE COMMUNITY SAY

Information on the official plan amendment application was provided at the Fall Fair hosted by Ward 5 Councillor, Carolyn Parrish, on Sunday October 1, 2017 on the Britannia Farm property. Although Planning and Building Department staff were not present, the Councillor's office reported that the vast majority of visitors were in support of the application, including the "Friends of the Schoolhouse". However, one visitor expressed concern with developing the Britannia Farm property and wanted it to remain in its current condition.

The Planning and Building Department has received a number of phone calls and emails from residents enquiring about the following:

- the location of the development parcel on the farm property
- whether or not a development concept has been submitted
- who will ultimately develop the lands, and

- some residents have expressed concerns with developing any portion of the farm
- Comments made by the community will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

## **DEVELOPMENT ISSUES**

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

- The draft official plan amendment should be revised to include additional policies with respect to sustainability, vehicular and pedestrian connectivity, compatibility, built form, and public open space

## **URBAN DESIGN ADVISORY PANEL**

Future development applications for a specific proposal on the development parcel will be reviewed by the Mississauga Urban Design Advisory Panel.

## **OTHER INFORMATION**

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

- Planning Justification Report
- Heritage Impact Statement
- Stage 1-2 Archeological Assessment
- Ministry of Culture Acceptance Letter
- Draft Official Plan Amendment
- Draft Reference Plan
- Topographic Survey

## **Development Requirements**

Once the development parcel is leased or sold to a developer, development applications that include required plans, studies and agreements will be submitted to the City for review. Such development applications may include an official plan amendment, rezoning, draft plan of subdivision and/or draft plan of condominium and site plan. Required plans and studies include a development master plan, functional servicing report, stormwater management report, noise feasibility study, phase 1 environmental site assessment, detailed transportation impact study, heritage impact assessment and a top of bank survey, among other requirements. The developer will also be required to enter into a Subdivision Agreement with the City and the Region.



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

## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Hurontario Neighbourhood Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Summary of Existing and Proposed Mississauga Official Plan Policies
  
- Appendix 6: Agency Comments
- Appendix 7: Applicant's Draft Official Plan Amendment



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Stephanie Segreti-Gray, Development Planner

Peel District School Board

File: OZ 17/008 W5

### Site History

- 1833 – Britannia Farm was dedicated to the Peel District School Board by King William the Fourth of England as an educational trust. It was originally farmed to generate revenue to financially support the Board's education system. At the time, farming was the best revenue generating land use
- 1989 – Britannia Farm Master Plan was created by Landplan Collaborative Ltd. to preserve the agricultural landscape as a teaching resource
- June 20, 2007 - Zoning By-law 0225-2007 enacted and passed. The zoning for Britannia Farm changed from **A** (Agricultural) to **I-1** (Institutional) to only permit development in association with the Britannia Farm
- Sept 17, 2009 – The Peel District School Board (PDSB) received a Provincial Order-In-Council permitting the sale, lease or other disposition of a 12.9 ha (32 ac.) parcel at the northwest corner of Hurontario Street and Bristol Road West for future development. One of the goals for PDSB is to generate sufficient revenue from the development parcel to fund proposed programming and maintenance of the Britannia Farm and the Board's two other field centres
- March 3, 2010 – Site Plan application (SP 10/57) submitted by the Peel District School Board for the relocation of three existing heritage designated structures. This application remains open but not active
- March 12, 2010 – Official plan amendment and rezoning applications (OZ/OPA 10/004) to permit offices and institutional uses on a portion of the Britannia Farm property was submitted, but then cancelled by Osmington Inc. on May 31, 2011. Osmington Inc. issued a Notice of Termination of the Agreement to Lease to PDSB on April 29, 2011
- November 14, 2012 – Mississauga Official Plan designates Britannia Farm **Institutional** within the Hurontario Neighbourhood Character Area
- December 12, 2016 – Britannia Farm Master Plan Refresh updated by Urban Strategies Inc. was approved by PDSB
- December 14, 2016 – Urban Strategies Inc. presented the Britannia Farm Master Plan Refresh to City of Mississauga Council



**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



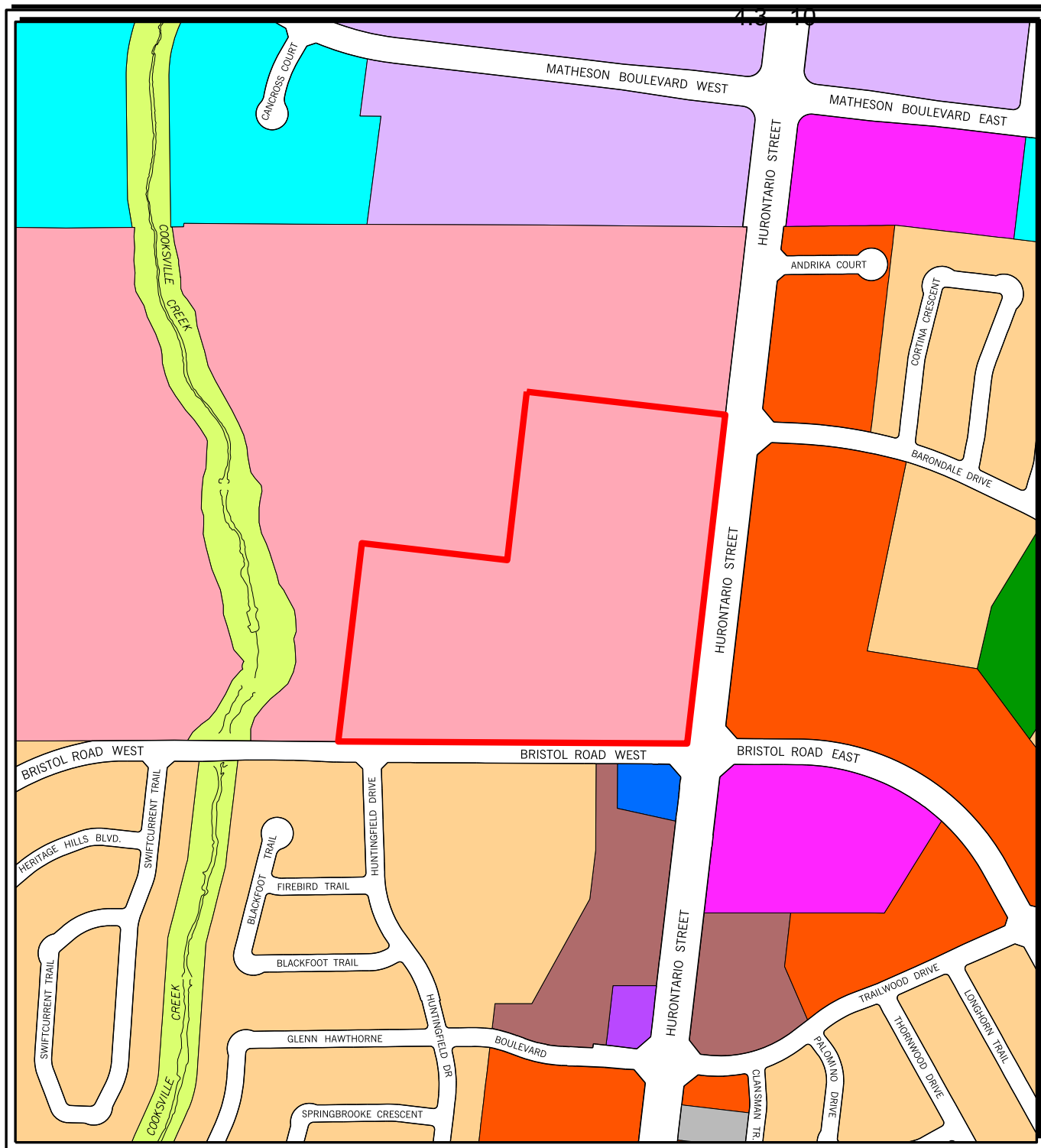
**TITLE:** PEEL DISTRICT SCHOOL BOARD

**FILE NO:** OZ 17/ 008 W5



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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 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**



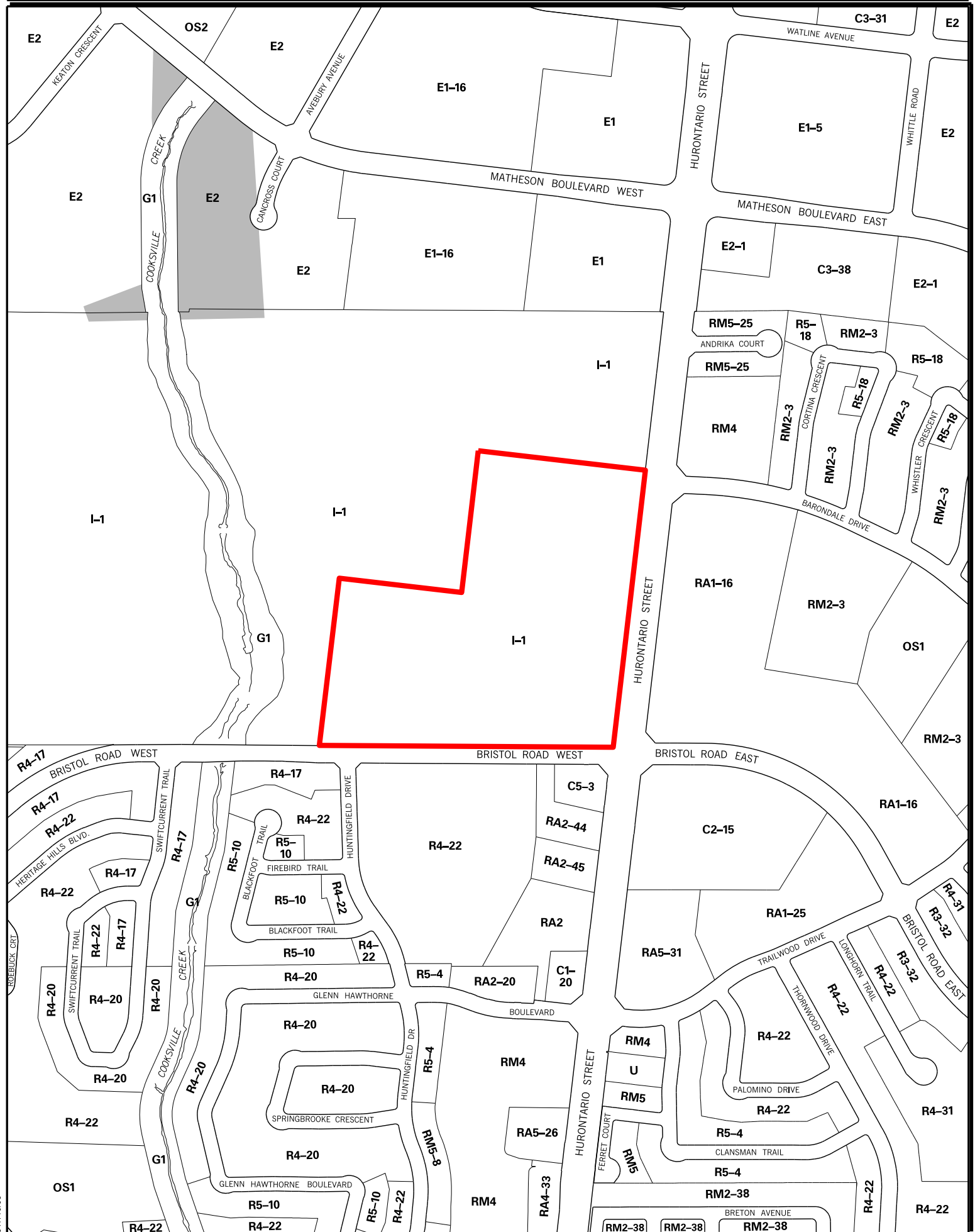
**TITLE:** PEEL DISTRICT SCHOOL BOARD

**FILE NO:** OZ 17/ 008 W5



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T&W, Geomatics





Peel District School Board

File: OZ 17/008 W5

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

#### Current Mississauga Official Plan Designation

The subject property is designated **Institutional** which permits development in accordance with the Britannia Farm Master Plan.

#### Proposed Mississauga Official Plan Amendment

12.9 hectares (32 acres) of the Britannia Farm property, along the northwest corner of Hurontario Street and Bristol Road West, is proposed to be designated Mixed Use. The remainder of the property will remain designated Institutional or Greenlands.

#### Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Chapter 5 - Direct Growth	5.1.7, 5.1.9, 5.3.5.3	Mississauga will protect and conserve the character of stable residential Neighbourhoods. Higher density uses proposed should be located along corridors.
	5.3.5.5	Intensification within Neighbourhoods 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 this Plan.
	5.3.5.6	Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
	5.3.5.7	Transportation planning within Neighbourhoods will give priority to active transportation modes.
	Sections 5.4 and 5.5	Speaks to development on corridors and within Intensification Areas. Development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form, density to the surrounding lands.
Chapter 6 – Value the Environment	Sections 6.2 and 6.3	Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.

## Peel District School Board

File: OZ 17/008 W5

	Specific Policies	General Intent
<b>Chapter 7 – Complete Community</b>	7.1.3	Create complete communities and develop a built environment supportive of public health.
	7.1.10	When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and the culture of the area. Opportunities for aging-in-place or alternative housing within the community will assist households. (7.2.1, 7.2.2)
	Section 7.2	The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.
	Section 7.3	Community infrastructure is a vital part of a complete community.
	Section 7.4	Cultural heritage resources will be protected.
<b>Chapter 8 – Create a Multi-Modal City</b>	Sections 8.2 and 8.3	Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of intersections and overall connectivity throughout the City. The City will consider how cycling and pedestrian needs are met. (8.2.2.2, 8.2.2.4, 8.2.2.5, 8.2.4.3, 8.2.4.5, 8.2.4.7, 8.2.4.8, 8.3.1.1, 8.3.1.2)

## Peel District School Board

File: OZ 17/008 W5

	Specific Policies	General Intent
<b>Chapter 9 – Build a Desirable Urban Form</b>	9.1.2	Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.
	9.1.7	Mississauga will promote a built environment that protects and conserves heritage resources.
	Section 9.2.1	Intensification Areas consist of Intensification Corridors.
	9.2.2.6	Development on corridors will be encouraged to: not locate parking between the building and the street, support transit and active transportation modes, provide concept plans that show how the site can be developed with surrounding lands.
	9.2.3.1	Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.
	Section 9.2.4	Cultural heritage resources are valued and should be preserved for future generations. Development and open spaces adjacent to significant cultural heritage resources will provide a proper transition in terms of scale, setting, massing and character.
	9.3.1.4, 9.3.1.5	Development will be designed to respect cultural heritage features such as designated buildings; accentuate the significant identity of the Character Area, achieve a street network that connects to adjacent streets at regular intervals, wherever possible. Develop a fine-grained system of roads and minimize cul-de-sac and dead end streets.
	9.3.1.8	The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.
	Section 9.3.3.8	Views of significant natural and man-made features should be created, maintained and enhanced where appropriate.
	Section 9.5.1.2	Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of existing or planned character of the area.
	9.5.1.13, 9.5.1.14, 9.5.1.15, 9.5.2.11	Site is required to be designed with upgraded building elevations and landscaping facing all parks and public streets. Ensure effective transition in built form to cultural heritage resources.
	9.5.3.9, 9.5.3.10	Tall buildings will minimize undue physical and visual negative impacts. The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.



## Peel District School Board

File: OZ 17/008 W5

	Specific Policies	General Intent
Chapter 10 – Foster a Strong Economy	10.7.5	Mississauga encourages appropriate land use and development patterns that are transit supportive, site and building designs that conserve energy and opportunities for district energy.
Chapter 11 – Land Use Designations	Section 11.2.6 Mixed Use	<p>The applicant is proposing to change the land use designation for a portion of the Britannia Farm property from Institutional to Mixed Use.</p> <p>Lands designated Mixed Use permit a variety of uses, but self-storage facility and detached and semi-detached dwellings are not permitted. Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses. Residential uses will be combined on the same lot or same building with another permitted use. Residential uses will be discouraged on the ground floor.</p>
Chapter 16 – Neighbourhoods	<p>16.1.1.1 and 16.1.1.2</p> <p>16.12.2, 16.12.2.3</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply. Proposals for heights more than four storeys will only be considered where it can be demonstrated to the City's satisfaction that an appropriate transition in heights that respects the surrounding context will be achieved; the City Structure hierarchy is maintained, the development proposal is consistent with the policies of this plan etc.</p> <p>The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique feature in the City. It will be developed in accordance with the Britannia Farm Master Plan. Notwithstanding the Institutional policies of this Plan, a cogeneration facility will not be permitted.</p>
Chapter 19 - Implementation	<p>19.4.3</p> <p>19.4.11</p>	<p>To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.</p> <p>A development master plan may be required when a development proposal may set a precedent for the use, scale and form of future development of a site or area.</p>

## Peel District School Board

File: OZ 17/008 W5

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (September 19, 2017)	<p>There are existing 400 mm (16 in.), 600 mm (24 in.), and 2 300 mm (91 in.) watermains located in proximity to the property. There is also an existing 250 mm (10 in.) sewer to the south of the property. The existing water and sanitary sewer infrastructure will require upgrades to accommodate any future proposal on the site.</p> <p>The Region of Peel will require a revised functional servicing report detailing actual population sizes and proposed uses for any future proposal on the site. Detailed comments on waste collection will also be provided.</p>
Dufferin-Peel Catholic District School Board (DPCDSB) (August 25, 2017)	The DPCDSB supports the principles and vision presented in the Britannia Farm Master Plan Refresh and the associated Official Plan Amendment application. Detailed information on the number of proposed residential units, unit types and density is required for the Board to forecast the educational requirements for future development.
City Community Services Department – Park Planning Section (October 16, 2017)	<p>This Department notes that the proposed official plan amendment shall incorporate the provision for public parkland as outlined in the Britannia Farm Masterplan Refresh (2016) document. The open space network shall be designed to create view corridors and provide connections to Britannia Farm to allow for public access. Parkland dedication credits will be applied towards the future development for unencumbered public open spaces. Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>In addition, an environmental impact study and a tree survey will be required to be submitted with the future development application for the subject property, in order to establish the limits of development and impacts to adjacent Cooksville Creek.</p>
City Community Services Department – Culture Division/Public Art (September 20, 2017)	Recommendation for future developments: The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m <sup>2</sup> (100,000 ft <sup>2</sup> ) in gross floor area, with the exception of non-profit organizations and social housing. Public art helps to create vibrant public spaces and streetscapes, making the city a place where

Peel District School Board

File: OZ 17/008 W5

Agency / Comment Date	Comment
	<p>people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or contribution thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>In the case of future development, the applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the owner/applicant to the satisfaction of the Planning and Building Department.</p>
City Community Services Department – Culture Division/Heritage Planning (August 4, 2017)	The property is designated under the Ontario Heritage Act and included in the City's Cultural Landscape Inventory. As such, a Heritage Impact Assessment is required.
City Transportation and Works Department (T&W) (October 25, 2017)	<p>The applicant has been requested to provide additional details. Development matters currently under review and consideration by this department include future municipal roads and alignments and vehicular and pedestrian connections.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
City's Economic Development Office (August 2, 2017)	The Economic Development Office has no comments or concerns with the application from an economic development perspective. The subject lands do not represent a conversion of "Business Employment" or "Industrial" lands to a non-employment use. EDO would encourage any ensuing development be able to accommodate institutional and/or office and commercial uses to support a true mixed use community with employment opportunities.
Credit Valley Conservation (CVC) (August 11, 2017)	It is CVC's understanding that the purpose of the official plan amendment application is to amend the land use designation to permit residential mixed uses on approximately 12.9 ha (32 ac.) of land (proposed development block) currently designated for institutional uses and to remove the subject property from the City's Green System. Although it would be preferable that the limits of development be delineated; with the understanding that a site specific application (i.e. rezoning

**Peel District School Board****File: OZ 17/008 W5**

<b>Agency / Comment Date</b>	<b>Comment</b>
	and potentially an OPA) will be required for the proposed development block, delineating the limits of development at that time is acceptable.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities Inc. (formerly Enersource)</li> <li>- Canada Post</li> <li>- City Fire &amp; Emergency Services</li> <li>- Development Services, Planning and Building Department</li> <li>- Enbridge Gas</li> <li>- GTAA</li> <li>- Mississauga Transit</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- City Realty Services</li> <li>- Bell Canada</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Conseil Scolaire Viamonde</li> <li>- Trillium Health Partners</li> </ul>

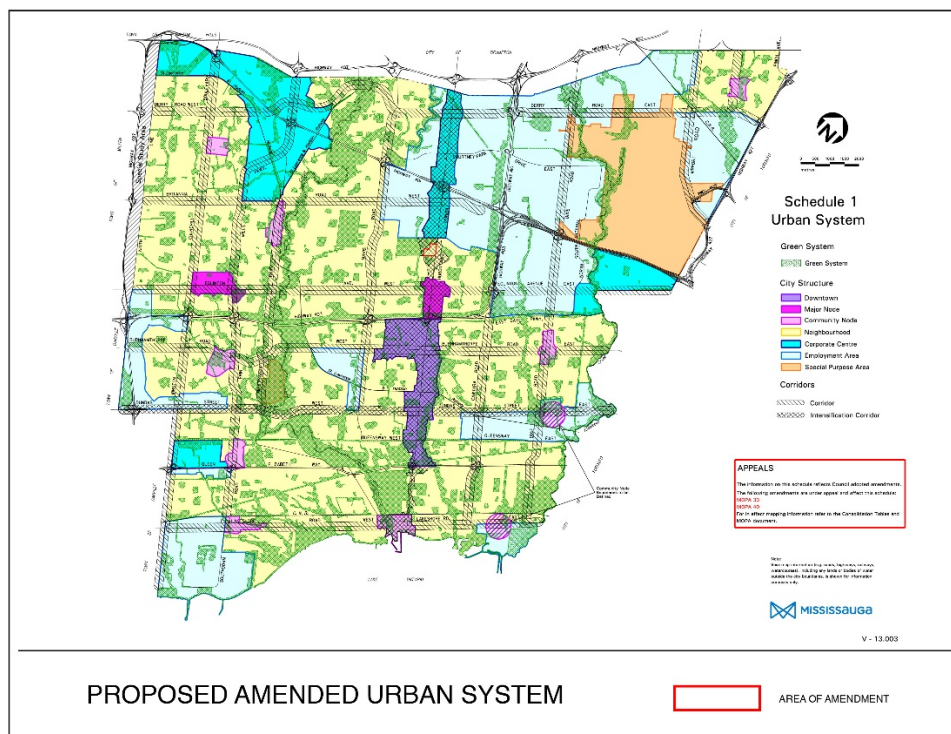
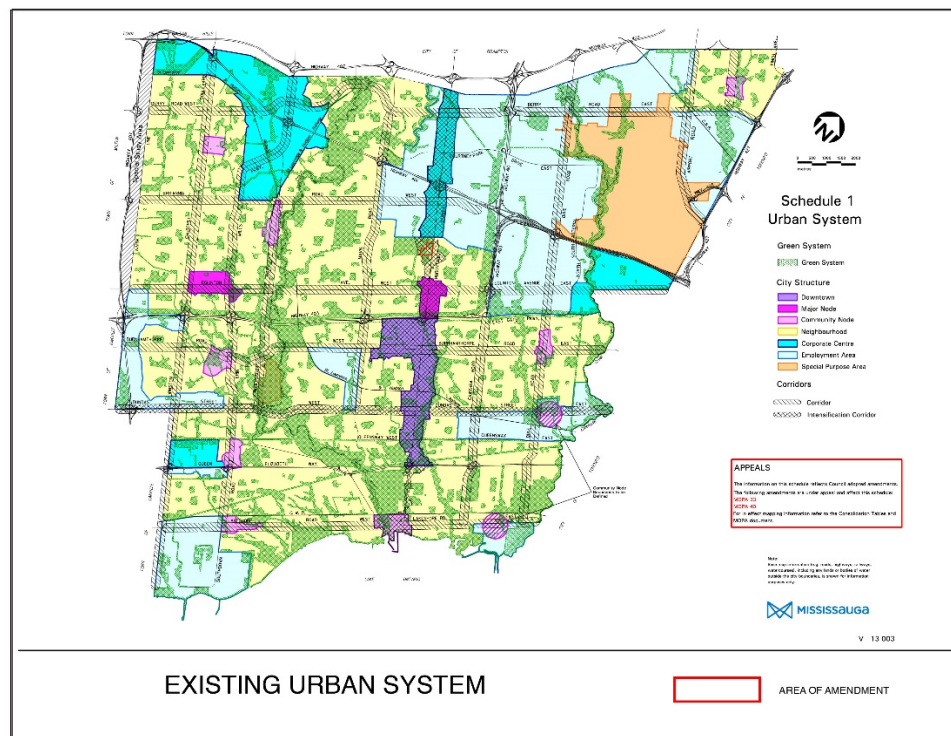


## 4.3 - 19

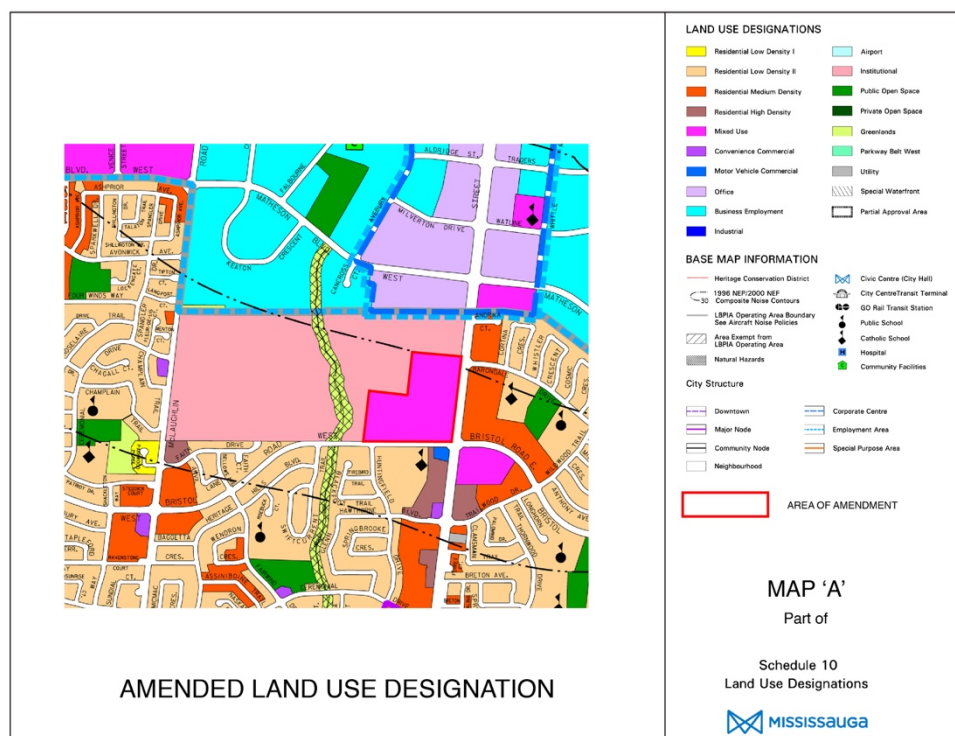
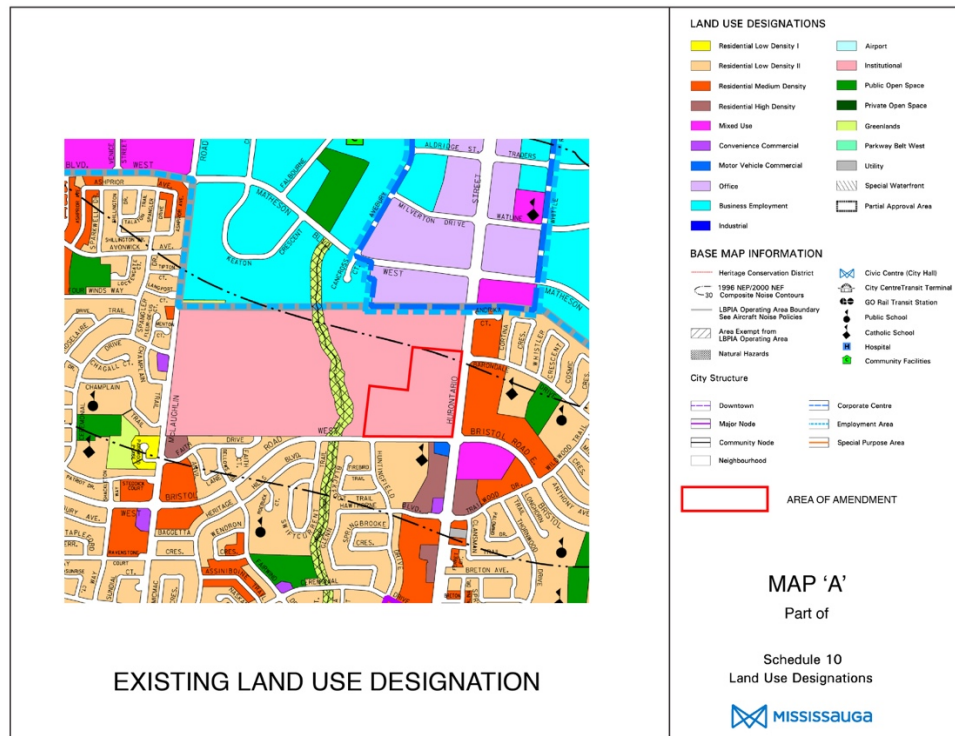
Draft Language & Schedules for Britannia Farm Development Parcel MOPA  
June 15 2017

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 1 – Urban System of Mississauga Official Plan is hereby amended by changing the designation of the subject lands from "Green System" to "Neighbourhood".



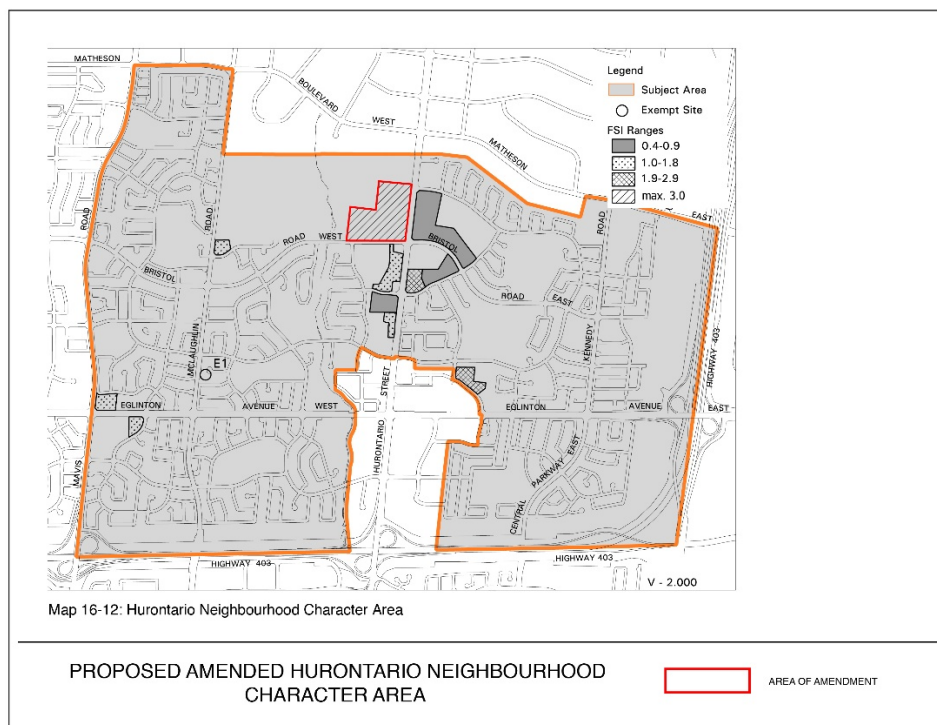
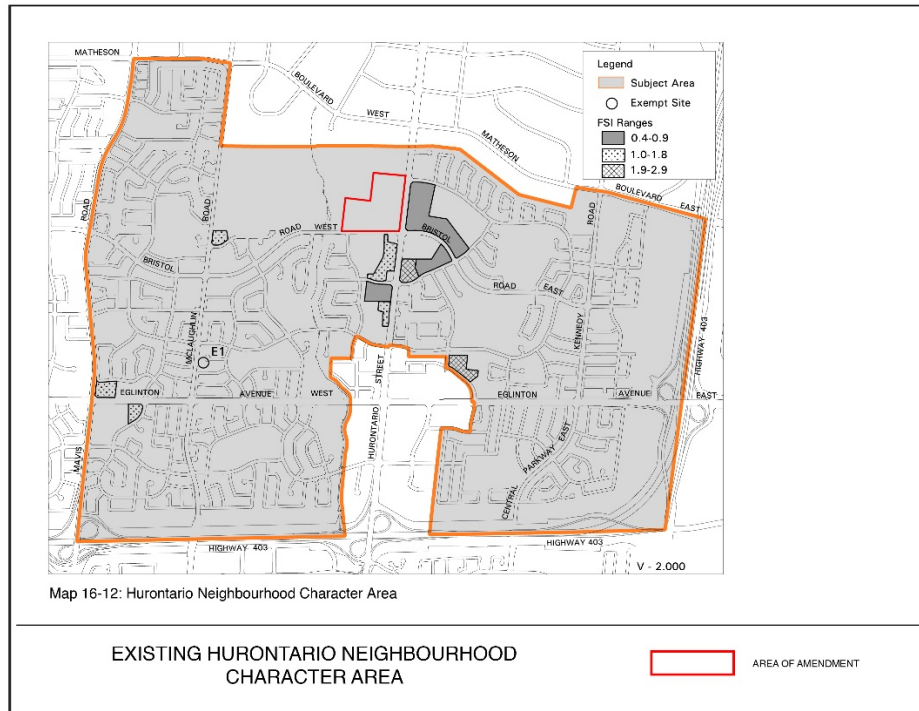
2. Schedule 10 - Land Use Designations of Mississauga Official Plan is hereby amended by changing the land use designation of the subject lands from "Institutional" to "Mixed Use", as shown on Map "A" of this Amendment.



## 4.3 - 21

Draft Language & Schedules for Britannia Farm Development Parcel MOPA  
June 14 2017

3. Section 16.12 of Mississauga Official Plan, is hereby amended by modifying Map 16-12: Hurontario Neighbourhood Character Area to show the subject lands as having a maximum FSI of 3.0.





- #### 16.12.4.2 Site 2





## 4.3 - 23

Draft Language & Schedules for Britannia Farm Development Parcel MOPA  
June 14 2017

- c) The Hurontario Street frontage in the vicinity of the LRT stop at Bristol Road should accommodate the intentions of the Hurontario LRT Streetscape Study Pedestrian Priority Zone.
- d) Taller buildings should be focused toward the Hurontario Street and Bristol Road West intersection and should transition to lower-scale buildings toward the Peel District School Board's Britannia Farm education facility.
- e) Pedestrian connections to Hurontario Street will be encouraged.

# City of Mississauga

## Corporate Report



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 16/014 W2

Meeting date:  
2017/12/04

### Subject

#### **PUBLIC MEETING INFORMATION REPORT (WARD 2)**

**Applications to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road 1190 and 1200 Lorne Park Road, southwest corner of Lorne Park Road and Garden Road**  
**Owner: 2517015 Ontario Inc. (Format Group)**

**File: OZ 16/014 W2**

### Recommendation

That the report dated November 10, 2017, from the Commissioner of Planning and Building regarding the applications by 2517015 Ontario Inc. (Format Group) to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road under File OZ 16/014 W2, 1190 and 1200 Lorne Park Road, 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 identified to date relate to built form, density, tree removal, the proposed underground garage, traffic and pedestrian safety, stormwater management, visitor parking, and noise
- Prior to the next report, matters to be addressed include: appropriateness of the proposed built form and the proposed zoning regulations, tree preservation, noise mitigation, and the

□ satisfactory resolution of other technical requirements and studies related to the project

## Background

The applications were deemed complete on January 17, 2017 and were appealed to the OMB by the applicant for non-decision on October 31, 2017. In that time span, the City has provided the applicant with comments based on their original submission. A formal resubmission has been made by the applicant, which has been circulated for technical comments and two community meetings have been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Following the initial community meeting held in March of this year, the applicant has made revisions to the proposed development to address comments received from the public and City staff. These modifications include:

- Replacing the previously proposed semi-detached homes fronting onto Garden Road with a detached home
- Shifting the condominium road/access to the underground garage to Lorne Park Road; whereas previously it was proposed from Garden Road
- Designing the detached lots fronting on Garden Road to comply with the minimum area and frontage requirements of the **R2-4 (Detached Dwellings - Infill Exception)** zone
- Increasing the side yard from the proposed townhouse units to the existing detached home at 1183 Garden Road to 4.0 m (13.1 ft.); whereas, 2.2 m (7.2 ft.) was previously proposed
- Eliminating the 3<sup>rd</sup> floor windows on the townhomes

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	83.4 m (273.6 ft.) – Garden Road 108.5 m (356 ft.) – Lorne Park Road
Depth:	97.2 m (318.9 ft.)
Gross Lot Area:	0.5 ha (1.3 ac.)
Existing Uses:	St. Paul's Anglican Church and associated manse

The property is located in the Clarkson-Lorne Park Neighbourhood Character Area, which is a well-established residential neighbourhood characterized by predominantly detached homes on large lots with generous yards. There are a number of mature trees on the property and in the surrounding area.



Aerial Photo of  
1190 & 1200  
Lorne Park Road

The surrounding land uses are:

- North: Detached homes and a condominium development consisting of 4 semi-detached homes and 5 townhomes to the east
- East: Commercial plaza including Battaglia's Lorne Park Marketplace grocery store
- South: Detached homes
- West: Detached homes

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 a condominium development consisting of six 3 storey townhomes and four 2 storey semi-detached homes on the east portion of the site. Site access for the condominium development is proposed from Lorne Park Road by a single driveway which provides access to an underground parking garage. A secondary access is also provided off Lorne Park Road and is intended to serve predominantly as the fire route for the development. There is also one barrier free visitor parking space on this secondary driveway. The west portion of the site is proposed to be developed with three 2 storey freehold detached homes fronting onto Garden Road. The detached homes will each have their own driveways and attached garages. The condominium portion of the development will function independently of the freehold detached homes on Garden Road.



Development Proposal				
	Freehold Component		Condominium Component	
Applications submitted:	Received: November 10, 2016 Deemed complete: January 17, 2017 Revised submission: September 20, 2017 Appealed to OMB: October 31, 2017			
Developer/ Owner:	2517015 Ontario Inc. (Format Group)			
Applicant:	Ruth Victor & Associates			
Number of units:	3 detached homes		4 semi-detached homes 6 townhomes 10 condominium units	
Height:	2 storeys		Semi-detached homes: 2 storeys Townhomes: 3 storeys	
Lot Coverage:	Unit "E" (corner lot): 24% Unit "F" & "G": 30%		32.5%	
Floor Space Index:	N/A		0.7	
Landscaped Area:	Unit "E" (corner lot): 68% Unit "F": 58% Unit "G": 59%		50%	
Net Density:	13 units/ha 5 units/ac		32 units/ha 13 units/ac	
Gross Floor Area:	Unit "E" (corner lot): 302.2 m <sup>2</sup> (3,253 ft <sup>2</sup> ) Unit "F" & "G": 322 m <sup>2</sup> (3,466 ft <sup>2</sup> )		2 154.1 m <sup>2</sup> (23,187 ft <sup>2</sup> )	
Road type:	Public road (Garden Road)		Private condominium road	
Anticipated Population:	12* *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.		34* *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: resident spaces	Required 2 per unit	Proposed 4 per unit (with garage)	Required 20 spaces	Provided 20 spaces
visitor spaces	0 per unit	0 per unit	3 spaces	3 spaces
Total	2 per unit	4 per unit	23 spaces	23 spaces

Proposed concept plan and elevations are found in Appendices 3 and 4.



Image of  
Existing  
Condition –  
Lorne Park  
Road Frontage



Image of  
Existing  
Condition –  
Garden Road  
Frontage



Applicant's  
rendering of  
detached  
homes on  
Garden Road



Applicant's rendering of semi-detached homes and townhomes from Lorne Park Road

### LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential Low Density I** (see Appendix 5) which permits detached homes. The site is also in Special Site 1 of the Clarkson-Lorne Park Neighbourhood Character Area (see Appendix 7 for Special Site 1 policies). The applicant is proposing to maintain the **Residential Low Density I** designation for the proposed detached homes and to change the designation for the condominium component of the development to **Residential Low Density II** to permit semi-detached homes and townhomes.

The lands are currently zoned **R2-4 (Detached Dwellings - Infill Exception)** (see Appendix 6) which permit detached homes. A rezoning is proposed to **RM4 - Exception (Townhouse Dwellings)** to permit semi-detached and townhouse dwellings on the condominium portion of the site, in accordance with the proposed zone standards contained within Appendix 8.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 7 and 8.

### 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

Two community meetings were held by Ward 2 Councillor, Karen Ras on March 22, 2017 and October 17, 2017.

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 proposed townhomes are out of character with the surrounding area. The site should be redeveloped with detached homes since that is what is permitted
- Numerous trees will need to be removed to allow for the proposed development, which is unacceptable. The proposed underground garage will further impact tree preservation
- The proposed homes are not unique in design or appearance
- The site is too small to accommodate 13 homes
- The requirements of the Zoning By-law (lot sizes, setbacks and height) should be maintained to ensure consistency with the surrounding area
- The proposed development will add to the existing traffic congestion in the area and will impact pedestrian safety, especially with the number of students in the area
- There are flooding issues in the area
- The number of proposed visitor parking spaces is inadequate
- Surface parking is preferred to underground parking
- The development, if approved, will set a precedent for the community
- The noise from the common amenity space for the townhomes is a concern
- Where will the ventilation shafts for the underground parking garage be located
- The changes along Garden Road are good but the number of townhomes could be reduced
- The City is running out of land and infill development is needed
- Some area residents spoke in support of the project, indicating that they would like to have the option to stay in the community and live in a smaller home with less/no maintenance

## DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project
- Are the proposed building types appropriate
- Are the proposed zoning regulations acceptable
- Does the proposed development comply with Fire Route By-law 1036-081
- Have all other technical requirements and studies, including stormwater management, traffic impacts, noise assessment and tree preservation been addressed and found to be acceptable



## OTHER INFORMATION

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

- Planning Justification Report
- Neighbourhood Compatibility Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Plan
- Preliminary Elevations and Floor Plans
- Vegetation Management Plan and Arborist Report
- Landscape Concept Plan
- Functional Servicing Report
- Grading and Servicing Plans
- Noise Impact Study
- Phase I and II Environmental Site Assessment
- Public Consultation Strategy
- Reference Plan

## Development Requirements

There are engineering matters including: grading, servicing, stormwater management, and noise mitigation matters which will require the applicant to enter into agreements with the City. Staff also require additional information concerning the creation of the detached lots, vehicle movements in the underground garage, clarification regarding the Phase II Environmental Site Assessment, and tree removal. 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

Most 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: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Clarkson-Lorne Park Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map

- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation



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Edward R. Sajecki, Commissioner of Planning and Building

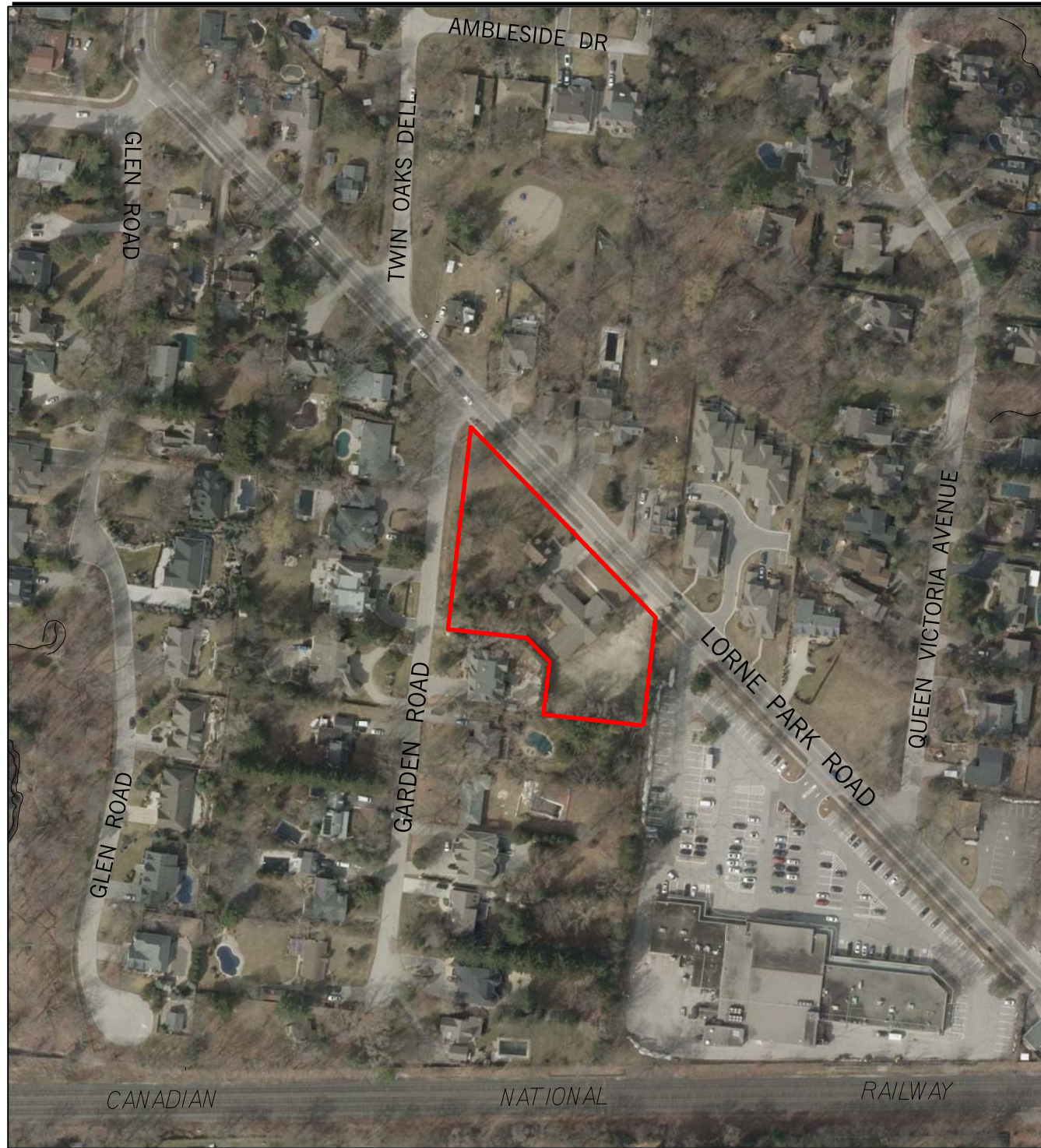
Prepared by: Ashlee Rivet, Development Planner

2517015 Ontario Inc.

File: OZ 16/014 W2

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R2-4 (Detached Dwellings – Infill Exception)**
- November 6, 2008 – Committee of Adjustment approved consent application B 55/08 to sever the portion of the property with the municipal address 1183 Garden Road from the larger land holding that contains the existing church and manse
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density I** in the Clarkson-Lorne Park Character Area



**LEGEND:**



SUBJECT LANDS



DATE OF AERIAL IMAGERY: SPRING 2016

**TITLE:**

2517015 ONTARIO INC.

**FILE NO:**

OZ 16/ 014 W2



**MISSISSAUGA**

Produced by  
T&W, Geomatics



[illegible]

2517015 Ontario Inc.

File: OZ 16/014 W2

## Proposed Elevations

Detached Home Unit 'E' (corner lot)

FRONT ELEVATION 'E'  
SCALE: 1/8"=1'-0"REAR ELEVATION 'E'  
SCALE: 1/8"=1'-0"LEFT ELEVATION 'E'  
SCALE: 1/8"=1'-0"RIGHT ELEVATION 'E'  
SCALE: 1/8"=1'-0"

Detached Homes Units 'F' &amp; 'G'

FRONT ELEVATION 'F' & 'G'  
SCALE: 1/8"=1'-0"REAR ELEVATION 'F' & 'G'  
SCALE: 1/8"=1'-0"LEFT ELEVATION 'F' & 'G'  
SCALE: 1/8"=1'-0"RIGHT ELEVATION 'F' & 'G'  
SCALE: 1/8"=1'-0"

## Semi-Detached Homes



FRONT ELEVATION 'A' &amp; 'B'



SIDE ELEVATION 'A'



REAR ELEVATION 'A' &amp; 'B'



SIDE ELEVATION 'B'



FRONT ELEVATION 'C' &amp; 'D'



SIDE ELEVATION 'D'

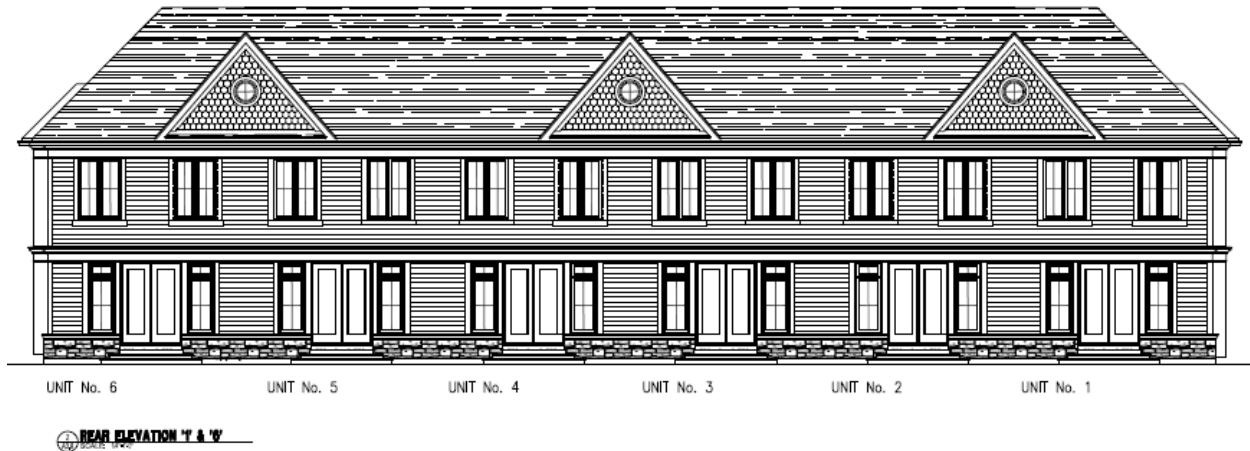
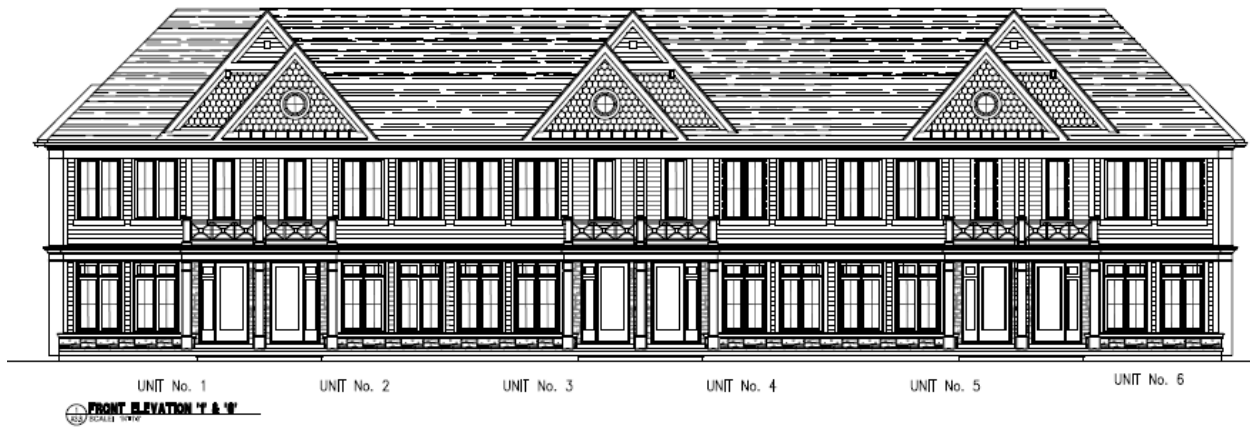


REAR ELEVATION 'C' &amp; 'D'

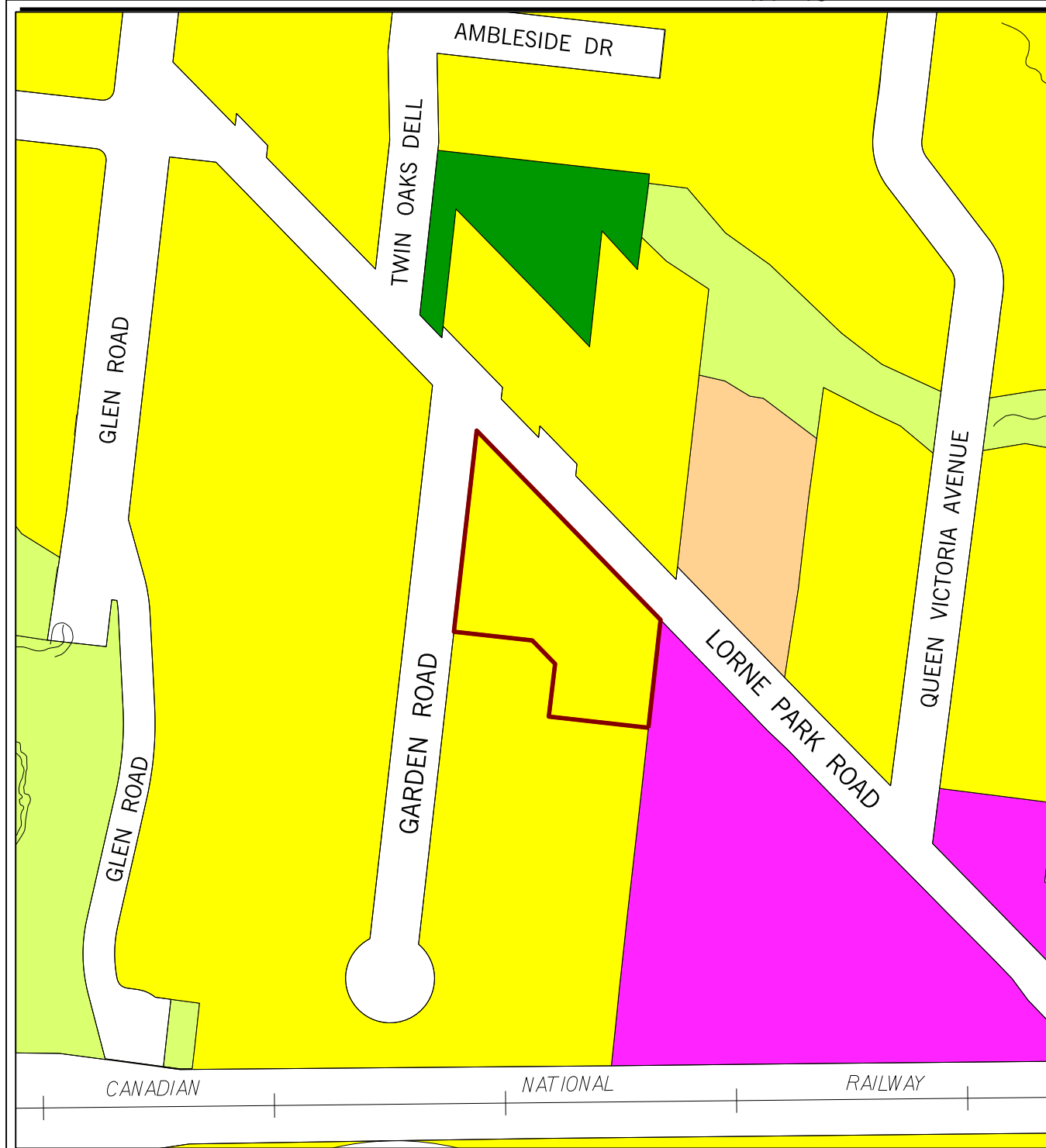


SIDE ELEVATION 'C'

## Townhomes







## 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:

2517015 ONTARIO INC.

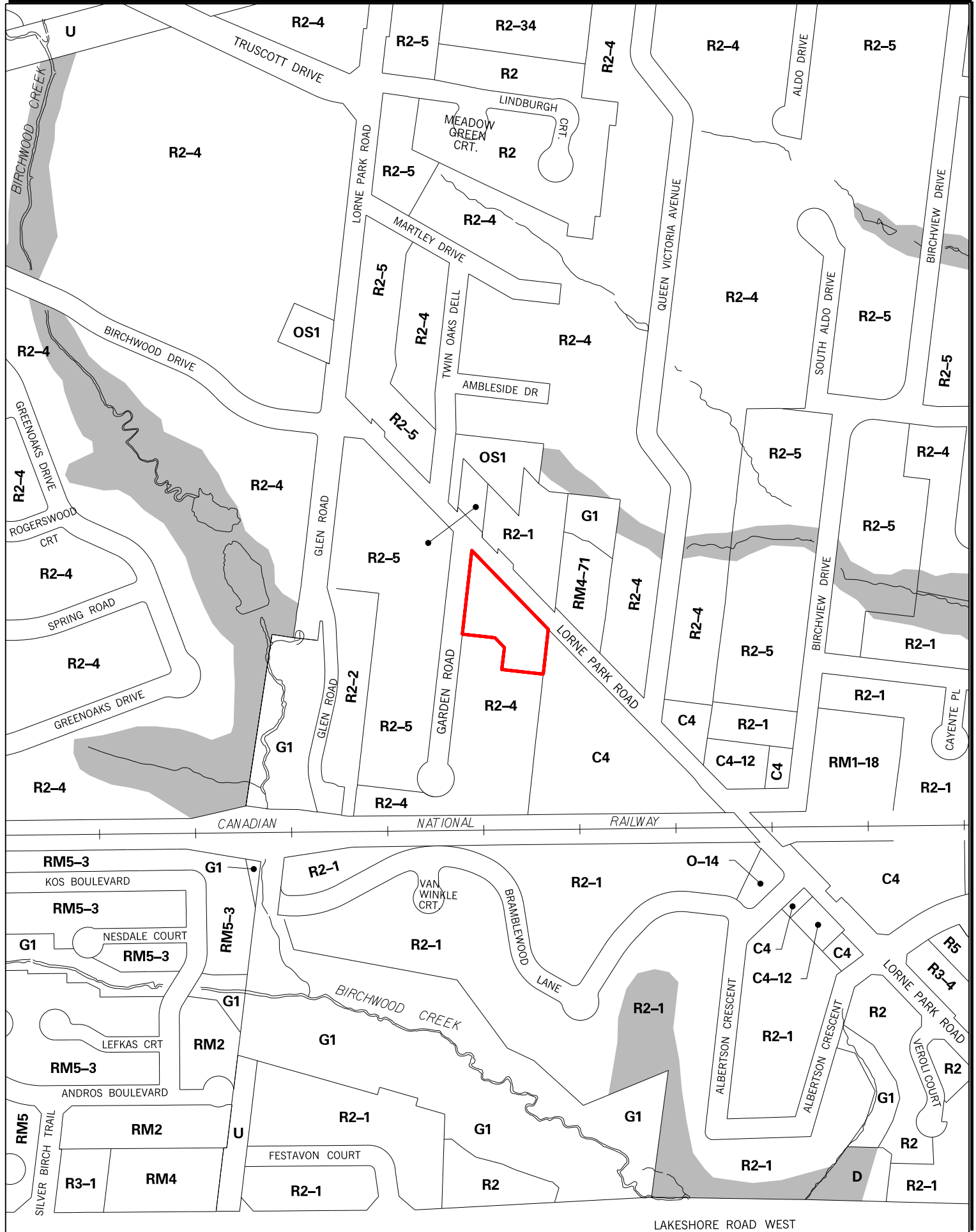
FILE NO:

OZ 16/ 014 W2



MISSISSAUGA

Produced by  
T&W, Geomatics



2517015 Ontario Inc.

File: OZ 16/014 W2

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

#### Current Mississauga Official Plan Designation and Policies for the Clarkson-Lorne Park Neighbourhood Character Area.

**Residential Low Density I** which permits detached dwellings. The site is also in the area subject to the Special Site 1 policies (see Section 16.5.5.1 – Neighbourhoods below)

#### Proposed Official Plan Amendment Provisions

The condominium portion of the lands are proposed to be designated **Residential Low Density II** and to add Special Site Policies to permit semi-detached and townhouse dwellings.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications, some of which are found below.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5 - Neighbourhoods	Neighbourhoods are considered to be physically stable areas and are not intended to be the focus of intensification. Where higher density uses are proposed, they should be located on sites identified by a local area review, on Corridors or in conjunction with existing apartment sites or commercial centres. Intensification in Neighbourhoods will generally occur through infilling and will be considered where the proposed development is compatible in built form, density and scale to the existing and planned context.
Section 7 – Complete Communities	Section 7.2 - Housing	A range of housing choices in terms of types, tenure and price will be provided while ensuring that community infrastructure and engineering services are maximized.  Opportunities for aging-in-place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods.

2517015 Ontario Inc.

File: OZ 16/014 W2

Section 11 – General Land Use Designations	11.2.5.3  11.2.5.4	Lands designated Residential Low Density I permit detached dwellings, semi-detached dwellings and duplex dwellings,  Lands designated Residential Low Density II permit detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.
Section 16 - Neighbourhoods	Section 16.1.2 – Residential          Section 16.5 Clarkson- Lorne Park	To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of: <ul style="list-style-type: none"> <li>a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m (393.7 ft.) of the subject property. In the case of a corner development lot, units or POTLs on both streets within 120 m (393.7 ft.) will be considered; or</li> <li>b. The requirements of the Zoning By-law.</li> </ul> <p>Where the average lot frontage and area of residential lots determined through the above policy is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance.</p> <p>Development should integrate into the surrounding area by ensuring that it is compatible with the character of Clarkson-Lorne Park.</p> <p>Development of detached dwellings on lands subject to Site Plan Approval the following will apply:</p> <ul style="list-style-type: none"> <li>a. Preserve and enhance the generous front, rear and side yard setbacks;</li> <li>b. Ensure that existing grades and drainage conditions are preserved;</li> <li>c. Encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;</li> <li>d. Garages should be recessed or located behind the main face of the house, Alternatively, garages should be located in the rear of the property;</li> <li>e. Ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;</li> </ul>



2517015 Ontario Inc.

File: OZ 16/014 W2

Section 16 - Neighbourhoods	Section 16.5.5.1 – Special Site 1	<p>f. Encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;</p> <p>g. Reduce the hard surface areas in the front yard;</p> <p>h. Preserve existing mature high quality trees to maintain the existing mature nature of these areas;</p> <p>i. House designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and</p> <p>j. The building mass, side yards and rear yards should be respected and relate to those of adjacent lots.</p> <p>Lands designated Residential Low Density I permit only detached dwellings in the Clarkson-Lorne Park Neighbourhood Character Area.</p> <p>Lands designated Residential Low Density II permit only detached dwellings in the area east of Southdown Road in the Clarkson-Lorne Park Neighbourhood Character Area.</p> <p>On lands in Special Site 1 that are designated Residential Low Density I the following policies will apply:</p> <ol style="list-style-type: none"> <li>This streetscape should emphasize older buildings which are close to the street; and</li> <li>Encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.</li> </ol>
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"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> </ul>

**2517015 Ontario Inc.****File: OZ 16/014 W2**

		<ul style="list-style-type: none"><li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li><li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li></ul>
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2517015 Ontario Inc.

File: OZ 16/014 W2

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

**R2-4 (Detached Dwellings – Infill Exception)**, which permits detached dwellings in accordance with the R2 infill exception regulations and a minimum lot frontage of 22.5 m (73.8 m).

**Proposed Zoning Standards  
Condominium Development**

<b>Zone Standards</b>	<b>Base RM4 Zoning By-law Standards</b>	<b>Proposed RM4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*</b>
Permitted uses	Townhouse Dwelling	Townhouse Dwelling and Semi-detached Dwelling
Minimum lot area per dwelling unit	200 m <sup>2</sup> (2,153.8 ft <sup>2</sup> )	142 m <sup>2</sup> (1,528.5 ft <sup>2</sup> )
Minimum lot frontage	30.0 m (98.4 ft.)	66.6 m (218.5 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	5.7 m (18.7 ft.)
Minimum landscaped area	40% of lot area	50% of the lot area
Minimum setback from the front and/or side wall of a dwelling to all other street lines	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback from the side wall of a dwelling to a lot line that is not a street line	2.5 m (8.2 ft.)	2.4 m (7.9 ft.)
Minimum setback from the rear wall of a townhouse dwelling 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 front and/or side wall of a dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	2.3 m (7.5 ft.)
Minimum setback from a side wall of a dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	2.4 m (7.9 ft.)

2517015 Ontario Inc.

File: OZ 16/014 W2

<b>Zone Standards</b>	<b>Base RM4 Zoning By-law Standards</b>	<b>Proposed RM4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*</b>
Minimum setback from a side wall of a dwelling to an internal walkway	1.5 m (4.9 ft.)	3.4 m (11.2 ft.)
Minimum setback from a rear wall of a dwelling to an internal road or walkway	7.5 m (24.6 ft.)	2.3 m (7.5 ft.)
Maximum projection of a porch or deck located at and accessible from the first storey of the dwelling, inclusive of stairs, attached to the front and/or side wall of a townhouse dwelling	1.6 m (5.2 ft.)	1.2 m (3.9 ft.)
Maximum dwelling height	10.7 m (35.1 ft.)	Townhouses: 10.5 m (34.4 ft.) to the highest ridge Semi-detached: 9.5 m (31.2 ft.) to the highest ridge
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	10.0 m (32.8 ft.)
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	7.5 m (24.6 ft.)
Minimum setback of a parking structure constructed completely below finished grade exclusive of any exit stairwell structure and mechanical venting structures, to any lot line	3.0 m (9.8 ft.)	0.2 m (0.7 ft.)
Minimum width of an internal road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.8 m (5.9 ft.)

\*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined.



2517015 Ontario Inc.

File: OZ 16/014 W2

**Proposed Zoning Standards  
Unit 'E' Detached Unit (Corner Lot)**

<b>Zone Standards</b>	<b>Existing R2-4 Zoning By-law Standards</b>	<b>Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*</b>
Minimum Lot Area (Corner Lot)	810.0 m <sup>2</sup> (8,718.8 ft <sup>2</sup> )	810.0 m <sup>2</sup> (8,718.8 ft <sup>2</sup> )
Minimum Lot Frontage	22.5 m (73.8 ft.)	32.2 m (105.6 ft.)
Maximum Lot Coverage	30%	24%
Minimum Front Yard (Corner Lot)	7.5 m (24.6 ft.)	7.9 m (25.9 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	3.0 m (9.8 ft.)
Minimum Rear Yard (Corner Lot)	3.0 m (9.8 ft.)	8.2 m (26.9 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	352.2 m <sup>2</sup> (3,791 ft <sup>2</sup> ) (190 m <sup>2</sup> / 2,045.1 ft <sup>2</sup> + 0.20 times the lot area)	346 m <sup>2</sup> (3,724.3 ft <sup>2</sup> )
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	16 m (52.5 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	84%

\*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined.

2517015 Ontario Inc.

File: OZ 16/014 W2

**Proposed Zoning Standards  
Unit 'F' Detached Unit (Centre Lot)**

<b>Zone Standards</b>	<b>Existing R2-4 Zoning By-law Standards</b>	<b>Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*</b>
Minimum Lot Area (Interior Lot)	695 m <sup>2</sup> (7,481 ft <sup>2</sup> )	723.7 m <sup>2</sup> (7,790 ft <sup>2</sup> )
Minimum Lot Frontage	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)
Maximum Lot Coverage	30%	30%
Minimum Front Yard (Interior Lot)	9.0 m (29.5 ft.)	7.5 m (24.6 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	2.4 m (7.9 ft.) & 3.3 m (10.8 ft.)
Minimum Combined Width of Side Yards for dwelling with more than 1 storey	6.1 m (20.0 ft.) (27% of the lot frontage)	5.7 m (18.7 ft.)
Minimum Rear Yard (Interior Lot)	7.5 m (24.6 ft.)	9.0 m (29.5 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	334.8 m <sup>2</sup> (3,603.8 ft <sup>2</sup> ) (190 m <sup>2</sup> / 2,045.1 ft <sup>2</sup> + 0.20 times the lot area)	370.3 m <sup>2</sup> (3,985.9 ft <sup>2</sup> )
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	15.5 m (50.9 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	64%

\*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined.

2517015 Ontario Inc.

File: OZ 16/014 W2

**Proposed Zoning Standards  
Unit 'G' Detached Unit**

<b>Zone Standards</b>	<b>Existing R2-4 Zoning By-law Standards</b>	<b>Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*</b>
Minimum Lot Area (Interior Lot)	695 m <sup>2</sup> (7,481 ft <sup>2</sup> )	718.9 m <sup>2</sup> (7,738 ft <sup>2</sup> )
Minimum Lot Frontage	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)
Maximum Lot Coverage	30%	30%
Minimum Front Yard (Interior Lot)	9.0 m (29.5 ft.)	7.5 m (24.6 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	2.4 m (7.9 ft.) & 3.4 m (11.2 ft.)
Minimum Combined Width of Side Yards for dwelling with more than 1 storey	6.1 m (20.0 ft.) (27% of the lot frontage)	5.8 m (19.0 ft.)
Minimum Rear Yard (Interior Lot)	7.5 m (24.6 ft.)	9.0 m (29.5 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	333.8 m <sup>2</sup> (3,593 ft <sup>2</sup> ) (190 m <sup>2</sup> / 2,045.1 ft <sup>2</sup> + 0.20 times the lot area)	370.3 m <sup>2</sup> (3,985.9 ft <sup>2</sup> )
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	15.5 m (50.9 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	65%

\*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined.

2517015 Ontario Inc.

File: OZ 16/014 W2

### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (October 24, 2017)	The Region of Peel has indicated that a copy of the most up to date PINS is required to determine if it will be necessary to consolidate the PINS or register a section 118 on title. A satisfactory FSR was received and is currently being modelled to determine if there is adequate capacity in the area to accommodate the proposed development.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 2017)	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.  In addition, if approved, both School Board also require that the appropriate warning clauses be included in all offers of purchase and sale for the proposed development.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 27, 2017)	Community Services has indicated that the subject site is located within 50 m (164 ft.) of Twin Oaks Park which contains a play site. The park is zoned “ <b>OS1</b> ” ( <b>Open Space – Community Park</b> ).  Street tree cash contributions will be required for eight (8) street trees to be planted along Garden Road. The fee is subject to the current fees and charges by-law.  Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (September 25, 2017)	Fire has reviewed the revised OPA/rezoning applications from an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable.  Fire access to the townhomes is to be in conformance with By-law 1036-81 and will be assessed through the site plan approval process.

2517015 Ontario Inc.

File: OZ 16/014 W2

Agency / Comment Date	Comment
	Fire will require further clarification on the design of the fire route, including surface materials, width, and load carrying capacity
City Transportation and Works Department (October 23, 2017)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the Transportation and Works Department include:</p> <ul style="list-style-type: none"> <li>• Revisions to the Grading Plan, Servicing Plan and Site Plan</li> <li>• Clarification on the creation of detached lots</li> <li>• Provision of an Underground Parking Plan</li> <li>• Confirmation of Fire Route design and cross-sections</li> <li>• Provision of cross-section and profile of garage ramp and turning templates diagram</li> <li>• Revisions to the Functional Servicing Report</li> <li>• Clarification regarding the Phase II ESA</li> </ul> <p>In addition, confirmation will be required from GO Transit/Metrolinx regarding noise barrier requirements for this proposal and any warning clauses, as well as Region approval for waste collection method and location.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Urban Forestry, Community Services Department</li> <li>• Cultural Planning, Community Services Department</li> <li>• MiWay</li> <li>• Alectra Utilities</li> <li>• Rogers Cable</li> <li>• Canada Post</li> <li>• Enbridge Gas Distribution Inc.</li> <li>• Greater Toronto Airports Authority</li> </ul> <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Metrolinx (comments pending at the time of preparing Information Report)</li> </ul>



2517015 Ontario Inc.

File: OZ 16/014 W2

**School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>3 Kindergarten to Grade 5</li> <li>2 Grade 6 to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Lorne Park Public School <ul style="list-style-type: none"> <li>Enrolment: 244</li> <li>Capacity: 303</li> <li>Portables: 0</li> </ul> </li> <li>Tecumseh Public School <ul style="list-style-type: none"> <li>Enrolment: 384</li> <li>Capacity: 392</li> <li>Portables: 1</li> </ul> </li> <li>Lorne Park Secondary School <ul style="list-style-type: none"> <li>Enrolment: 994</li> <li>Capacity: 1,236</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Luke Catholic Elementary School <ul style="list-style-type: none"> <li>Enrolment: 498</li> <li>Capacity: 602</li> <li>Portables: 0</li> </ul> </li> <li>Iona Catholic Secondary School <ul style="list-style-type: none"> <li>Enrolment: 886</li> <li>Capacity: 723</li> <li>Portables: 17</li> </ul> </li> </ul> </li> </ul>

City of Mississauga  
**Corporate Report**



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
H-OZ 12/003 W2

Meeting date:  
2017/12/04

## Subject

### **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 2)**

**Application to remove the "H" Holding Symbol to permit two detached dwellings**

**719 Indian Road, north side of Indian Road, west of Indian Grove**

**Owner: Giannone Boyes Corp.**

**File: H-OZ 12/003 W2**

## Recommendation

That the report dated November 10, 2017, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 12/003 W2, Giannone Boyes Corp., 719 Indian Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

## Background

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning.

On March 30, 2005, the City-initiated rezoning of the subject lands under File OZ 03/002 W2 was approved. City Council passed Zoning By-law 0115-2005 which zoned the lands **H-R2-2061 (Residential Detached with Holding Provision)**. As part of this approval, Council required that the "H" holding symbol be applied to the zone to allow time for this former gas station site to be suitably remediated for residential purposes and that the matters relating to site servicing and acoustical feasibility are addressed to the satisfaction of the City. On June 20, 2007, the City passed a new comprehensive zoning by-law (0225-2007) which zoned the lands **H-R2-4 (Detached Dwellings – Typical Lots – Exception)** and contained the same conditions to remove the "H" holding symbol. The "H" was to remain in effect until the following was completed:

- delivery of executed Development and Servicing Agreements in a form satisfactory to the City
- delivery of a satisfactory Site Clean-up report and Record of Site Condition (RSC)
- delivery of a satisfactory noise analysis report and sufficient securities for any noise barrier that is required in order to ensure its construction

## Comments

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

The combined Development/Servicing Agreement has been executed and will guide development of the property. The development proposal is for two detached homes fronting onto a reconstructed Madigan's Lane, which forms the current west boundary of the subject lands. The developer plans to submit severance applications to the Committee of Adjustment shortly in order to create two residential lots out of the existing parcel. Site plan applications for each lot would follow.

The Transportation and Works Department has confirmed that the other conditions relating to site remediation and acoustical feasibility have been satisfactorily addressed.

## Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City.

## Conclusion

Given that the conditions to remove the "H" holding symbol have now been satisfied, the "H" holding symbol can be removed.

## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Excerpt of Existing Zoning Map

Planning and Development Committee

2017/11/10

3

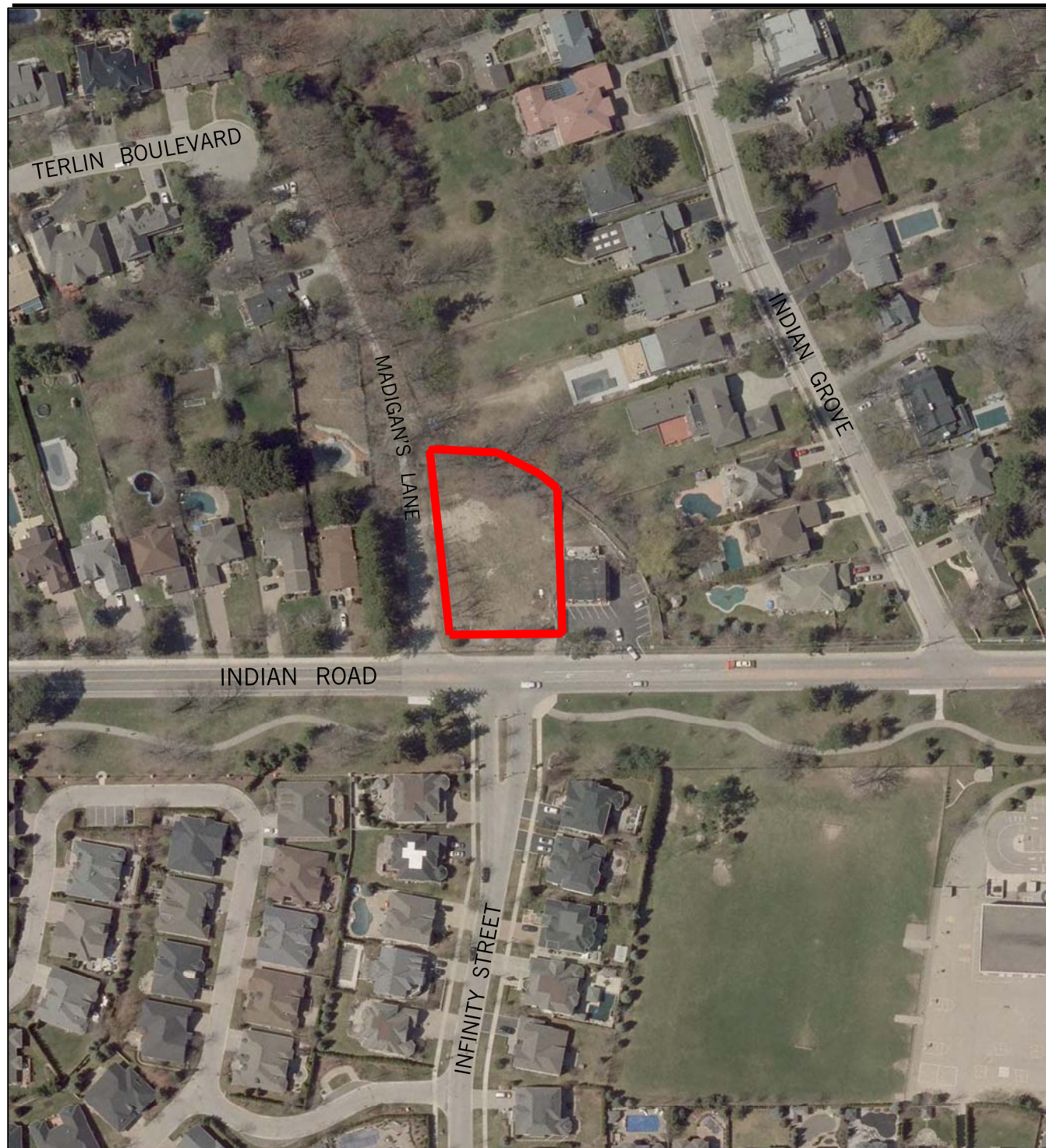
Originator's file: H-OZ 12/003 W2



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner



**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



**TITLE:**

**GIANNONE BOYES CORP.**

**FILE NO:**

**H-OZ 12/ 003 W2**



**MISSISSAUGA**

*Produced by  
T&W, Geomatics*





City of Mississauga

# Corporate Report



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.02 SEC

Meeting date:  
2017/12/04

## Subject

### **COMMUNITY BENEFITS POLICY REVIEW (All Wards)**

**Proposed revisions to Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01) and amendments to the Implementation – Bonus Zoning policies in Mississauga Official Plan**

**File: CD.02 SEC**

## Recommendation

1. That the report titled "Community Benefits Policy Review" dated November 10, 2017, from the Commissioner of Planning and Building, be received for information.
2. That staff report back to Planning and Development Committee at a future statutory public meeting regarding the proposed amendments to the Bonus Zoning policies in Mississauga Official Plan and the revised Corporate Policy and Procedure for Community Benefits (formerly Bonus Zoning).

## Report Highlights

- Planning staff have undertaken a review of the Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01), established in 2012 and the associated Bonus Zoning policies in Mississauga Official Plan (MOP)
- Staff were also directed to examine the potential for obtaining community benefits through minor variances and establishing ward-specific reserve fund accounts for monetary community benefits under the guidance of the Ward Councillor
- Proposed revisions to the Corporate Policy and Procedure and amendments to MOP are recommended to guide the continued application of the protocol and policies, including the process for negotiating Section 37 Community Benefits Agreements

- Staff is seeking direction to hold a statutory public meeting on the proposed amendments to MOP, as outlined in this report, and to provide an opportunity for feedback on the proposed Corporate Policy and Procedure revisions

## Background

Section 37 of the *Planning Act* permits the City to authorize increases in permitted height or density through the zoning by-law in return for community benefits. This is a valuable planning tool as it allows for the funding of community benefits and helps to ensure that intensification is paralleled with investments in needed services, facilities or matters that contribute to community livability.

The Corporate Policy and Procedure for 'Bonus Zoning' (Policy No: 07-03-01) was established in 2012 (see Appendix 1). Corresponding implementation policies were also included into MOP that allow staff to utilize Section 37 and set out the protocol of how and when community benefits could be requested and what they could be used for. Since 2012, the City has secured approximately \$4.5 million in benefits through five Rezoning applications.

A review of the current Policies was undertaken to determine what refinements were necessary in order to improve the process of requesting, negotiating and collecting Community Benefits. The review involved an assessment of the development applications which have undergone community benefit negotiations since 2012 and an examination of best practice approaches by other municipalities. The review was undertaken in collaboration with staff from Realty Services, Legal Services, Finance and Corporate Performance and Innovation.

In April 2016, Council passed Resolution 0066-2016 which directed staff to:

- Explore if there is a mechanism by which community benefits could be secured through minor variance applications
- Determine if ward-specific reserve fund accounts could be established for monetary community benefits

A summary of the proposed revisions to the Corporate Policy and Procedure and amendments to MOP is outlined in the sections below and in Appendix 2.

## Comments

### QUALIFYING PROJECTS

Eligibility for community contributions is outlined in the Corporate Policy and Procedure. In addition to a proposal requiring a Rezoning for increased height or density, the development must meet a minimum threshold size. To date, the policy has applied to projects where:

- Additional height is proposed

- Projects are larger than 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) and where the proposal will exceed 1 500 m<sup>2</sup> (16,000 ft<sup>2</sup>) over what is permitted

It also states that while the policy is not intended for smaller projects, there may be cases where the thresholds might not be met but the project may still qualify for a Community Benefit contribution, including but not limited to, projects where there is a unit increase greater than 10% of what is permitted. While the policy provides for flexibility as to which projects qualify, it also lacks certainty and is somewhat discretionary in determining which projects qualify.

It has been established that Section 37 of the *Planning Act* is not intended to be used as a taxing mechanism whereby all developments going through a Rezoning application be subject to Community Benefit contribution. Community Benefits are intended to supplement intensification by providing enhancements to the community that go beyond what could be secured through Development Charges and parkland contributions. Accordingly, the policy should not apply to small projects but only to projects of a size which warrant community enhancement without increasing the financial burden on the City.

In order to ensure fairness and predictability, a quantifiable threshold should be established. It is proposed that qualifying projects include Rezoning applications that will increase the height or density beyond the permitted maximum and meet the threshold of:

1. Size of over 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) gross floor area (GFA), **and**
2. Development where at least one of the following is proposed over that which is permitted:
  - At least one additional storey
  - At least 1 500 m<sup>2</sup> (16,000 ft<sup>2</sup>) of additional GFA
  - At least 25% increase in residential units

Detached and semi-detached dwellings are proposed to be exempt. Non-residential development in non-residential areas is also proposed to be exempt, meaning office, warehouse and industrial uses in employment areas would not be subject to the requirements.

Any other exemptions from qualifying projects will be at the discretion of Council and will be considered when other strategic objectives will be achieved (e.g. non-profit housing, significant employment generators).

## **TIMING**

Currently, the Community Benefit contribution process does not begin until such time that a favourable recommendation is made on a Rezoning application by the Planning and Development Committee (PDC). The separation of the planning decision and any contribution negotiation is imperative to ensure that there is no correlation, perceived or real, between the justification for a project's approval and any expected contribution. The basis of any development approval is good planning.

In order to ensure objectivity, applicants choose an independent land appraiser from a list of appraisers approved by Realty Services. The applicant pays for the appraisal report, however, the appraiser remains the City's client and the terms of reference for the land valuation is provided by the City.

There presently is a considerable time delay from when the Community Benefits process begins to when negotiations regarding the contribution occurs. This delay stems from the applicant needing to select appraisers, obtain quotes from the appraisers for their costs, and having the chosen appraiser deliver the appraisal report.

In an effort to find time efficiencies, it is proposed that:

- Applicants may commence selecting an appraiser upon public release of the PDC agenda containing a supportive Recommendation Report from staff
- Negotiations for Community Benefit contributions would occur only after the PDC provides a positive recommendation on a Rezoning
- Where the Recommendation report recommends approval of a qualifying project, staff may recommend that a Section 37 Community Benefits agreement be secured prior to the enactment of the amending Zoning By-law or as a condition of an "H" holding symbol being placed on the zoning of the lands

### **APPRAISAL REPORT DISPUTES**

Should applicants disagree with the land lift valuation contained in the appraisal report, the following procedures are recommended:

- They may request that Realty Services retain a new appraisal report at their cost
- If the difference in land lift value between the two appraisals is 25% or less, the midpoint of the values shall apply
- If the difference is greater than 25%, either party may request a peer review of the two appraisals that is commissioned by the City and prepared by an appraiser on the City's list of approved appraisers, as chosen by the applicant
- The fees related to the peer review would be split evenly by the City and the applicant
- The peer reviewer's valuation opinion shall form the final determination of the increase in land value

### **COMMUNITY ENGAGEMENT/ ELIGIBLE CONTRIBUTIONS**

In order to ensure that contributions are in line with community needs and expectations, Ward Councillors are strongly encouraged to solicit ideas for contributions at the time of ratepayer Annual General Meetings (AGMs) or other ward specific community meetings. Any community suggestions should be recorded and updated on an ongoing basis. These meetings would be independent of consultation undertaken for specific development applications. The creation of community specific lists of desired contributions will contribute to time efficiencies in the negotiation process while addressing community needs in a manner that is not reactionary to a specific development application. Ward Councillors may also consult with area residents by way of a community meeting subsequent to the PDC's endorsement of a development. The



Community Benefits may be a contribution in-kind or a monetary contribution towards an identified need.

It has been established that a monetary contribution should not be requested if there isn't an identified need associated with it. Doing so would not be in keeping with the inherent intent of Section 37 of the *Planning Act*. As a result, monetary contributions cannot be stored in a ward-specific reserve fund for allocation towards a use identified at a later date.

### **CALCULATION OF THE CONTRIBUTION**

Regardless of whether the Community Benefit is a contribution in-kind or a monetary contribution, it must represent a reasonable proportion of the increase in the residual land value resulting from the increase in height or density. As set out in Section 37 of the *Planning Act*, the increase in height or density is measured from the existing permitted height or density in the Zoning By-Law in effect to the proposed height or density. The amount or value of the Community Benefits in relation to the value of the height or density increase will vary from project to project based on the details and features of each proposal and negotiations with staff. A Community Benefit is not intended to be a baseline form of taxation and therefore, a standard City-wide calculation cannot be imposed.

While the expected range of contribution is currently between 20% and 40% of the increase in land value, based on an analysis of negotiations to date and examination of practices of other municipalities, it is recommended that the range of contribution be narrowed to between 25% and 35%.

### **CONTRIBUTIONS FOR THE DOWNTOWN**

It is proposed that five per cent (5%) of all newly obtained Section 37 monetary contributions be allocated to a subset of the Reserve Fund for exclusive use in the City's Downtown Core where unlimited height and density is permitted. From time to time, Council shall identify and direct the use of these funds for projects in the Downtown Core that will benefit residents of the City as a whole as well as those who live and work in the Downtown Core. These Community Benefits could include items, such as, but not limited to: public art; affordable housing; public service facilities and infrastructure.

### **TIMING OF COLLECTION**

Currently, the Corporate Policy and Procedure indicates that in addition to securing the contribution through a Section 37 Community Benefit Agreement, monetary contributions are to be collected prior to Council's enactment of the amending Zoning By-law. This ensures an immediate and secure correlation between the permitted increase in the Zoning By-law and the contribution collected.

In reviewing best practice approaches, it was found that the majority of municipalities utilizing Section 37 also secure the Community Benefit through a Section 37 agreement; however, monetary contributions are collected prior to the issuance of a building permit.

This provides greater flexibility for applicants, especially in instances where contributions are substantial and/or their financing may not yet be secured, however, it may also lead to complications in instances where a development proposal changes and/or a new owner purchases the property before the project is constructed. These complications may be exacerbated should a significant amount of time lapse between the enactment of the amending Zoning By-law and the issuance of a building permit.

A determination as to whether a change to the Corporate Policy and Procedure in regard to the timing of the collection of monetary contributions will need to be made prior to the finalization of the Community Benefits Review.

### **COMMUNITY BENEFITS THROUGH THE COMMITTEE OF ADJUSTMENT**

Minor variance applications requesting increases in the height or density of a development that also meet the minimum threshold requirements for qualifying projects outlined in this Policy may be considered for Community Benefit contributions. In such instances, the following procedures would apply:

- Proposals must represent good planning and meet the tests outlined in the *Planning Act* for minor variances to be supported
- The Committee of Adjustment, with input from staff and/or the applicable Ward Councillor, may impose conditions under Section 45 of the *Planning Act* related to Community Benefit contributions, including the requirement for an agreement with the City outlining the provision of the Community Benefit contribution
- An appraisal report assessing the land value increase is not necessarily required as part of the Community Benefits process for minor variances; this determination will be made by staff on a case-by-case basis

### **AMENDMENTS TO MISSISSAUGA OFFICIAL PLAN**

Section 19.8 of MOP outlines implementation policies relating to Section 37 Community Benefits (Bonus Zoning). Section 19.8.2 lists examples of the types of facilities, services or matters that could be accepted as part of a Community Benefit. This list includes items such as good urban design and pleasant streetscapes which are expected as an integral part of good planning. Community Benefits contributions should be reserved for elements which are above and beyond what would normally be expected from a well planned development.

It is recommended that Section 19.8.2 be amended to delete examples of contributions which may be misinterpreted as satisfying the requirement of a Community Benefit, including the following:

- protection of significant views and vistas of Lake Ontario
- enhancement of the Natural Heritage System
- provision of additional road or servicing improvements
- provision of multi-modal transportation facilities
- provision of a wide range of housing types

- enhanced urban design features
- provision of streetscape improvements
- environmental development performance standards or LEED certification inclusion of office space in high density areas to meet population-to-employment ratios

While these examples are proposed to be removed, should a Community Benefit be proposed that includes any of these elements and is above and beyond what is expected to support a development application, then that contribution can be considered in the Community Benefit negotiations.

### **IMPLICATIONS OF BILL 73**

Bill 73, *The Smart Growth for Our Communities Act*, was adopted by the Province and amended Section 37 of the *Planning Act* on July 1, 2016. Some of the more pertinent changes include the following requirements:

- that monetary contributions be paid into a special account and spent only for facilities, services and other matter specified in the zoning by-law
- that the auditor shall report on the activities and status of the account in an annual report
- that the treasurer of the municipality shall each year give Council a financial statement relating to the account
- that the treasurer shall give a copy of the statement to the Minister on request and that Council shall ensure that the statement is made available to the public

The City already has a special account for Community Benefit contributions and each contribution made through a Rezoning application is itemized independently within the account. The City Treasurer in collaboration with Financial Services will ensure adherence to the new provisions.

## **Financial Impact**

There are no financial impacts beyond those related to Community Benefits contributions described in this report.

## **Conclusion**

Revisions are proposed to the Corporate Policy and Procedure for Community Benefits obtained under the *Planning Act* (formerly Bonus Zoning – Policy No. 07-03-01). It is recommended that the proposed amendments to the Bonus Zoning policies in Mississauga Official Plan be subject to a statutory public meeting and a final report brought forward at the conclusion of the public consultation process.

## **Attachments**

Appendix 1: Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01), dated September 26, 2012

Planning and Development Committee

2017/11/10

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Originator's file: CD.02 SEC

Appendix 2: Draft changes to Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01).

A handwritten signature in black ink, appearing to read "E. R. Sajecki".

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

City of Mississauga

# Corporate Policy & Procedure



**Policy Title: Bonus Zoning**

**Policy Number: 07-03-01**

Section:	<b>Community Development</b>	Subsection:	<b>Planning Tools</b>
Effective Date:	<b>September 26, 2012</b>	Last Review Date:	
Approved by: <b>Council</b>	Owner Division/Contact: <b>Policy Division, Planning and Building Department</b>		

## Policy Statement

Bonus Zoning enables the City to secure a range of Community Benefits when increases in permitted development are deemed good planning by Council through the approval of a rezoning application.

## Purpose

The purposes of this policy are to outline:

- How Section 37 of the Planning Act (Bonus Zoning) will be applied in order to meet the objectives of the Mississauga Official Plan ("Official Plan")
- The type and size of developments eligible for Bonus Zoning, and
- The process for negotiating Section 37 Agreements, including the role of staff and Members of Council

## Scope

Unless exempt, this policy is applicable to all rezoning applications for increases in height and/or density in the City, in accordance with the Official Plan and the Guiding Principles outlined below. This policy does not affect any previously executed agreements or agreements approved in principle by Council.

The Bonus Zoning policy will be applied in conjunction with the Implementation policies contained within the Official Plan.

## Legislative Authority

This policy will be implemented in accordance with the Planning Act, Section 37 and the Official Plan, both as amended.

## Definitions

For the purposes of this policy:



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“Bonus Zoning” means the planning tool, authorized by Section 37 of the Planning Act, which enables municipalities to secure Community Benefits through Section 37 Agreements in conjunction with a rezoning that permits increased height and/or density over and above existing planning permissions. Through Bonus Zoning the owner/developer and the community share in the increased value of the development.

“Community Benefit” means facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits; however, the list is not exhaustive. Through local area plan reviews and as determined on a case by case basis, additional appropriate Community Benefit contributions may be identified.

“Section 37 Agreement” means a legally enforceable agreement negotiated between the City and an owner/developer that outlines the terms of the exchange of density and/or height for Community Benefits. Section 37 Agreements may include other matters that may be important for the City to meet its Official Plan objectives, but which may fall outside of the purview of other agreements, such as the protection of rental housing, public art or heritage features. These matters may be secured in a Section 37 Agreement as conditions of approval.

“Supplementary Report” means the staff report from the Commissioner of Planning and Building which recommends approval or refusal of an Official Plan Amendment and/or rezoning application.

## **Administration**

This policy will be administered by the Commissioner, Planning and Building Department or his/her designate(s), in writing, in consultation with Legal Services, Finance, Community Services, Transportation and Works and other City staff as required.

## **Application**

Requests for increases in the height and/or density of development are considered by Council through Official Plan amendment and/or rezoning applications, subject to the tests of good planning (i.e. the proposed development represents good planning on its own merits). Where Council has deemed the proposed increase in height and/or density from that permitted by the existing Zoning By-Law to be acceptable, the City of Mississauga may require, as a condition of final approval, the provision of certain Community Benefits.

Council may choose to exempt applications where other strategic objectives will be achieved (e.g. provision of non-profit housing; downtown office development).

The City may request a Section 37 Community Benefit contribution where development

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applications have been appealed to the Ontario Municipal Board (OMB).

### **Minimum Threshold Size Requirement**

The maximum height and density limits will be set out in the Official Plan and/or Zoning By-Law. Any Zoning By-Law amendment in excess of the maximum development limits (where established) may be considered eligible for Bonus Zoning Community Benefit contributions. This policy will be applied mainly, but not exclusively, to:

- Projects where additional height is proposed
- Projects which are or will be larger than 5000 m<sup>2</sup> (54,000 sq. Ft.) In size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 sq. Ft.) Over what would otherwise be permitted

While this policy is not intended to apply to smaller development projects, there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or underdeveloped parcels, greyfield sites or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:

- Additional height is proposed, and/or
- A unit increase of more than 10 percent over the permitted number of units is proposed.

### **Guiding Implementation Principles**

The following Guiding Implementation Principles will apply to all development in the City of Mississauga:

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

Good planning is a basic requirement for all developments in the City of Mississauga and must be satisfied prior to any consideration of Community Benefit contributions. Good planning includes addressing all policies contained in the Official Plan, including but not limited to the following:

- Consideration of the City structure and role of elements in this structure
- Protection, enhancement and, where possible, restoration of environmental features and natural areas
- The creation of complete communities
- Supporting multi-modal transportation, and
- Contribution to the economic sustainability of the City

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

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This principle refers to the proximity of the Community Benefit to the proposed development, as well as a comparison of the monetary value of the additional development rights being proposed with the monetary value of the Community Benefits.

2.1 The provision of eligible Community Benefits will be considered on the following location basis:

- Highest priority - on-site or in the immediate vicinity of the site
- Next priority - community benefit contributions in the form of funds used to address city-wide needs which are related to the site, but which cannot economically be included on-site, e.g. The provision of transit, affordable housing or other capital facilities, and
- Other eligible community benefits

2.2 The City will secure Community Benefits for which the costs to the owner/developer represent a reasonable proportion of the increase in the residual land value resulting from the increase in height and/or density. The amount or value of the Community Benefits in relation to the value of the density or height increase will vary from project to project, as a standard City-wide calculation is not imposed. The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.

2.2.1 The height/and or density increase to be valued is measured from the existing permitted height and/or density expressed in the Zoning By-Law, to the proposed height and/or density. Where lands are currently designated to allow greater development through the Official Plan or are currently zoned "D" (Development) and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be considered for the purposes of land valuation. These base level assumptions will be determined by the City and may be established through an evaluation of several criteria, including but not limited to current Official Plan permissions, recent sales and market value assessment.

2.2.2. Realty Services, City of Mississauga, will retain an independent real estate appraiser to determine the increased value of the land resulting from the height and/or density increase, based upon Terms of Reference provided by the City. The appraisal will serve as the basis for determining fair value of the Community Benefit. The City will charge the developer for the cost of an appraiser, selected from a list of qualified, independent real estate appraisers.

2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. City staff and the applicant will attempt to resolve disputes in a timely manner through the comparison of the two appraisals and

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relevant factors such as data sources, assumptions etc. Realty Services staff will confirm in writing to the Planner when the appraisal is satisfactory.

3. Community Benefit contributions should respond to community needs.

3.1 Section 37 Agreements will be negotiated with the owner/developer on a case-by-case basis and will be based on a reasonable planning relationship between the increase in land value resulting from the City granting the increase in height and/or density and an appropriate measured response of Community Benefits to identified community needs.

3.2 Where Council has approved studies or plans for particular geographic areas of the City (e.g. the Strategic Plan, Future Directions, Capital Budget Plans, Local Area Plans and Community Infrastructure Impact Studies) outlining the range of community facilities, services or matters that should be provided or supported on a priority basis, these findings will inform site-specific negotiations for Community Benefits in these areas. The long term sustainable funding of capital facilities will also be taken into consideration.

3.3 The ward councillor must always be consulted by City staff prior to any negotiation of Bonus Zoning Community Benefits with the owner/developer in order to participate in the identification of possible Community Benefits.

3.4 Prior to the commencement of the negotiation process and, as soon as it is available, staff will provide the applicable ward councillor with the following information:

- Advice as to whether Section 37 benefits are appropriate and desirable
- Advice on appropriate types of community benefits
- Interests of the owner/developer, and
- An appraisal of the total land value uplift

3.5 Community Benefit contributions towards capital facilities, services or matters will be over and above the facility costs that would be funded through or dedicated to the City through the Development Charges By-Law, as amended from time to time or parks contributions under Section 42 of the Planning Act.

3.6 Planning and Building staff, in consultation with staff responsible for the administration of the received Community Benefit, will lead discussions or negotiations for Section 37 Agreements with the owner/developer to ensure compliance with Official Plan requirements.

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

4.1 The Planning and Building Department will commence the negotiation for community benefits following Council's approval of the development proposal in principle. The Planner will prepare a

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Supplementary Report assessing the merits of the planning application. If the Supplementary Report recommends approval and unless exempt from this policy, the report will also request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions. The Section 37 report will go to Council for its approval prior to enactment of the amending Zoning By-Law.

4.2 To prepare for possible Bonus Zoning applications and to address the issue of transparency, the applicable ward councillor and other interested Members of Council may, in consultation with City staff, the local community and the relevant service providers, identify local and City-wide priorities for potential community benefits.

4.3 A statement of the mutually agreed-upon financial contribution will be included in the Section 37 report which will summarize the community benefits that are to be secured; indicate the value of the community benefits (to be prepared in conjunction with staff in other departments responsible for similar facilities, services or matters); and outline the timing of the provision of community benefits.

4.4 Height and/or density increases will be approved by an amendment to the Official Plan and/or Zoning By-Law, after consultation with community groups. Bonus Zoning will be implemented through a site-specific Zoning By-Law which, in addition to all of the typical requirements pertaining to the development, also requires the owner/developer to enter into a Section 37 Agreement to secure the Community Benefits outlined in the By-Law.

### **Securing the Community Benefit and Implementing Bonus Zoning**

Prior to the enactment of the Official Plan and/or Zoning By-Law amendment, the owner/developer will execute the Section 37 Agreement securing the Community Benefits in consultation with City staff. The agreement will be registered on title of the subject lands.

Section 37 Agreements will specifically identify the Community Benefits, including how any cash benefit will be used. The agreements will separately identify matters normally secured in the development process that are not part of the consideration for Community Benefits.

The Planning and Building Department will monitor Community Benefit contributions to ensure that they reflect Section 37 agreements approved by Council.

### **Payments in Cash**

The payment of Community Benefits in the form of cash will occur prior to Council approval of the Zoning By-law. In the event that the application(s) are appealed to the OMB, staff may be directed by Council to seek a Community Benefit contribution as part of the conditions of approval by the OMB. Cash payments will not be spent until a decision on the appeal is reached.



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In a large phased development, cash payments may be phased, subject to the consideration of staff recommendation and Council approval. An “H-Zone” (holding zone) may be used to ensure receipt of negotiated Community Benefits in the form of cash.

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

### Development Charges

There will be no reductions, waivers or exemptions for developments subject to Section 37 Agreements from development charges.

### Revision History

Reference	Description
Resolution 0213-2012 - 2012 09 26 - PDC-0028-2012	

## Draft changes to Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01)

Page #	Section	Current Policy	Proposed Policy	Comments
1	Policy Title	Bonus Zoning	<del>Bonus Zoning</del> <b>Community Benefits obtained under the Planning Act</b>	Revised title that more accurately describes the intent of this policy.
3	<del>Minimum Threshold Requirement</del> <b>Qualifying Projects</b>	<p>The maximum height and density limits will be set out in the Official Plan and/or Zoning By-Law.</p> <p>Any Zoning By-Law amendment in excess of the maximum development limits (where established) may be considered eligible for Bonus Zoning Community Benefit contributions. This policy will be applied mainly, but not exclusively, to:</p> <ul style="list-style-type: none"> <li>• Projects where additional height is proposed</li> <li>• Projects which are or will be larger than 5000 m<sup>2</sup> (54,000 ft<sup>2</sup> in size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 ft<sup>2</sup>) Over what would otherwise be permitted</li> </ul> <p>While this policy is not intended to apply to smaller development projects, there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or underdeveloped parcels, greyfield sites</p>	<p><del>The maximum height and density limits will be set out in the Official Plan and/or Zoning By-Law.</del></p> <p><del>Any Zoning By-Law amendment</del> <b>rezoning that increases the height and/or density currently permitted in the existing Zoning By-law will</b> in excess of the maximum development limits (where established) may be considered eligible for Bonus Zoning Community Benefit contributions <b>so long as it also meets specific minimum threshold requirements. If the threshold requirements are met, the rezoning is considered a Qualifying Project. Qualifying Projects must meet both of the following two minimum threshold requirements:</b> This policy will be applied mainly, but not exclusively, to:</p> <ul style="list-style-type: none"> <li>• <del>Projects where additional height is proposed</del></li> <li>• <del>Projects which are or will be larger than 5000 m<sup>2</sup> (54,000 sq. Ft.) in size and where the proposed density increase will exceed 1500 m<sup>2</sup> (16,000 sq. Ft.) Over what would otherwise be permitted</del></li> </ul> <ol style="list-style-type: none"> <li><b>1. Projects which contain buildings of at least 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) of Gross Floor Area (GFA), not including detached and semi-detached dwellings</b></li> <li><b>2. Projects where at least one of the following is proposed over what would otherwise be permitted in the Zoning By-law (not including any detached or semi-detached dwelling component):</b> <ol style="list-style-type: none"> <li><b>a. at least 1 additional storey</b></li> <li><b>b. at least 1 500 m<sup>2</sup> (16,000 ft<sup>2</sup>) of additional GFA</b></li> <li><b>c. at least 25% increase in residential units</b></li> </ol> </li> </ol>	<p>The current wording is not clear on when community benefits are required. While the intent was to allow for flexibility, it creates uncertainty for the developer, the public, Council and City staff on which proposals require community benefits.</p> <p>The proposed revised wording and threshold criteria make clear which projects will qualify for community benefits. It is proposed that the GFA threshold be maintained at 5 000 m<sup>2</sup>. This is within the range of other GTA municipalities, which have minimum GFA thresholds generally ranging from 10 000 m<sup>2</sup> down to 4 000 m<sup>2</sup>. It notably captures smaller developments than both Toronto and Ottawa (thresholds of 10 000 m<sup>2</sup> and 7 000 m<sup>2</sup>, respectively). Reducing the GFA threshold would capture even smaller low-rise infill projects, which</p>

Page #	Section	Current Policy	Proposed Policy	Comments
		<p>or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:</p> <ul style="list-style-type: none"> <li>• Additional height is proposed, and/or</li> <li>• A unit increase of more than 10 percent over the permitted number of units is proposed.</li> </ul>	<p><b><i>For clarity, all forms of tenure (e.g. freehold units, rental units, standard condominium units, Parcels of Tied Land [POTLs] within a common element condominium, etc.) are eligible for Community Benefits.</i></b></p> <p><del>While this policy is not intended to apply to smaller development projects, there may be circumstances in lower density areas where proposed development may not meet the minimum threshold size noted above but could still be a suitable candidate to provide a Community Benefit contribution. Such lands could include large vacant or underdeveloped parcels, greyfield sites or smaller properties assembled for larger infill redevelopment. A Community Benefit contribution may be requested for such development applications where:</del></p> <ul style="list-style-type: none"> <li><del>• Additional height is proposed, and/or</del></li> <li><del>• A unit increase of more than 10 percent over the permitted number of units is proposed.</del></li> </ul> <p><b><i>Detached and semi-detached dwellings regardless of tenure are exempt from having to provide Community Benefits.</i></b></p> <p><b><i>Non-residential land uses proposed in a non-residential area (e.g. an industrial building in an industrial area) and therefore not in proximity to a residential community are also exempted.</i></b></p> <p><b><i>Further exemptions will only occur where directed by Council under circumstances which could include the following:</i></b></p> <ul style="list-style-type: none"> <li><b><i>where other strategic objectives will be achieved (e.g. non-profit housing development; purpose-built rental housing; downtown office development; a significant employment generator)</i></b></li> </ul>	<p>is not the intent of this policy. This would trigger significant staff and developer resources and timelines for a small land lift/community benefit and may reduce the affordability of new infill units.</p> <p>The existing minimum 10% residential unit increase threshold is unreasonable, as it would result in a community benefit requirement when dealing with only a few units. The current wording is arbitrary, as it says a contribution “may be required” for smaller residential infill proposals without defining further threshold criteria. It is recommended that this be increased to 25%, made mandatory and linked to the 5 000 m<sup>2</sup> GFA minimum threshold. This 25% density increase threshold is currently used by the City of Ottawa. This would also cover a situation where no additional GFA is proposed, but the number of units has been increased beyond 25% (i.e. smaller units resulting in more units than permitted in the zoning by-law).</p>

Page #	Section	Current Policy	Proposed Policy	Comments
4	MOVED FROM SECTION 2	<p>2.2.2. Realty Services, City of Mississauga, will retain an independent real estate appraiser to determine the increased value of the land resulting from the height and/or density increase, based upon Terms of Reference provided by the City. The appraisal will serve as the basis for determining fair value of the Community Benefit. The City will charge the developer for the cost of an appraiser, selected from a list of qualified, independent real estate appraisers.</p> <p>2.2.1 The height/and or density increase to be valued is measured from the existing permitted height and/or density expressed in the Zoning By-Law, to the proposed height and/or density. Where lands are currently designated to allow greater development through the Official Plan or are currently zoned "D" (Development) and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be considered for the purposes of land valuation. These base level assumptions will be determined by the City and may be established through an</p>	<p><b>2.2.2.2. Realty Services, City of Mississauga, will retain an independent real estate appraiser to determine the increased value of the land resulting from the height and/or density increase, based upon Terms of Reference provided by the City. The appraisal will serve as the basis for determining fair value of the Community Benefit. The City will charge the developer for the cost of an appraiser, selected from a list of qualified, independent real estate appraisers.</b></p> <p><b>Following release of a Recommendation Report requesting Council to direct staff to hold Section 37 discussions, Planning staff will engage Realty Services, Corporate Services Department, for the purpose of initiating the process to determine the increase in land value resulting from the height and/or density increase. Where an application to remove an "H" holding symbol has been received and one of the conditions is a Section 37 Agreement, Planning staff will request that Realty Services initiate the process to determine the increase in land value.</b></p> <p><b>The Land Lift will be determined by an accredited appraiser selected by the applicant from the City's approved list of appraisers. The cost of the appraisal report is to be paid in full by the applicant and is to be held by the City in advance of the City ordering the report. The appraisal report must be based on the City's terms of reference for Section 37 appraisals. The report will only be ordered after Council approval to enter into Section 37 Community Benefit negotiations.</b></p> <p><del>2.2.1</del> The height/and or density increase to be valued is measured from the existing permitted height and/or density expressed in the <b>previous</b> Zoning By-Law, to the proposed height and/or density <b>contained in the new Zoning By-law</b>. Where lands are currently designated to allow greater development through the Official Plan or are currently zoned "D" (Development) and, therefore, recognize the potential for future development, yet do not permit any additional buildings, alternative base level height and/or density assumptions may be</p>	<p>Further details added regarding the process of retaining an appraiser.</p> <p>Wording under the previous Section 2.2.1 is recommended to be removed, as this should be determined by Realty Services based on the latest best practices within the real estate appraisal profession and the terms of reference</p>

Page #	Section	Current Policy	Proposed Policy	Comments
		evaluation of several criteria, including but not limited to current Official Plan permissions, recent sales and market value assessment.	<del>considered for the purposes of land valuation. These base level assumptions will be determined by the City and may be established through an evaluation of several criteria, including but not limited to current Official Plan permissions, recent sales and market value assessment.</del>	that Realty Services provides to the developer.
4 to 5	MOVED FROM SECTION 2	2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she may initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. City staff and the applicant will attempt to resolve disputes in a timely manner through the comparison of the two appraisals and relevant factors such as data sources, assumptions etc. Realty Services staff will confirm in writing to the Planner when the appraisal is satisfactory.	<p><b>3. 2.2.3 City staff and the applicant will work cooperatively and respectfully in the negotiation process. In the event that the applicant does not agree with the City appraisal, he or she they may request that Realty Services retain</b> initiate, at their own expense, a second appraisal from the City's approved list of appraisers subject to the same Terms of Reference as the original appraisal. <b>The City will charge the developer for the cost of this second real estate appraisal. If the difference in and lift value between the two appraisals is 25% or less, the midpoint of the values shall apply. If the difference is greater than 25%, and the City and developer are unable to agree on value, either party may request a peer review of the two appraisals. The peer review shall be commissioned by the City and be prepared by an appraiser on the City's list of approved appraisers, as chosen by the developer. The fees related to the peer review will be split evenly by the City and the developer. The peer reviewer's Land Lift opinion shall form the final determination of the increase in land value.</b></p> <p>City staff and the applicant will attempt to resolve disputes in a timely manner through the comparison of the two appraisals, <b>the terms of reference</b> and relevant factors such as data sources, assumptions, etc. Realty Services staff will confirm in writing to the Planner <b>the appropriate Land Lift value based on the completed appraisal(s) and any revisions to the appraisal(s) requested by Realty Services staff.</b> when the appraisal is satisfactory.</p> <p><b>Where the effective appraisal date is over one year old, an updated appraisal will be required at the cost of the developer. Where the effective appraisal date is between 6 and 12 months</b></p>	<p>This is not part of a negotiation process, but outlines a process to resolve a real estate appraisal dispute. The first sentence is proposed to be moved to Section 3.1.</p> <p>New wording has been added to clarify that any second appraisal is to be retained directly by Realty Services and not by the developer, and also clarify Realty Services' role in the review of appraisals. Dispute resolution process is now well defined.</p>



Page #	Section	Current Policy	Proposed Policy	Comments
			<i>old, Realty Services will recommend whether an updated appraisal should be undertaken based on current market conditions. The Planning and Building Department will make the final decision on whether an updated appraisal is required for 6 to 12 month old appraisals, based on Realty Services' recommendation and the status of Community Benefits negotiations.</i>	
5	<p>4. Ensure that the negotiation process of Section 37 Agreements is transparent. MOVED FROM SECTION 4</p> <p>MOVED FROM SECTION 3</p>	<p>4.2 To prepare for possible Bonus Zoning applications and to address the issue of transparency, the applicable ward councillor and other interested Members of Council may, in consultation with City staff, the local community and the relevant service providers, identify local and City-wide priorities for potential community benefits.</p> <p>3.2 Where Council has approved studies or plans for particular geographic areas of the City (e.g. the Strategic Plan, Future Directions, Capital Budget Plans, Local Area Plans and Community Infrastructure Impact Studies) outlining the range of community facilities, services or matters that should be provided or supported on a priority basis, these findings will inform site-specific negotiations for Community Benefits in these areas. The long term sustainable funding of capital facilities will also be taken into consideration.</p>	<p><b>5. 4.2</b> To prepare for possible Bonus <b>Community Benefits</b> Zoning <b>contributions</b> applications and to address the issue of transparency, the applicable <b>Ward C</b>ouncillor and other interested Members of Council <b>are strongly encouraged to</b> identify local and City-wide priorities for potential <b>C</b>ommunity <b>B</b>enefits <del>may</del>, in consultation with City staff, the local community and the relevant service providers, <del>identify local and City-wide priorities for potential community benefits.</del></p> <p><b>Community consultation led by the local Ward Councillor at the time of ratepayer Annual General Meetings (AGM) or other ward-specific community meetings are strongly encouraged on an ongoing basis to identify community needs. These meetings would be independent of consultation undertaken for specific development applications.</b></p> <p><del>3.2</del> Where Council has approved studies or plans for particular geographic areas of the City (e.g. the Strategic Plan, Future Directions, Capital Budget Plans, Local Area Plans, <b>Ward "Imagining" Plans</b> and Community Infrastructure Impact Studies) outlining the range of community facilities, services or matters that should be provided or supported on a priority basis, these findings will inform site-specific negotiations for Community Benefits in these areas. The long term sustainable funding of capital facilities will also be taken into consideration.</p>	New wording provides opportunity for greater public input into identifying community needs outside of specific development applications that could form the basis of future Section 37 Community Benefits.

Page #	Section	Current Policy	Proposed Policy	Comments
4	MOVED FROM SECTION 2	2.2 The City will secure Community Benefits for which the costs to the owner/developer represent a reasonable proportion of the increase in the residual land value resulting from the increase in height and/or density. The amount or value of the Community Benefits in relation to the value of the density or height increase will vary from project to project, as a standard City-wide calculation is not imposed. The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.	<b>9. 2-2</b> The City will secure Community Benefits for which the costs to the owner/developer represent a reasonable proportion of the increase in the residual land value resulting from the increase in height and/or density. The amount or value of the Community Benefits in relation to the value of the density or height <b>and/or density</b> increase will vary from project to project, as a standard City-wide calculation is not imposed. <b>Notwithstanding, it is the expectation that a Community Benefit value between 25% and 35% of the Land Lift value will be achieved. This</b> The City will strive to achieve a value of a Community Benefit that is consistent with practices in surrounding municipalities, e.g., in the approximate range of 20% to 40% of the land lift value.	A narrower range of the expected land lift percentage for the community benefit contribution is proposed, as the current range is very broad. It will provide greater clarity to the development community, residents, Council and City staff as to the expectations within the negotiation process. The City of Vaughan is the only other GTA municipality that indicates a general land lift percent target range for community benefits, and it is between 25% to 35%. In August 2017, Newmarket approved a new policy calling for a minimum 25% of the land lift for community benefits.
		n/a	<b>12. Minor variance applications requesting increases in the height and/or density of development that also meet the minimum threshold requirements for Qualifying Projects outlined in this Policy may be considered for Community Benefit contributions. Proposals must represent good planning and meet the tests outlined in the Planning Act for minor variances to be supported. The Committee of Adjustment, with input from staff and/or the applicable Ward Councillor, may impose conditions under Section 45 of the Planning Act related to Community Benefit requirements. These conditions may include the requirement for an agreement with the City outlining the provision of Community Benefits. A Land Lift appraisal is not necessarily required as part of the Community Benefits process for minor variances; this determination will be</b>	This new section allows for Community Benefits to be requested through minor variance applications. It is anticipated that few applications would qualify given the threshold requirements and that fact that variances are to be “minor” in nature. A land lift appraisal may not be requested under this scenario.

Page #	Section	Current Policy	Proposed Policy	Comments
			<i>made by City staff on a case-by-case basis.</i>	Toronto has experience in including Community Benefits in its conditions for recommending support of minor variances. Toronto staff have indicated that there is no formal process or policy regarding this approach.
7	<b>Monetary</b> Payments in Cash	<p>The payment of Community Benefits in the form of cash will occur prior to Council approval of the Zoning By-law. In the event that the application(s) are appealed to the OMB, staff may be directed by Council to seek a Community Benefit contribution as part of the conditions of approval by the OMB. Cash payments will not be spent until a decision on the appeal is reached.</p> <p>In a large phased development, cash payments may be phased, subject to the consideration of staff recommendation and Council approval. An “H-Zone” (holding zone) may be used to ensure receipt of negotiated Community Benefits in the form of cash.</p> <p>Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting,</p>	<i>TBD</i>	<p>In reviewing best practice approaches, it was found that the majority of municipalities utilizing Section 37 polices also secure the community benefit through a Section 37 agreement; however, monetary contributions are collected prior to the issuance of a building permit.</p> <p>This alternative approach provides greater flexibility for a developer, especially in instances where the contribution is substantial and/or their financing may not yet be secured, however, it may also lead to complications in instances where the design of a development changes and/or a new owner purchases the property before the project is constructed.</p>

Page #	Section	Current Policy	Proposed Policy	Comments
		Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.		
N/A	<b>*New Minor Variances</b>		<b>Five per cent (5%) of all newly obtained Section 37 monetary contributions shall be allocated to a subset of the Reserve Fund for exclusive use in the City's Downtown Core where unlimited height and density are permitted. From time to time, Council shall identify and direct the use of these funds for projects in the Downtown Core that will benefit residents of the City as a whole, as well as those who live and work in the Downtown Core. These Community Benefits could include items, such as, but not limited to: public art; affordable housing; public service facilities and infrastructure.</b>	As there are unlimited height and density planning provisions in the Downtown, Section 37 benefits are not available to this area of the City. A percent allocation of all Section 37 monetary contributions for specific use in the Downtown is an equitable approach. It will aid in building a complete community in the Downtown and also benefit residents City-wide.
<b>Proposed Changes to Mississauga Official Plan</b>				
19-6 and 19-7	19.8.2	City Council may grant bonuses in height and/or density of site specific development proposals in exchange for facilities, services or matters, above and beyond that that would be otherwise provided under the provisions of the <i>Planning Act</i> , the <i>Development Charges Act</i> or other statute, such as, but not limited to: <ol style="list-style-type: none"> <li>protection of significant views and vistas of Lake Ontario;</li> <li>provision of parkland above that required by the <i>Planning Act</i>;</li> <li>enhancement of the Natural Heritage System;</li> <li>provision of additional road or servicing</li> </ol>	City Council may grant bonuses in height and/or density of site specific development proposals in exchange for facilities, services or matters, above and beyond that that would be otherwise provided under the provisions of the <i>Planning Act</i> , the <i>Development Charges Act</i> or other statute, such as, but not limited to: <ol style="list-style-type: none"> <li><del>protection of significant views and vistas of Lake Ontario;</del></li> <li><del>a.</del> <b>b. provision of parkland above that required by the <i>Planning Act</i>;</b></li> <li><b>b. improvements to existing public parks;</b></li> <li><del>c. enhancement of the Natural Heritage System;</del></li> <li><del>d. provision of additional road or servicing improvements;</del></li> <li><del>e. provision of multi-modal transportation facilities;</del></li> <li><del>f.</del> <b>cf. provision of public service facilities and</b> community infrastructure;</li> </ol>	Items that are not tangible community benefits are recommended for removal. Also, some are elements that should be achieved as part of good planning and design and therefore should not qualify under Section 37 Community Benefits. These policies have been cited by developers in an effort to be excluded from the provision of community benefits above and beyond what is already proposed as part of a development application.  Additional clarification

Page #	Section	Current Policy	Proposed Policy	Comments
		<p>improvements;</p> <p>e. provision of multi-modal transportation facilities;</p> <p>f. provision of community infrastructure;</p> <p>g. provision of a wide range of housing types, including affordable, assisted and special needs housing;</p> <p>h. preservation of heritage resources;</p> <p>i. provision of public art;</p> <p>j. enhanced urban design features;</p> <p>k. provision of <b>streetscape</b> improvements;</p> <p>l. contributions to city wide funds for public art or affordable housing;</p> <p>m. environmental development performance standards or LEED certification that exceeds that required by the Official Plan; and</p> <p>n. inclusion of office space in high density areas to meet population-to-employment ratios.</p>	<p><del>d. provision of a wide range of housing types, including affordable, assisted and special needs housing;</del></p> <p><del>e. preservation and restoration of heritage resources;</del></p> <p><del>f. provision of public art; and</del></p> <p><del>j. enhanced urban design features;</del></p> <p><del>k. provision of streetscape improvements;</del></p> <p><del>g. contributions to city-wide funds for public art or affordable housing;</del></p> <p><del>m. environmental development performance standards or LEED certification that exceeds that required by the Official Plan; and</del></p> <p><del>n. inclusion of office space in high density areas to meet population-to-employment ratios.</del></p>	<p>wording has also been added.</p> <p>“Public service facilities” and “infrastructure” are defined terms in the new Growth Plan (2017).</p>



City of Mississauga

# Corporate Report



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.21-SHO

Meeting date:  
2017/12/04

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)**

**Proposed Amendments to the Zoning By-law to Regulate Short-term Accommodations**

**File: CD.21-SHO**

## Recommendation

1. That the report titled 'Proposed Amendments to the Zoning By-law to Regulate Short-term Accommodations' dated November 10, 2017, from the Commissioner of Planning and Building and the accompanying *Summary of Zoning By-law Amendments*, attached as Appendix 3, be approved.
2. That the Enforcement Division report back to General Committee with their recommendations for regulatory control of Short-term Accommodations.

## Report Highlights

- This report provides an update on responses received from the extended on-line survey and public consultation process, an updated municipal scan, and recommendations to amend the Zoning By-law to regulate Short-term Accommodations
- Details of the proposed Zoning By-law amendments are included in this report

## Background

On May 29, 2017, City staff presented an Information Report titled 'Proposed Draft Amendments to the Zoning By-law to Regulate Short-term Accommodations' (Appendix 1). It provided an update on the options for regulating short-term accommodations (STAs) and summarized the responses received from the public consultation process. Planning and Development Committee directed city staff to conduct further consultation with stakeholders through the on-line survey, and then to report back with recommendations.

This report provides an update on responses received from the extended on-line survey and public consultation process, an updated municipal scan (Appendix 2), and recommendations on regulating STAs.

Once the Zoning By-law amendments have been adopted, the Enforcement Division will bring a report to General Committee with their recommendations on regulatory controls.

## **Comments**

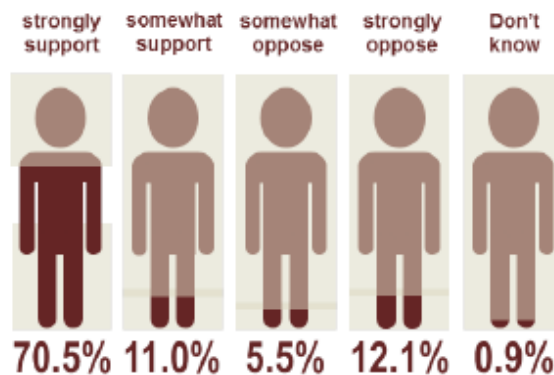
### **CONSULTATION SUMMARY**

Between January 2017 and May 2017, over 300 responses were received through the short-term accommodation on-line survey and questionnaires. Following the direction received at Planning and Development Committee, staff conducted further consultation with stakeholders through the on-line survey, receiving an additional 1,642 survey responses between June 2017 and August 2017. The results are summarized below:

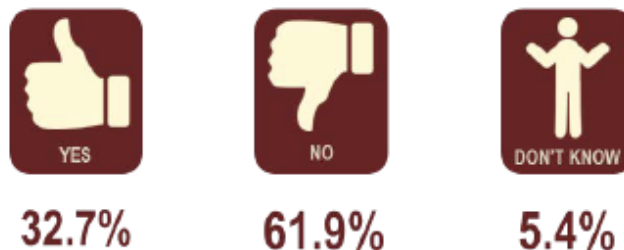


## short-term accommodations survey results

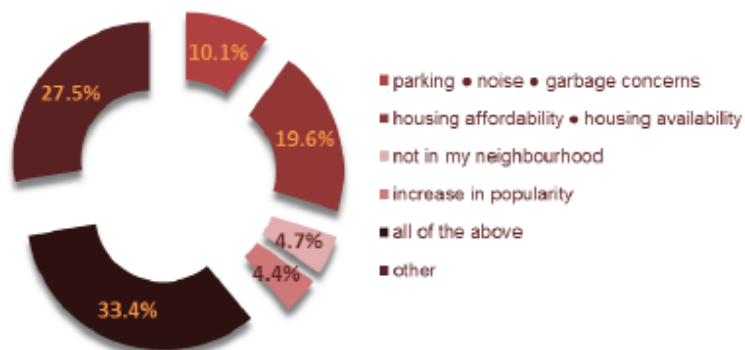
In general, do you support or oppose short-term accommodations?



Should the City of Mississauga regulate short-term accommodations?



Why do you believe they should be regulated?



The results continue to indicate strong support of STAs (71% of respondents), with most people (62%) indicating that STAs should not be regulated. Previous survey results indicated more support for regulation (53%). The reasons people expressed support for regulation were primarily based on the following:

- STAs are a nuisance (parking, noise, garbage concerns)
- Concern for housing affordability and availability
- Undesirable in a neighbourhood
- Concern that STAs are likely to increase in popularity over time

An additional 28% of the respondents had other reasons to support regulation, which are listed below. While a number of responses received under this category are classified as nuisance concerns (parking, noise, garbage, other property standards concerns), some included general statements on the need, or lack thereof, for regulation, as well as general support statements for STAs. Feedback was also received on the following:

- The necessity of taxation and insurance
- Community, tenant and host safety
- Property damage, and concerns regarding illegal activities taking place in STAs
- The similarities between short-term accommodations and hotels, and that hotel regulation requirements should also apply to STAs
- Support for STAs in primary residences
- Support for STAs in owner occupied primary residences (not rentals)
- STAs shouldn't be located in multi-tenant residences (only in detached dwellings)
- STAs should only be located in multi-tenant residences (not in detached dwellings)
- A host should not be allowed to rent out multiple dwelling units as STAs

## COMMUNITY COMMENTS

At the public meeting held by Planning and Development Committee on May 29, 2017, the following community comments were received:

### Comment

Were the Lisgar and Meadowvale Residents Associations, and Mississauga Tourism circulated for comment?

### Response

Staff confirm that the Lisgar Residents Association was circulated for comment on the information report. The Meadowvale Residents Association and Mississauga Tourism were not. Both were subsequently circulated and the Lisgar Residents Association has been added to the list of ratepayers groups to circulate moving forward. No comments were received from any of the three organizations.

**Comment**

Concern was expressed that 300 residents was an insufficient sample size for the STA survey and staff were asked to consider extending the public consultation period.

**Response**

The online survey was reopened between June 2017 and August 2017. An additional 1,642 survey responses were received following the May 29, 2017 Planning and Development Committee meeting.

**Comment**

How many complaints on short-term accommodations does the City receive?

**Response**

STAs are not currently regulated in the Zoning By-law so statistics have not been collected on the number of complaints. Once regulated, the City will be able to collect statistics on STA complaints.

**Comment**

MIRANET representatives expressed that STAs are a business and should be conducted in appropriately zoned areas. Condominiums should be prohibited from hosting short-term accommodations, as there are security concerns for seniors living in them.

**Response**

The *Condominium Act* permits condominium boards to pass by-laws prohibiting STAs or sub-leases or to include conditions for them to be permitted. Condominium boards elected by the condominium owners are the most appropriate group to determine if STAs will be permitted in their building.

**Comment**

An Airbnb representative expressed concern over the lack of equity in restricting residents of multi-tenant dwellings from hosting guests on a short-term basis. The speaker also indicated concern with the potential regulation to require additional parking.

**Response**

Staff have taken equity concerns into account, and have revised the recommendations to allow STAs in all dwelling types, subject to conditions.

**Comment**

Mississauga Community Legal Services indicated that anything that can help lower income people pay their rent is positive. They asked for a clarification regarding proposed regulations and tenure type.



**Response**

The proposed regulations would apply to both renters and owners, who would be permitted to rent out their primary residence on a short-term basis, with the appropriate permission from the owner and/or Condominium Corporation under the proposed regulations.

**Comment**

Concern was expressed over hosts with multiple listings.

**Response**

Limiting short-term accommodations to an owner's primary residence should limit hosts from operating multiple STAs.

**Comment**

Concern was expressed over illegal activity such as drug use in STAs.

**Response**

The City cannot monitor illegal activity such as drug use on private property. This is Peel Regional Police's jurisdiction.

**Comment**

The City should screen the guests of STAs and inspect for fire safety requirements of a hotel and cleanliness.

**Response**

There are no specific requirements of the Fire Code or Building Code that would apply to STAs. Without changes to the Fire or Building Code, there are no legal requirements for owners to provide exit lights, sprinklers or information posted regarding site evacuation, as found in hotels or motels. The City has no mechanism to screen potential STA guests or ensure unit cleanliness.

No further substantive written comments have been received since the last public meeting.

**PLANNING COMMENTS**

Although home sharing is not a new idea, with the rise of internet platforms, the ease of renting one's home has become much easier and therefore more common. It is estimated that there are 600 STAs in the City. Although many STAs operate undetected or in harmony with neighbours, there are a number that have caused issues within the communities in which they are located. The issues generally arise from vacant properties being rented and used for purposes other than accommodating tourists, which causes conflicts with the neighbours and results in property standards violations. Although parking, noise and property standards will continue to be dealt with through By-law enforcement, it is recommended that the Zoning By-law be amended to clarify the status of STAs and provide a basis for their regulation.

In the staff report considered at the public meeting held on May 29<sup>th</sup>, a number of proposed amendments were included (Appendix 1, page 6). Based on the feedback received, further benchmarking and research was conducted and the proposed amendments to the Zoning By-law have been reduced to the following:

### **1. Define 'short-term accommodation'**

Short Term Accommodation means the use of all or part of a dwelling unit, used by the owner or leaseholder as their principal residence, for temporary overnight accommodation for 28 days or less.

Defining Short-Term Accommodation in the Zoning By-law will clarify their status and provide a basis for their regulation in the City of Mississauga.

### **2. Define 'Principal residence'**

Principal residence means a principal residence as defined according to the *Income Tax Act* R.S.C. 1985, c. 1 (5<sup>th</sup> Supp.) or its successor.

The proposed zoning by-law amendments are attached as Appendix 3. To ensure properties maintain their residential characteristics, it is recommended that STAs only be permitted in the home where the owner/lessee of that property lives.

- Permitting STAs only in principal residences as of right, reduces the potential impacts of STAs on housing availability and affordability, nuisance, and potential property impacts.
- Precedence for this type of regulation already exists in the Zoning By-law, in the requirement for primary residency for home occupations.
- Legal second units will be excluded from short-term accommodation permissions unless they are principal residences, to protect affordable long term rental housing.
- Similar regulations are proposed in Toronto and Vancouver, and already exist in New York City, Philadelphia, Portland and San Francisco. The City of Vancouver has also restricted STAs in second units not occupied as primary residences.
- A minor variance (or rezoning) application will be required to permit an STA in a dwelling that is not a principal residence. This will allow condominium boards, neighbours and property managers to give input on the application and City departments to evaluate the suitability of the request. In the event that a minor variance application is submitted, the Committee of Adjustment has the ability to impose conditions of approval including time limits.

Options for regulation presented in initial recommendations included permitting STAs in grade related homes, subject to conditions. During consultation, concerns were expressed about the outright prohibition of STAs in apartment dwellings from an equity perspective. In light of these concerns, and taking into account the ability of condominium boards to self-regulate through their declaration and description, staff have revised the recommendations to allow STAs in all dwelling types subject to conditions.

**Other Proposed Regulations**

Pending Council approval of the proposed By-law amendments, the Enforcement Division will report back to General Committee regarding a registry and/or licensing regime for STAs. The creation of a registry and/or licensing regime enables monitoring and regulation from a municipal perspective in the event there are nuisance impacts within buildings and neighbourhoods.

**Hotel Tax**

Council has approved, in principle, the implementation of a transient accommodations tax (hotel tax) at a rate of 4 percent effective July 1, 2018. Staff will be engaging with stakeholders and the hotel industry on the implementation of a hotel tax. Staff are also investigating the method of identifying and taxing STAs.

**Financial Impact**

The financial impact will be dependent upon the regulatory options adopted by Council.

**Conclusion**

The proposed amendments to the Zoning By-law, discussed in this report and summarized in Appendix 3, represent a balanced approach to regulating STAs. They clarify residents' ability to share their principal residences with others, while limiting the potential impacts on housing availability and affordability, and providing some additional protection to the buildings and neighbours of STAs.

**Attachments**

- Appendix 1: Information Report
- Appendix 2: Updated Municipal Scan
- Appendix 3: Summary of Proposed Zoning By-law Amendments



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga  
**Corporate Report**



Date: May 5, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.21.SHO

Meeting date:  
2017/05/29

## Subject

### **PUBLIC MEETING INFORMATION REPORT (ALL WARDS)**

**Proposed Draft Amendments to the Zoning By-law to Regulate Short-Term Accommodations**

## Recommendation

1. That the report titled 'Proposed Draft Amendments to the Zoning By-law to Regulate Short-Term Accommodations' dated May 5, 2017, from the Commissioner of Planning and Building be received for information.
2. That following the Public Meeting, staff report back to Planning and Development Committee with their recommendations to regulate Short-Term Accommodations.

## Report Highlights

- This report provides an update on the options for regulating short-term accommodations and summarizes the responses received from the public consultation process that included an open house, meetings with various stakeholders, and an on-line survey
- A summary of proposed draft Zoning By-law amendments is included in this report to elicit further comment

## Background

On January 16, 2017, Planning and Development Committee directed City staff to circulate the Information Report 'Short-Term Accommodation – Overview of Current Status and Regulatory Options' (Appendix 1), from the Commissioner of Planning and Building, to interested stakeholders for review and comment. Staff were also directed to hold a public meeting and conduct further consultation with stakeholders with respect to potential regulations. This report provides an update on the results of the consultation process and contains a Summary of Proposed Draft Zoning By-law Amendments for consideration. Once the formal public meeting has been held, Planning and Building staff will bring back a recommendation report addressing

the comments received and providing a final recommendation regarding proposed changes to the Zoning By-law.

## Comments

### CONSULTATION SUMMARY

A website on Short-Term Accommodations (STAs) was created to provide information and engage interested stakeholders and residents following direction from the Planning and Development Committee (Appendix 1). The website is located at:  
<http://www.mississauga.ca/portal/residents/short-termaccommodation>.

The website contains:

- A list of potential amendments to address Short-Term Accommodations (Appendix 2)
- Mississauga staff reports for Short-Term Accommodations, along with reports from Toronto and Vancouver
- A link to the 'Airbnb and your neighbourhood' complaint website (<https://www.airbnb.ca/neighbors>)
- An on-line survey (based on the Questionnaire provided in Appendix 3)
- A copy of the Planning and Development Committee presentation 'Short-Term Accommodations Overview of Current Status and Regulatory Options', dated January 16, 2017
- The Public Notice for the Open House on Short-Term Accommodations

The Public Notice for the Open House on Short-Term Accommodations (STAs) was circulated to all known Mississauga ratepayer associations, and was advertised in the Mississauga News. A list of stakeholders that were contacted is provided in Appendix 4.

Planning and Building staff held the Open House meeting for STAs on Monday, March 6, 2017. Attendees were invited to review prepared materials, including a list of potential Zoning By-law amendments to address STAs, ask questions, and fill out a questionnaire.

### WHAT DID THE COMMUNITY SAY?

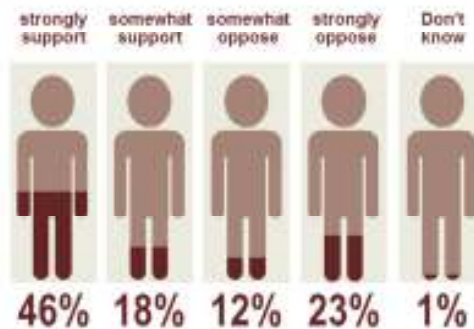
Over 300 responses were received through the on-line survey and questionnaires collected at the Open House. Results are summarized below:





## short-term accommodations survey results

In general, do you support or oppose short-term accommodations?



Should the City of Mississauga regulate short-term accommodations?



53%



41%



6%

Why do you believe they should be regulated?



The results indicate that while there appears to be strong support of STAs (46% of respondents), most people (53%) felt that STAs should be regulated. Approximately 47% of respondents in favour of regulation indicated that they believe STAs should be regulated because of the following:

- STAs are a nuisance (parking, noise, garbage concerns)
- concerns for housing affordability and availability
- undesirable in their neighbourhood
- concerns that STAs are likely to increase in popularity over time

An additional 20% of respondents had other reasons for requesting STAs to be regulated. Some respondents included general statements on the need for regulation or specific examples of where and/or how they would like STAs to be regulated. Many of the responses received under this category could also be classified as nuisance concerns (parking, noise, garbage, property standards concerns) based upon the information provided.

Community safety, as well as community cohesion and character were also noted, along with concerns regarding property values and the potential for property damage. The idea that 'there are already enough STAs in Mississauga' was expressed; as well as concerns regarding insurance and liability, and equitable taxation.

When asked which regulations respondents would like the City to impose, 42% indicated that they wanted the City to create a registry or licensing program, and 39% of respondents indicated that they wanted STAs to be allowed only within a host's primary residence.

When asked if there was anything else respondents wanted the City to know with respect to STAs:

- 40% of the responses were general support statements
- 25% were general operational concerns
- 12% indicated the need for enforcement

Substantive written comments were submitted by Airbnb, Mississauga Residents' Associations Network (MIRANET), and Mississauga Community Legal Services (a not-for-profit corporation that provides legal services for residents of Mississauga with low-income). These are summarized below.

### **Airbnb**

In their written response dated March 20, 2017, Airbnb summarized that a regulatory approach to home sharing should be:

- Permitted as-of-right as a residential use in all dwelling types, including second units and multi-unit dwellings, while recognizing the existing ability of landlords and condominium corporations to set limits

- Sufficiently flexible to include primary principal residences as well as residences where the owner resides on a part-time basis
- Include no requirement for a minimum length of stay
- Consider distinct processes and policy approaches that include different rules for residents that participate in home sharing on a casual basis, and "commercial full time operators" such as corporate suite rental firms advertising on platforms

Airbnb also suggested a registry approach over a licensing regime because of lower costs associated to both municipalities and hosts. Airbnb provided the example from the City of Philadelphia, where hosts are required to register with the municipality only after they have hosted for more than 91 days annually.

### **MIRANET**

MIRANET reiterated their position in response to the Information Report, as articulated in their deputation to the Planning and Development Committee on January 16, 2017 (Appendix 5). Through the completion of the questionnaire, representatives of MIRANET indicated that they would like STAs to only be permitted in a host's primary residence, that a minimum seven (7) day stay requirement be enacted for STAs, and that a registry/licensing program be created.

### **Mississauga Community Legal Services**

Mississauga Community Legal Services (MCLS) also provided a written submission, dated March 20, 2017, indicating their concern that an increase in STAs may affect the availability of affordable housing in Mississauga. The Co-Executive Director of MCLS, indicated that they would like further research to be conducted to better evaluate the impact of STAs on housing affordability in Mississauga.

### **RESPONSES AND CLARIFICATIONS BASED ON COMMENTS RECEIVED**

The following clarifications are offered in response to questions and comments received through the public consultation process on Short-Term Accommodations:

- STAs are not currently prohibited in the Zoning By-law because they are not specifically defined as a land use
- Nuisance issues related to STAs include parking, noise, garbage, and property standards. There are existing municipal by-laws and processes in place to address these concerns that include penalties and fines
- Under the *Condominium Act*, a condominium board may pass by-laws indicating that STAs or sub-leases are not permitted or may only occur under certain circumstances
- There are no specific requirements of the Fire Code that would apply to STAs. Without changes to the Fire Code, there is no legal requirement to have exit lights, sprinklers, or information posted regarding site evacuation, as found in hotels and motels
- The recent Provincial budget has suggested that municipalities may be empowered to implement a hotel tax. Staff are investigating this further.
- STA hosts pay residential municipal property taxes
- Some residents want the City to regulate rental housing

- Long-term rental housing is generally encouraged by all levels of government
- The City cannot require hosts to be on-site at all times during an STA rental
- The City cannot force residents to rent their space out at or below market value to Not-for-Profit or other groups
- STAs function on a peer-to-peer basis. The City has no mechanism to screen potential STA guests
- The City does not have any ability to monitor illegal activity such as drug use on private property. This falls within the jurisdiction of Peel Regional Police
- Second Unit is defined in the Zoning By-law as "an accessory dwelling unit with its own kitchen, sanitary facilities and bedroom(s)/sleeping area"
  - City of Mississauga Second Units Registration By-law 114-16 requires that all second units be registered
  - There is currently no fee for second unit registration, however, building permit fees and fire inspection fees as part of the required steps in the registration process may apply. This does not include any required design drawings and/or renovation costs
  - Second Units may be refused from registration if they are not compliant with City By-laws and safety codes such as the Ontario Building Code and Fire Code
- Feedback has also suggested that 'principal private residence' be defined. This could be based on the Canada Revenue Agency's definition of principal residence
- Staff contacted Revenue Canada to inquire whether the City would be required to disclose information collected under a potential STA registry system for income tax reporting purposes. On April 26, 2017, Revenue Canada confirmed that any income received from renting property or accommodation sharing should be reported on income tax returns. They directed staff to the website:  
<http://www.cra-arc.gc.ca/accommodationsharing/>
- City of Toronto staff are scheduled to provide a Recommendation Report on Short-Term Rentals to their Executive Committee on June 12, 2017

## PROPOSED REGULATORY OPTIONS

### Zoning By-law Amendments Options

Based on benchmarking with other cities that regulate Short-Term Accommodations and comments received to date, it is proposed that the Zoning By-law be amended to do the following things:

- Define 'short-term accommodations' in the Zoning By-law – a form of temporary accommodation, offered to the public in a private residential dwelling for a fee
- Regulate the maximum number of days per year – STAs may be rented out for a maximum of 180 days per year
- Permit STAs 'as of right' in ground related homes (detached, semi-detached, street, and condominium townhomes) that are principal private residences
- Other residential dwelling types, including apartments will need to get a minor variance (or rezoning) to permit an STA. This will allow condominium boards, neighbours and property managers to give their input and/or the Committee of Adjustment could impose conditions of approval

A summary of proposed draft Zoning By-law amendments is provided in Appendix 6.

The intention of these regulations is to create a balanced approach to home sharing, which clarifies residents' ability to share their principal private residences with others, limits the potential impacts on housing availability and affordability, while providing some protection to the buildings and neighbourhoods where STAs are located.

### **Other Regulatory Options**

A general by-law requiring STA hosts to register with the municipality for free or with a minimal fee could be implemented once they are regulated in the Zoning By-law. Hosts could also be required to register with the municipality once they have reached a pre-determined threshold of STA hosting, for example, 65 days. In order to monitor compliance, the City would require the co-operation of host platforms.

Further financial analysis on the costs associated with implementing and maintaining a registry and/or licensing regime will be included in the Recommendation Report.

## **Financial Impact**

The financial impact will be dependent upon the regulatory options adopted by Council.

## **Conclusion**

The results of the public consultation indicate that most residents support STAs but want them to be regulated. The Planning and Building Department will make recommendations on the options to regulate STAs after the public meeting has been held and comments addressed.

## **Attachments**

- Appendix 1: Information Report
- Appendix 2: Potential Regulatory Amendments to address Short-Term Accommodations
- Appendix 3: Questionnaire for Public Consultation
- Appendix 4: List of Stakeholders
- Appendix 5: MIRANET STA Submission
- Appendix 6: Summary of Proposed Draft Zoning By-law Amendments



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner



City of Mississauga

# Corporate Report



Date: December 20, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.21.SHOMeeting date:  
2017/01/16

## Subject

### INFORMATION REPORT (ALL WARDS)

## Short-Term Accommodation - Overview of Current Status and Regulatory Options

## Recommendation

1. That the report dated December 20, 2016 from the Commissioner of Planning and Building titled "Short-Term Accommodation Overview of Current Status and Regulatory Options" be received for information.
2. That this report be circulated to interested stakeholders for review and comment.

## Report Highlights

- This report provides an overview of the current state of short-term accommodations in Mississauga and an update on benchmarked municipalities and presents options for regulation
- Further consultation with stakeholders and a public meeting will be required to consider possible regulations

## Background

With the rise of the sharing economy and the increasing popularity of web-based person-to-person platforms, opportunities for short-term accommodation (STA) such as Airbnb have grown rapidly in cities around the world, including Mississauga.

These web platforms connect people with those who have a spare room, entire apartment, or house to rent out on a short-term basis, usually less than 30 days. Most sites manage listings, provide basic verification information about hosts and guests, collect payment, provide and

monitor a customer/host feedback system and, in some cases, provide insurance for a small fee per booking.

On June 8, 2016, Council directed that City staff examine the issue of short-term accommodation and undertake consultation with stakeholders including the Mississauga Real Estate Board, Mississauga Landlords and Tenant associations, along with the tourism industry to develop appropriate By-laws, if any, to address the situation. Appendix 1 contains a copy of the Council Resolution.

The Transportation and Works Department presented a report to Council on June 29, 2016 in which staff advised that the Zoning By-law does not currently prohibit STA rental uses and that to regulate STAs, the Zoning By-law would need to be amended. The report also concluded that a planning study would need to be completed to determine best practices for dealing with STAs. A copy of the report can be found at:

[https://www7.mississauga.ca/documents/committees/general/2016/06\\_29\\_16\\_GC\\_Agenda\\_online.pdf](https://www7.mississauga.ca/documents/committees/general/2016/06_29_16_GC_Agenda_online.pdf).

A delegation from a local ratepayers group appeared before Council on November 23, 2016. At this meeting, Council indicated that STAs are part of a much larger issue and that the Province needs to step in to regulate them.

This report provides an overview of the current situation with regard to short-term accommodations in Mississauga, including:

- statistical information
- results of stakeholder consultation
- matters to be taken into consideration in the regulation of short-term accommodations
- regulatory options
- benchmarking with other municipalities
- enforcement challenges

It is recommended that the report be circulated to interested stakeholders for review and comment. Based on the feedback received, proposed amendments to the Zoning By-law will be presented at a statutory public meeting.

## Comments

### SHORT-TERM ACCOMMODATIONS IN MISSISSAUGA

The methodology for the data collected regarding STAs is provided in Appendix 2. According to Airbnb, there are 525 active short-term accommodation listings on the Airbnb platform in Mississauga, with approximately 300 active hosts. This suggests that there are hosts with more than one listing. There appears to be over 75 different vendor websites with listings in Mississauga. The Airbnb platform is the most prominent. Based on Host Compliance and Airbnb data, Airbnb makes up over 90% of the STA market in Mississauga.

Airbnb data indicates that the number of visitors to Mississauga using their platform has been increasing, with a 227% increase between May 2015 and May 2016. Additional information is illustrated on page 4.

Short-term accommodation listings in Mississauga are generally concentrated in the Downtown Core, and to a lesser extent, in the Streetsville and Meadowvale neighbourhoods. The locations of hotels and motels in Mississauga are shown in Appendix 3. There is not an obvious correlation between the locations of hotels and motels and STAs in Mississauga. There is a concentration of both STAs and hotels and motels located east of the Airport, and to a lesser extent in the Meadowvale District. There appears to be a significantly higher concentration of STAs in Streetsville and the Downtown Core than hotels and motels. In contrast, there is a higher concentration of hotels and motels located west of the Airport than STA listings.

### **CONSULTATION SUMMARY**

Interviews were conducted to understand stakeholders' concerns regarding the operation of STAs in Mississauga in order to determine what changes, if any, they would like to see and to hear suggestions for future research. The most common concerns identified were those related to nuisance issues, impacts on existing hotel and motel operations, and fire safety.

The complete list of individuals, groups and organizations contacted for this study are included in Appendix 4.

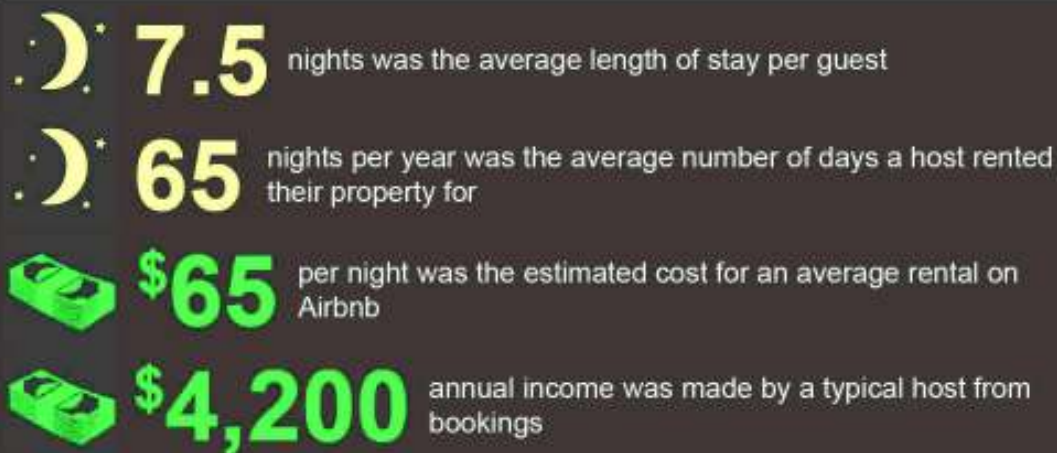
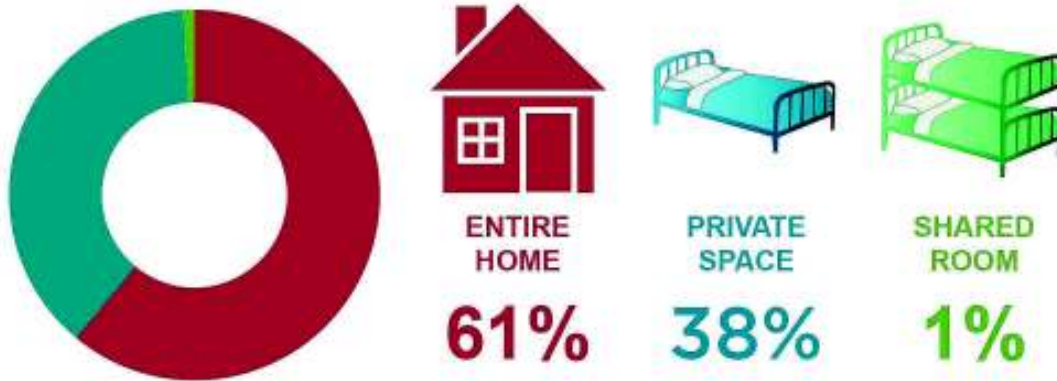
Planning staff also conducted a literature review on the topic of short-term accommodations to establish a list of potential impacts not identified in interviews.

### **MATTERS FOR CONSIDERATION IN THE REGULATION OF SHORT-TERM ACCOMMODATIONS**

Based on this research and consultation, the following are the matters to be considered when considering regulating STAs. These are discussed in greater detail in Appendix 5:

- benefits of short-term accommodations
- nuisance issues
- impacts on housing availability and affordability
- private spaces and shared rooms
- the ability of condominium boards to pass regulations or By-laws as well as condominium specific concerns
- impacts on existing hotel and motel operators
- fire safety
- hotel tax
- monitoring

## SHORT-TERM ACCOMMODATION IN MISSISSAUGA



Based on data that University of Toronto Students collected from the Airbnb website:



**\$48**

was the average cost of a private room



**\$59-\$191**

was the average cost of an entire unit depending on number of bedrooms

\* booking rates may fluctuate seasonally

## Regulatory Options

STAs are not currently prohibited by the Zoning By-law because they are not specifically defined as a land use. STAs default to the type of residential dwelling in which the unit is located. The Zoning By-law does not currently regulate residential dwellings by ownership or rental duration. This differs from "Second Units" which are specifically defined in the Zoning By-law and are subject to further regulation including which types of dwellings they are permitted to be located within.

"Overnight Accommodation" is a permitted use in the Zoning By-law, and is defined as "a building, structure or part thereof, used for the purpose of providing temporary accommodation that contains at least 20 bedrooms". Hotels and motels fall under this definition.

Bed and Breakfasts (B&Bs) are not defined in the Zoning By-law but are considered to be a business use as opposed to a residential use. Therefore, they require a minor variance or rezoning application to permit the use. Five minor variance applications to permit B&Bs have been submitted to the Committee of Adjustment in the past 17 years, three of which were approved by the Committee of Adjustment. The remaining two were approved following successful appeals to the Ontario Municipal Board.

Options to mitigate potential negative impacts and best practices across North America for the regulation of short-term accommodations include:

- regulation in the Zoning By-law including:
  - defining short-term accommodations
  - permitted versus prohibited uses
  - allowing STAs in some areas
  - allowing STAs in grade related homes, subject to conditions
- creating a municipal registry or licensing regime once the use is permitted in the Zoning By-law

Each of these options are discussed in greater detail within Appendix 6 of this report, including advantages and disadvantages of each. All of the options considered will have financial and staff resourcing requirements that will need to be considered prior to implementation.

## BENCHMARKING OTHER MUNICIPALITIES

The Corporate Report dated June 29, 2016 from Compliance and Licensing Enforcement staff included a scan of 15 municipalities in Ontario to determine their By-law standards regarding STAs. Planning staff have updated and expanded on this municipal scan and included it as Appendix 7. The majority of municipalities surveyed have not yet regulated short-term accommodations.



City of Toronto staff delivered an interim report to their Executive Committee on October 26, 2016, and to their Council on November 8, 2016. In their report, Toronto staff define "short-term rental" as:

*a wide range of rentals that occur over a short period that fall outside of hotel, motel, bed and breakfast, renting and subletting. Short-term rentals occur in any form of dwelling, including detached house, semi-detached house, townhouse, second suites, condominium and rental apartment buildings. Short-term rentals are operated by both property owners and tenants.*

City of Toronto staff are continuing to collect and analyze information, as well as undertaking community consultation. The City of Toronto will be conducting public and stakeholder consultations in February and March of 2017. A follow up report is anticipated to be presented to their Executive Committee on June 19, 2017.

### **Enforcement Challenges**

Future enforcement challenges related to STAs will depend on if and how the Zoning By-law is amended to regulate STAs. For example, if an STA is defined to require the dwelling to be an owner's principal private residence, staff would need to determine ways to distinguish between primary and secondary residences for enforcement purposes. If STAs are defined by a time period (i.e. anything less than 30 consecutive days – as regulated in the Town of the Blue Mountains), staff will need to monitor the exact use of STAs to ensure compliance.

Another potential challenge relates to proving the existence of an STA. This is the same challenge that enforcement staff are currently faced with when regulating Second Units in Mississauga. To establish the existence of a STA, enforcement staff would need to gain entry to the dwelling. Without the permission of the homeowner, this will be difficult. Enforcement of STAs will likely be time consuming, costly and may require long-term investigations. Given these challenges, enforcing short-term accommodation may be difficult to implement, even with new regulations. One method to address this may be through a municipal licensing regime as discussed in Appendix 6.

Currently there is no Provincial position on the potential regulation of STAs, except from a taxation perspective. The Province is working with host platforms to encourage hosts to pay taxes on the monies received from renting out their units. Municipalities would benefit from provincial legislation to deal with Fire and Building Codes and rights of entry.

### **Financial Impact**

The financial impact will be dependent upon the recommendation.

### **Conclusion**

Staff recommend that this report be circulated to interested stakeholders for review and comment, particularly with respect to the possible Zoning By-law amendments outlined in

Appendix 6. A report detailing the input received will be presented at a formal public meeting followed by a recommendation report that will contain final staff recommendations on STAs in Mississauga.

## Attachments

- Appendix 1: Council Resolution 119-2016
- Appendix 2: Data Availability
- Appendix 3: Map of Hotels and Motels in Mississauga
- Appendix 4: Consultation Summary
- Appendix 5: Matters for Consideration in the Regulation of Short-Term Accommodations
- Appendix 6: Options for Regulation of Short-Term Accommodations
- Appendix 7: Updated Municipal Scan



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

**Short-Term Accommodation Overview**

**File:CD.21.SHO**

**COUNCIL RESOLUTION 0119-2016**

At its meeting on June 8, 2016 Council approved the following recommendation:

Whereas the City of Mississauga has an extremely low vacancy rate of 1.7%;

And whereas access to affordable, quality rental housing in Mississauga is limited;

And whereas, the City of Mississauga's zoning and development by-law currently does not recognize short-term rentals in cities throughout Ontario;

And whereas, owners of many properties in Mississauga are renting out their premises on a short-term basis;

And whereas, many renters have no affinity for the otherwise quiet, established neighbourhoods resulting in many by-law infractions such as excess waste, parking and noise, etc.;

And whereas, many residents are concerned about the negative impacts of these short-term accommodations;

Therefore, be it resolved that City Staff report to Council as soon as possible to examine the issue of short-term rentals in Mississauga, the impact of short-term rentals on housing stock; options to mitigate negative impacts and best practices across North America;

Be it further resolved that Council direct staff to consult with the Mississauga Real Estate Board, Mississauga Landlords and Tenants associations, along with the Tourism industry, and others as needed in order to develop appropriate by-laws, if any, to address the situation;

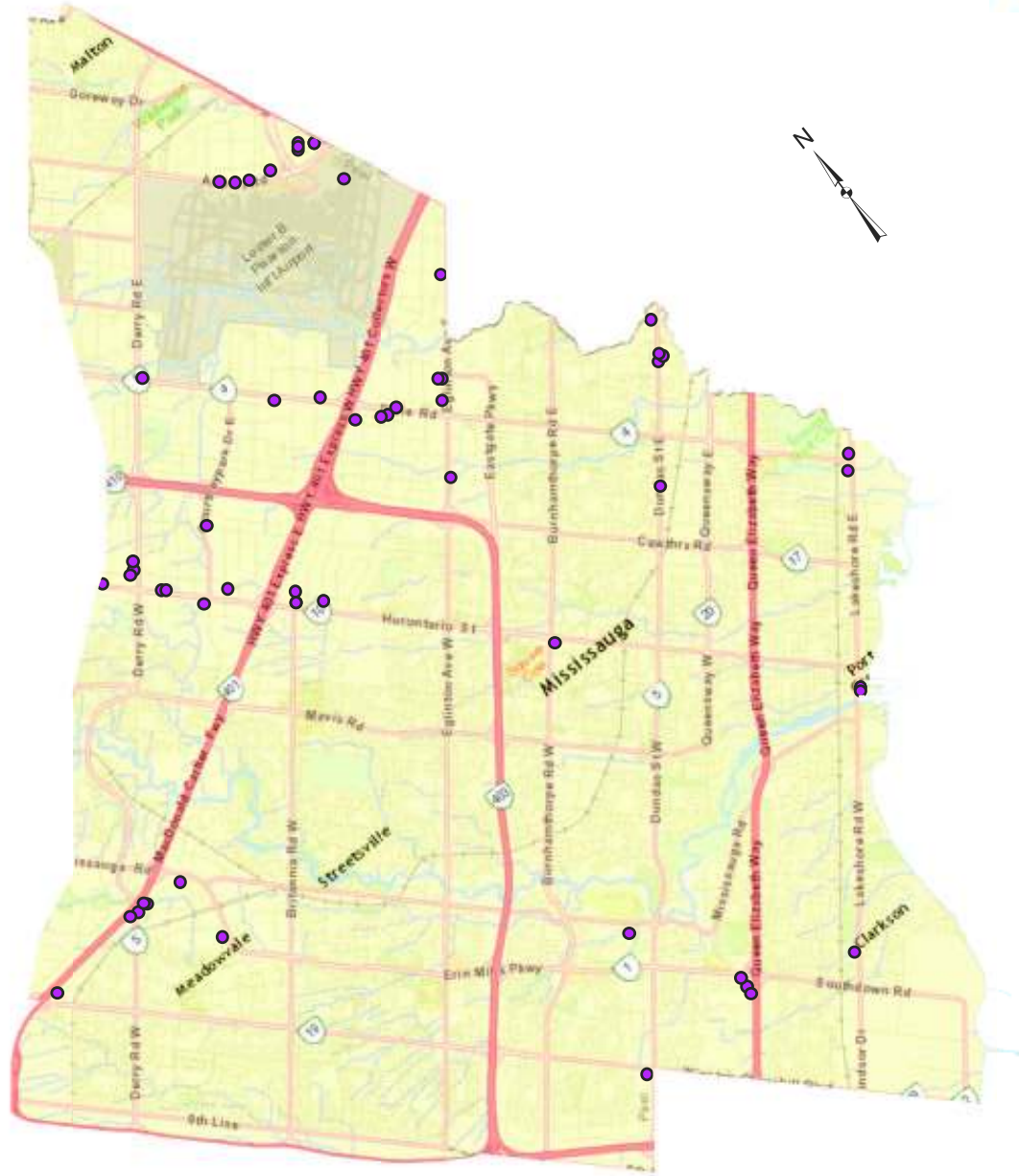
And further that the matter be referred to the Premier of Ontario and all MPPs, for action, and that this resolution be circulated to other municipalities in Ontario for information.

**Short-Term Accommodation Overview****File: CD.21.SHO****DATA AVAILABILITY**

Data availability, host anonymity and listings that represent only a moment in time and duplicate listings on more than one platform are some of the challenges inherent to studying STAs. Data used in this report to describe and assess the existing situation with regard to short-term accommodations in Mississauga was received at no cost from Airbnb, iCompass/Host Compliance Inc. (Host Compliance), and University of Toronto Master of Planning students. The majority of data received from Airbnb was based on the one year period preceding May 1, 2016. Mapping information received from Airbnb was based on the one year period preceding June 1, 2016. Host Compliance data was dated July 2016 across the top 16 STA listing sites in Mississauga. The University of Toronto students collected information from the Airbnb website, on Saturday November 5<sup>th</sup>, Tuesday November 8<sup>th</sup>, and Thursday November 10<sup>th</sup>. Additional data collection service options will be discussed in the "Options" section of this report.

Detailed locational mapping and more comprehensive historical data regarding Airbnb's growth over time in Mississauga has not been made available to staff.

# Hotels and Motels in the City of Mississauga (based on 2016 Employment Survey conducted between May and August 2016)





**Short-Term Accommodation Overview**

Appendix 4  
**File: CD.21.SHO**

**CONSULTATION SUMMARY**

Planning staff contacted the following:

- Members of Council
- Mississauga Fire & Emergency Services
- Staff from Mississauga's Small Business and Workforce Development and Sector Development and Economic Partnership Division
- The Condo Owners' Association
- The Federation of Ontario Bed and Breakfast Accommodation
- First Service Residential (a Property Management Company)
- The Greater Toronto Apartment Association
- The Greater Toronto Hotel Association
- The Insurance Bureau of Canada
- Mississauga Residents Associations Network (MIRANET)
- Ministry of Municipal Affairs and Housing
- Mississauga Board of Trade
- The Mississauga Real Estate Board
- The Ontario Landlords Association
- Region of Peel Housing
- Toronto North and Central Regional Offices of the Landlord and Tenant Board
- Tourism Toronto
- The University of Toronto Mississauga's (UTM) Housing Department

**Short-Term Accommodation Overview****MATTERS FOR CONSIDERATION IN THE REGULATION OF SHORT-TERM ACCOMODATIONS****Benefits of Short-Term Accommodations**

Airbnb has indicated the following benefits associated with their platform:

- income made from STAs can help hosts afford their homes
- tourists may travel to areas other than tourist destinations due to STAs, resulting in economic potential for these areas
- guests in STAs typically stay longer than in typical accommodations
- makes travel more affordable
- enables tourists to spend more on other components of their vacation or stay such as shopping or food

STAs may also be easier for families who want to travel, or those with particular dietary needs. The STA market is also more flexible than hotels and motels, and may be able to respond faster to increasing demand.

**Nuisance Issues**

The issue of short-term accommodations, such as those listed on Airbnb, came to light following the sale of a detached residential dwelling located in Meadowvale. This resulted in several months of complaints and media attention related to noise and garbage generated by guests hosted at this location after the sale. The Ward 2 Councillor's office also received similar complaints related to parties and garbage related to STAs from residents in the Clarkson and Lorne Park neighbourhoods.

Nuisance issues related to short-term accommodations include parking, noise, garbage, and property standards. The existing municipal by-laws to address these concerns are:

- Traffic By-law 550-00, used to address concerns related to parking
- Noise By-law 785-80, used to address noise complaints
- Debris and Anti Littering By-Law 219-85 and Property Standards By-law 654-98, used to address garbage and property maintenance complaints

City Enforcement staff do not keep a record of parking, noise, garbage, or property standard issue infractions specifically associated with short-term accommodations because they don't know if the complaints are related to the homeowner, long-term rental or STA.

**Impacts on Housing Availability and Affordability**

Concerns have been raised regarding the increasing popularity of STAs, and the impact on housing availability and affordability. Are long-term rental units being taken off the market, or simply not put on the market in favour of providing short-term rental accommodations by owners with the potential for higher profit? Is there an impact on housing availability more broadly?

**Short-Term Accommodation Overview****File: CD.21.SHO**

A common measure of a City's housing availability is its residential vacancy rate, while the percentage of income that a household spends on housing is an indicator of its affordability.

Overall vacancy rates for private row houses and apartments in Mississauga have fluctuated downwards over the past ten years from 4.5% in 2005 to 1.6% in 2015. Based on Mississauga's Affordable Housing Program Housing Gap Analysis, a rental vacancy rate of 3% is generally accepted as a balanced market. An acceptable rental vacancy rate helps to ensure that renters have some choice between unit types and price. In the absence of contacting short-term accommodation hosts to ask them if they previously rented their unit (entire home, private space and/or shared room) to long-term tenants, and how much they charged, it is challenging to definitively conclude that short-term accommodation rentals are impacting the availability and affordability of housing in Mississauga. Furthermore, rental units in Canada are only included in vacancy rate data when they are part of a building that has at least three rental units, based on Canada Mortgage and Housing Corporation's (CMHC) protocol.

The majority of STA listings in Mississauga appear to be located in the Downtown Core. University of Toronto students who did STA research estimated that 36% of entire unit Airbnb listings in Mississauga were located in condominium units, while 48% of entire unit Airbnb listings in Mississauga were in basement apartments. While condominium units would likely be captured by vacancy rate data, basement apartments in dwellings would not be captured.

In comparing the value of an affordable rental unit in Peel Region (\$1,175 per month or less based on 2015 data) to the estimated average Airbnb rental price in Mississauga of \$65 per night, it appears that it becomes more profitable to rent a unit for STA than for a long term tenant after 18 days per month (216 days per year). Using the U of T students' data, this breaking point ranges from 7 to 14 days per month, depending on the number of bedrooms available for rent. However, as alluded to in Airbnb's 2016 report "Airbnb and the Vancouver Housing Market", the overall proportion of housing units, and the frequency of bookings for STAs listed, should also be taken into account. Based on 2013 data, there were 243,000 housing units in Mississauga. Airbnb entire home units which number 320, represent only 0.13% of Mississauga's housing units.

Jamasi and Hennessy's 2016 study, *"Nobody's Business: Airbnb in Toronto"* concludes that "One thing is for certain: Short-term rentals offered through the [Airbnb] platform do not in any way help the problem of low vacancy rates for long-term renters seeking affordable housing in Toronto and elsewhere". This appears to be the general consensus in the literature reviewed and personal opinions expressed by the majority of individuals interviewed during this study.

The long term impact of STAs on housing availability and affordability is difficult to predict, partially due to the challenges in collecting accurate data. Given these limitations, the on-going monitoring of STAs and their impacts in Mississauga could be undertaken.

## Short-Term Accommodation Overview

### Private Spaces and Shared Rooms

Private spaces and/or shared rooms may be generally more affordable to rent on a long-term basis than entire units. The extent to which limiting short-term accommodation rentals to principal private residences only may take smaller, cheaper private spaces and/or shared rooms out of the long-term rental supply is not known. For example, will long-term private spaces and/or shared rental rooms in Mississauga be put on STA platforms instead of rented long-term if the City restricts STAs to principal residences because of increased demand? Rental units in Canada are only included in vacancy rate data when they are part of a building that has at least three rental units. Very little is known about the prevalence of private spaces and shared rooms that are rented out for long-term lease.

### Condominium Regulations

The issue of whether or not STAs located in condominiums are in contravention of existing condominium regulations must be considered if Council decides to regulate or license them, as condominium board's may seek assistance from the City. Under the *Condominium Act* a condominium board may pass by-laws indicating that STAs or sub-leases are not permitted or may only occur under certain circumstances.

Anecdotally, staff have heard that some condominium boards have made attempts to open up condominium by-laws to make it easier to list STAs in their buildings on short-term accommodation platforms.

First Service Residential, a local property management company in Mississauga, indicated that when units in multi-tenant residential buildings are listed as STAs, guests may cause damage to common amenity spaces. Further, property management may not know who is present in the building and tenants may not feel safe due to transient users.

The Condo Owners' Association (COA), a non-profit association representing owners of residential and commercial condominiums, expressed concerns related to resident and guest health and safety. They also had concerns related to decreased property values of condominiums resulting from increased operating costs and maintenance fees due to lack of respect for occupancy requirements in STA situations. The COA was also concerned that 'commercial operations' are not being taxed appropriately, and would like to see the City regulate STAs in a way that limits their availability in the City.

### Impacts on Existing Hotels and Motels

In their study on STAs "*Policymaking for the Sharing Economy*", Johal and Zon (2015) discuss the increasing popularity of sharing economy platforms, and suggest that at the scale in which these platforms are operating, poses "a significant threat to the hotel industry and a real challenge for policymakers".

**Short-Term Accommodation Overview****File: CD.21.SHO**

Literature reviewed suggests that hotels and motels are less likely to be negatively impacted by the rise of short-term accommodations associated with the sharing economy if they are not located in the same places. It also indicated that opportunities for economic benefits may exist where STAs are located in communities that may not typically draw tourists.

A Greater Toronto Hotel Association representative spoke about the importance of finding a balance between STAs operating as commercial businesses and residents renting out an extra room occasionally. They suggested that the municipal responsibility related to STAs is to preserve neighbourhoods, enforce by-laws and limit the time available for stays.

**Fire Safety**

Fire safety concerns were also identified through our consultations. However, there are no specific requirements of the Fire Code that would apply to STAs, unless there are more than four persons residing in individual dwelling units. Without Fire Code requirements, there is no legal requirement to have light exits, sprinklers, or information posted regarding site evacuation as found in hotels and motels.

Some STA platforms, such as Airbnb, offer primary liability coverage to hosts for up to one million U.S. dollars should third party claims of bodily injury or property damage be filed. In Canada, Airbnb will reimburse hosts for up to \$900,000 Canadian dollars for property damage.

Based on discussions with the Insurance Board of Canada, home insurance providers have a lot of flexibility to deliver different products at different times. STA hosts may contact their insurance company regarding coverage. Insurance coverage could be made a requirement of municipal regulation, for example, as was the case for the former second unit licensing program in Mississauga, or a requirement of Provincial STA regulations with municipal input, similar to the Province of Quebec.

**Hotel Tax**

Presently, there is no formal hotel tax in Ontario. However, a Destination Marketing Program is operated by the Greater Toronto Hotel Association (GTHA) that enables hotels in Toronto and Mississauga to collect a fee to contribute to Tourism Toronto's promotion of the cities. These fees are voluntary, and must be taken off of a consumer's bill when requested.

In some jurisdictions outside Ontario, Airbnb requires that hosts collect hotel taxes. If implemented, this may help to level the playing field between traditional accommodation providers, such as hotels and motels, and short-term accommodation hosts, like those on Airbnb. However, in the absence of a formal tax, which only the Province can create, STA platforms are unlikely to require hosts to collect voluntary fees. STAs are not GTHA members and do not voluntarily collect destination marketing fees.



**Short-Term Accommodation Overview****File: CD.21.SHO**

Should Council see merit in such a tax, they may consider lobbying the Province of Ontario for its creation. While this does not address the fact that STA hosts do not pay commercial property tax, if the majority of hosts in Mississauga operate rentals in their primary residence, as Provincial Airbnb data suggests, commercial zoning and property tax may not be appropriate. Home occupations are currently permitted to operate in Mississauga without the requirement to pay commercial property taxes.

**Monitoring**

Should Council see merit in collecting and analyzing additional data, consulting services (ex. Host Compliance) could be engaged to better understand the current situation as it relates to STAs and potentially their impacts in Mississauga. Entry level STA data collection and consulting services offered include active trend monitoring of 18+ platforms on a monthly basis, STA rental address identification, STA host names and contact information. This may help to better understand what regulatory tools should be employed in Mississauga to ensure that the negative impacts of STAs, if any, are appropriately mitigated by policy and law enforcement.

**Short-Term Accommodation Overview****OPTIONS FOR REGULATION OF SHORT-TERM ACCOMMODATIONS****OPTIONS FOR AMENDMENTS TO THE ZONING BY-LAW****1) Define short-term accommodations**

Defining short-term accommodations in the Zoning By-law may help to clarify whether STAs are permitted or prohibited, and under what conditions. Currently the City's Zoning By-law does not permit or prohibit short-term accommodations. Short-term accommodation may be defined as a form of *temporary (less than 30 days) accommodation, offered to the public in a private residential dwelling for a fee*. The option to define short-term accommodation in the Zoning By-law may be done in conjunction with other options outlined below.

**2) Permitted versus prohibited uses**

Should Council wish to restrict STAs, a definition could be included in the Zoning By-law but not list it as a permitted use in any zone category. To establish an STA, a rezoning or minor variance would be required on a site by site basis.

If further restriction is required, the Zoning By-law could explicitly prohibit STAs. If prohibited they could only be permitted through a Zoning By-law Amendment. While prohibiting all short-term accommodations is possible, it would be challenging to enforce due to the enforcement challenges outlined later in this report. It may also be unpopular to restrict residents' use of their property and may be subject to appeals, or challenges from host platform companies.

**3) Permit or prohibit short-term accommodations based on geography**

Short-term accommodation listings in Mississauga are generally concentrated in the Downtown Core, and to a lesser extent in the Streetsville and Meadowvale neighbourhoods. It is possible to permit or prohibit STAs based on geography and/or by zone should Council see this as desirable. Further study would be required in order to determine how best to implement this approach.

**4) Require minimum length of stay**

A number of municipalities have chosen to require the length of stay in certain types of dwellings to a minimum of 30 days. The City could consider minimum lengths of stay of 7, 14, or 30 days. Regulating the minimum duration of stay may address some of the nuisance issues that have arisen in some of the shorter-term rentals. Requiring a minimum length of stay of 30 days may help to ensure that units that would otherwise be available for a longer period of time are being leased formally, and not through an STA platform. It may also help to limit the potential negative impacts that STAs have on housing availability and affordability.

**Short-Term Accommodation Overview****5) Regulate maximum number of days per year**

Some municipalities have also chosen to limit the total number of days per year that an STA may be rented out on an annual basis (for example, 180 days per year). This may have a similar effect as the 30 day minimum regulatory option requirement, but is significantly less restrictive. Consideration may be given to setting the maximum number of days to a number that would make an STA less profitable than a long-term tenant. As mentioned in Appendix 5, currently that number would be 216 days per year. Enforcing either of these requirements may be challenging for the City due to the difficulties in proving length of stay. It may also be costly and will likely require additional staff resources.

**6) Permit STAs in ground related dwellings, subject to certain requirements**

Short-term accommodation could be permitted in detached, semi-detached and townhouses dwellings, as of right, subject to certain requirements. For example, an additional parking spot could be required and driveway width requirements be strictly enforced. This may help reduce nuisance challenges related to parking associated with STAs. Other municipalities have required one space for every rented bedroom in addition to the parking requirement for the host dwelling.

If permitted in ground related dwellings, the following are additional options that could be considered as amendments to the Zoning By-law:

**6a. Permit “as of right” in homes, subject to the following:**

- In ground related homes (detached, semi-detached and townhouses) that are principal private residences:
  - maximum one or two rooms may be rented out for STA

**6b. Permit in Second Units subject to the following:**

- In ground related homes (detached, semi-detached and townhouses) that are a principal private residence with a Second Unit
- Allow both dwelling units to be rented out, as of right, for more than 30 days, or may allow one unit to be rented out for a STA provided:
  - one extra parking space per STA unit is provided
  - both units are not rented out as STAs at the same time

**7) Buildings with more than 3 dwelling units**

- These would not permit STAs and would require a minor variance or rezoning application for each unit to be rented out as an STA

By not allowing STAs to be located in multi-unit dwellings, such as condominiums, as of right, and forcing them to seek a rezoning or variance, property management and building tenants will

**Short-Term Accommodation Overview**

have the opportunity to let decision makers know their concerns related to health and safety, increasing operating costs and maintenance fees, prior to the STAs being permitted in their building(s).

For all options, “Short-Term Accommodation” and “Principal Private Residence” would need to be defined in the Zoning By-law.

**Principal Private Residence and Enforcement**

Principal Private Residence may be defined as by length of time an owner lives in a dwelling annually, for example, 180 non-consecutive days per year. Any option that would specify that short-term accommodations may be permitted only within the principal private residence of a host may help to mitigate nuisance and/or potential housing availability and affordability issues surrounding STAs.

Airbnb’s 2016 report indicates a willingness to work with the community in cities with a shortage of long-term housing to “ensure that hosts agree to a policy of listing only their permanent homes on a short-term basis”. This suggests that a principal residency only restriction for STAs is an agreed-upon regulatory remedy to potential housing issues. It may limit speculative purchases by investors that could have a negative impact on the housing market. It was also a recommended approach in the City of Vancouver Study (2016).

If the majority of existing hosts in the City operate STAs in their principal private residences, commercial zoning and property tax may not be necessary. Precedence for this type of regulation already exists in the Zoning By-law, as is seen in the requirement for primary residency for home occupations and within the homes of resident doctors, dentists, drugless practitioners and health professionals. However, a key difference exists, since the business operator must be present. For an STA, the dwelling owner/host would not necessarily be on the premises throughout the entire guest stay.

Although amendments can be made to the Zoning By-law, it may not be an easy item to monitor for compliance, due to lack of unit access.

**REGISTRY**

A general by-law requiring short-term accommodation hosts to register with the municipality for a minimal fee could be implemented, once they are regulated in the Zoning By-law. There are two benefits from creating a registry. Firstly, a registry may help City staff to collect data on STAs and enable better analysis. Secondly, if Enforcement staff receive a complaint regarding a particular property, they could contact the host and/or the host platform to request that the situation be rectified and/or the listing be removed. However, this would not stop the host from listing their property on one or more of the other 75+ available platforms operating in Canada.

**Short-Term Accommodation Overview****File: CD.21.SHO**

Creating a registry system will require financial and staff resources to monitor and track the information.

While there are some benefits of a registry, there may be challenges regarding its enforceability given that staff will need access to dwellings to confirm the existence of an STA. These challenges currently exist with the second unit registry as well. The details of these challenges are outlined in the “Enforcement Challenges” section of this report. Working with platforms to notify hosts of any change in municipal requirements for STAs may help to increase host compliance.

Utilizing education strategies used in the implementation of the now defunct Second Unit Registry may be beneficial; however, based on its results, uptake is likely to be very limited.

Based on literature reviewed and interviews conducted, fines for non-compliance should be correlated to average cost of STA rentals in Mississauga to ensure that they are meaningful, but not overly punitive.

**LICENSING**

A by-law requiring STA hosts to be licensed by the City could be established but would be dependent upon changes to the Zoning By-law. While zoning regulates the use of the land, a licensing by-law regulates the business. As outlined in the municipal scan, there are a range of licensing measures that benchmark municipalities have undertaken. While some municipalities may require that basic forms be filled out, and/or fees paid, the Town of Blue Mountains and the Town of Niagara-on-the-Lake requires significantly more detail. In Canada, there appears to be a general trend towards more restrictive requirements in jurisdictions with a strong tourist industry or a particularly low vacancy rate.

Since a licensing protocol suggests some level of municipal satisfaction with the accommodations being provided by an STA or B&B host, the City of Mississauga’s now defunct second unit licensing application could be used as a guide in establishing a licensing protocol for STAs. In Mississauga, the following was required as part of a second unit licensing application:

- Certificate of Occupancy for Zoning Compliance
- Building Permit Card (Signed Off) for Building Code Compliance
- Letter of Compliance from Fire Chief for Fire Code Compliance
- Electrical Safety Certificate from Electrical Safety Authority
- Proof of Ownership
- Insurance Certificate

**Short-Term Accommodation Overview****File: CD.21.SHO**

Literature on STAs suggests that should licensing regimes be established, both licensing fees as well as fines should be correlated to rental rates. This will help to ensure that both are reasonable. It should also be noted that licensing fees can only be based on the costs associated with administering and enforcing a by-law. However, unless licensing regimes are limited to a predetermined number of licenses available for issue, or are only granted to primary residences, a licensing regime is unlikely to help reduce challenges surrounding STAs and their potential impact on housing availability and affordability.

A licensing protocol may provide the City with additional independent data on STAs if uptake is significant, however, this may not accomplish more than a registry. It may be significantly more costly to monitor and administer than a registry due to processing, inspections and enforcement activities. Similar to a registry, there remain significant challenges in enforcing a licensing regime for STAs. It may be most efficient to enforce licensing requirements on a complaint only basis. This would limit staff time and costs spent on enforcement and help to manage public expectations of the program.



**Short-Term Accommodation Overview****UPDATED MUNICIPAL SCAN**

With the exception of Toronto, there are no significant updates to the municipal scan. The Town of Niagara-on-the-Lake, City of Vancouver, New York State, and the Province of Quebec have been added for reference due to their media presence on the issue of STAs and/or their best practices.

**City of Toronto**

Currently, Zoning By-law definitions for “tourist home” and “hotel” apply to short-term accommodations in the City of Toronto. A “tourist home” is defined in City of Toronto *Zoning By-law 569-2013* as a dwelling that “(A) is the principal residence of the tourist home operator; (B) caters to the needs of the travelling public by the furnishing of sleeping accommodation; and (C) may include the provision of meals”. Tourist homes are permitted in detached, semi-detached, or townhome dwellings with no shared vehicular access. They are limited to no more than two rooms per dwelling. Tourist homes are reportedly permitted in most residential areas in the former City of Toronto and several mixed use commercial-residential zones. However, if a short-term rental is not in a host’s primary residence, it is considered a hotel based on the current City of Toronto Zoning By-law. Hotels are permitted in employment-industrial and mixed-use commercial-residential zones. Staff identified four key areas of concern expressed by residents and stakeholders regarding short-term rentals in the City of Toronto. These are impacts on neighbourhoods, impacts on housing affordability, impacts on tourism and impacts on taxation. Staff indicate that “it is likely that short-term rentals that occur in non-primary residences pose the risk of impacting housing availability and affordability”. The City of Toronto has asked the Province of Ontario for the legislative authority to create a hotel tax.

**Town of Niagara-on-the-Lake**

In the Town of Niagara-on-the-Lake, traditional B&Bs are permitted in the Zoning By-law and are defined by primary residential use and host occupancy. Definitions for cottage rentals and vacation apartments apply in cases where an STA is not an owner occupied primary residence. These entire STA units may be rented for 28 days or less. While cottage rentals are single detached dwellings, and may be located where traditional B&Bs are permitted, vacation apartments are units located above a business or commercial property. An Official Plan Amendment is required to permit a vacation apartment in a residential zone. A Zoning By-law Amendment and Site Plan Approval are required for both B&Bs and STAs with more than three bedrooms.

All B&Bs and STAs in the Town of Niagara-on-the-Lake are subject to municipal licensing requirements. Fees range from \$108 per licensed guest room per year, with fines for non-compliance ranging from \$300 to \$1000 depending on the offence.

**Short-Term Accommodation Overview****City of Vancouver**

Traditional B&Bs are licensed in Vancouver. Currently, rentals of any dwelling unit for a period of less than one month are not permitted, unless those units are part of a hotel or a B&B. Complaints about illegal STAs are low but increasing.

On October 5th, 2016, Vancouver City Council approved Staff recommendations to further investigate the approach to allow STAs in primary residences, subject to a business license. Further, STAs would have to be considered “safe dwelling units” and also comply with strata by-laws and tenancy agreements. The staff report did not include recommendations restricting where STAs can be located.

Additional public consultation is being undertaken prior to bringing back a report with further recommendations on policies, by-law amendments, enforcement, tax equivalents and implementation. Staff identified the following objectives for STA regulation:

- protect the supply and affordability of long term rental units
- ensure STAs meet health and safety requirements
- maintain quality of life and safety in residential neighbourhoods
- tax and regulate equity for all accommodation providers
- allow owners to earn supplemental income
- support tourism
- implement an effective, easy to understand regulatory, licensing, and enforcement system that encourages high levels of voluntary compliance.

Criticisms of the approach included removing single rooms from the long-term rental stock, and the difficulty and expense of enforcement.

Since the initial staff report, the City has brought charges against at least one short term accommodation for contravening the 30-day minimum rental requirement and Airbnb has proactively removed more than 130 Vancouver listings from its website that it says are commercial listings that do not meet the standards of the company.

**New York State**

In the State of New York, since 2010, the *Multiple Dwelling Law*, has prohibited unhosted rentals of less than 30 days in multiple dwellings (three or more independent units). In June 2016, the *Multiple Dwelling Law (MDL)* was amended to make it illegal for residents to advertise the use or occupancy of multiple dwelling units for purposes other than permanent residency. The bill also permits imposing fines on offending hosts. The MDL does not prohibit hosted or unhosted rentals of one and two unit homes in the State of New York, though other laws, regulations, or

**Short-Term Accommodation Overview**

agreements may prohibit the owner from offering short-term accommodations. In New York City (NYC), B&B operators are required to register with the Department of Finance and collect

occupancy taxes. In certain cases, the NYC hotel tax, unincorporated business tax, City and State sales taxes must also be collected.

**City of San Francisco**

Since February 2015, San Francisco has permitted owners and long-term tenants to rent their primary residences either for an unlimited number of nights a year (hosted), or for a maximum of 90 days a year (not hosted). All hosts are required to register with the City (and include the registration number in their advertisements, collect transient occupancy tax and carry liability insurance. This permission supersedes the requirements of the City's Residential Unit Conversion and Demolition Ordinance and the Planning Code. However, the law does not supersede any lease agreements, homeowners' association by-laws, or restrictive covenants that prohibit short term accommodations. Rental units that are being charged below market rates or are income-restricted are not eligible to register as an STA and long-term tenants cannot charge short-term rental guests more than monthly their rent.

In June 2016, San Francisco passed a law that would require STR platforms to verify hosts' registration prior to listing units. The law holds both the host and the platform potentially civilly and criminally liable for noncompliance. Airbnb sued the City, arguing that the rule violates a federal law that protects Internet companies from being liable for content published on their sites by users. In November 2016, the court ruled in favour of the City of San Francisco. In November 2016, San Francisco's Board of Supervisors voted in favour of a proposal to strictly cap the rental of all units, hosted or unhosted, to 60 days, responding to complaints that the current rules are difficult to enforce.

**Province of Quebec**

Quebec *Provincial Bill 67* came into effect on April 15, 2016. The Bill requires that B&Bs and STAs, known in the Bill as "tourist establishments", obtain a classification certificate from the Province. When an owner applies, the local municipality is notified and asked for confirmation that the application is in conformity with municipal by-laws. A 3 to 3.5% sales tax is collected depending on the region. The Province of Quebec is also responsible for enforcement and penalties for operators found to be non-compliant. Based on media reports, an additional 18 inspectors were added to the previous two in the Province of Quebec to enforce these STA penalties.

**Short-Term Accommodation Overview****File: CD.21.SHO**

Geography	Zoning Provisions/ Licensing By-Law Regulating B&B's	Status on Plans to Regulate STAs
Oakville	Permitted under zoning, no licensing requirement B&B's previously a category under business licensing, but removed in 2015.	No revisions currently in process to regulate STAs. Currently monitoring short term accommodations.
Oshawa	Permitted under zoning. No license required.	No review in process.
London	Permitted under zoning. No license required.	No formal review currently undergoing.
Hamilton	Permitted under zoning. License required.	Business license process will be undergoing review in 2017. They are adopting a "wait-and-see" approach to determine whether to, or how to capture STAs under the new licensing by-law. No plans at the moment to include provisions in the Zoning By-law
Toronto	Permitted under zoning. No license required.	On Wednesday October 26, 2016, the City of Toronto Executive Committee discussed the report "Developing an Approach to Regulating Short-Term Rentals". Staff will continue to research, consult, and consider options for potential regulation, reporting back to the Executive Committee no later than the end of the second quarter of 2017. The report will include proposed regulations for Short-Term Rentals.
Markham	Permitted under zoning. No license required.	Reviewing Zoning By-Law and possibility of licensing; public consultation is scheduled before reporting to Council.
Newmarket	Permitted under zoning (only in a detached dwelling). No license required.	Business License process will be updated and licensing short term accommodations may be considered.

**Short-Term Accommodation Overview****File: CD.21.SHO**

Geography	Zoning Provisions/ Licensing By-Law Regulating B&B's	Status on Plans to Regulate STAs
Brampton	No zoning or licensing provisions. Rezoning application would be required for any B&B operation.	No resident complaints or issues raised by Council on STA usage. No current plans to license or amend Zoning By-law for STAs
Waterloo	Permitted under zoning and business licensing by-law.	Short Term Accommodations included in Rental I licensing by-law, currently reviewing Zoning by-law to potentially include STAs. Reviewing Rental Licensing By-law to consider including traditional B&Bs (no distinction between short term and long term rentals).
Burlington	Not licensed.	Just created a group to review options to license/regulate STAs. Target for recommendations within the next year.
Caledon	Permitted under zoning. No license required.	No review in process
Vaughan	No zoning or licensing provisions.	No review in process for STAs
Town of the Blue Mountains	Permitted in Zoning By-law.	Permitted in Zoning By-law and required to be licensed
City of Vancouver	Permitted in Zoning By-law. License required.	Council recently approved Staff recommendation to further investigate licensing requirement for STAs. Next report scheduled for early 2017.
Province of Quebec	Certification required.	Certification required.
State of New York	Registration required to certify owners for tax collection.	Registration required to certify owners for tax collection; Regulated through the Multiple Dwelling Law, which was amended in 2010 to limit STAs
Town of Niagara-on-the-Lake	Permitted in Zoning By-law. License required.	Permitted in Zoning By-law and required to be licensed

## Proposed changes to the Zoning By-law

- ✓ permit short-term accommodations in detached, semi-detached, and street townhouse dwellings in principle private residences
- ✓ limit the total number of days that a unit is rented per month or year
- ✓ provide regulatory clarity on short-term accommodations (STAs)
- ✓ other dwelling unit types, including apartments will need to get a minor variance to permit an STA; neighbours and property managers will have a chance to give their input and the Committee of Adjustment (CoA) can impose conditions
- ✓ will ensure adequate parking is available



## Other proposed regulatory changes

- ✓ a registry/licensing program will enable the City to better understand and monitor the situation regarding STAs
- ✓ a registry/licensing program may also make it easier for the City to work with web-platforms to address problems associated with STAs



## What can proposed changes to the Zoning By-law not do?

- ✗ STA hosts will not be required to be home at all times
- ✗ will not give municipalities the “right of entry” to come into private homes
- ✗ will not replace the City’s noise, property standards or parking by-laws
- ✗ will not impose a hotel tax



# short-term accommodations


**Short-Term  
Accommodation**

means a form of temporary (less than 30 days) accommodation, offered to the public, in a principle private residence, for a fee.

1. In general, do you support or oppose short-term accommodations?
  - a. Strongly support
  - b. Somewhat support
  - c. Somewhat oppose
  - d. Strongly oppose
  - e. Don't know
  
2. Should the City of Mississauga regulate short-term accommodations?
  - a. Yes
  - b. No
  - c. Don't know
  
3. If you answered yes, please tell us why you believe they should be regulated.
  - a. They are a nuisance (I have a parking/noise/garbage concern with them).
  - b. I am worried about housing affordability and availability.
  - c. I don't want them in my neighbourhood.
  - d. I am worried that they are likely to increase in popularity over time.
  - e. All of the above.
  - f. Other

\*\*\* If you answered "other" above, please explain:

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4. What regulations would you like to see the City of Mississauga put in place regarding Short-Term Accommodations? (Please circle each applicable)
- I only want STAs to be allowed in some unit types/areas of the City. If so, where?  
\_\_\_\_\_
  - I only want them to be allowed in a host's primary residence.
  - I only want STAs to be allowed for a maximum number of days per year. How many? \_\_\_\_\_
  - I want the City to create a registry/licensing program.
  - I do not want them to be permitted anywhere in the City of Mississauga.
  - Other regulations (Please specify). \_\_\_\_\_  
\_\_\_\_\_

5. Is there anything you feel that the City should know with respect to short-term accommodations?

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6. Do you wish to be on our mailing list? If yes, enter your information below:

Name:	E-mail:
Street Address:	
City & Postal Code:	

our personal information is collected under the authority of Section 11 of the Municipal Act, 2001 and will be used to communicate with you about Short-term accommodation news and events. Questions about this collection can be made at the contact information below.



**To provide comments, please send to:**

Caleigh McInnes  
 Planner, Development and Design Division  
 Planning and Building Department  
 City of Mississauga  
 Tel: 905-615-3200 ext. 5598  
 Email: [caleigh.mcinnnes@mississauga.ca](mailto:caleigh.mcinnnes@mississauga.ca)

**List of Stakeholders**

Planning staff contacted the following:

- Members of Council
- Airbnb
- The Condo Owners' Association
- Expedia
- The Federation of Ontario Bed and Breakfast Accommodation
- First Service Residential (a Property Management Company)
- Flipkey
- The Greater Toronto Hotel Association
- HomeAway
- The Insurance Bureau of Canada
- Meadowvale Village Community Association
- Mississauga Board of Trade
- Mississauga Residents' Associations Network (MIRANET)
- The Ontario Restaurant Hotel and Motel Association
- Region of Peel Housing
- the Streetsville Business Improvement Association

## AIRBNB ISSUE

**PLANNING DEPT MEETING MONDAY, JAN. 16<sup>TH</sup>, 2017**

Speaking on behalf of MIRANET, I would like to say we appreciate the extensive work done by the Planning and Building Department in producing the staff report on Short-Term Accommodations in the City of Mississauga. We would like to offer our views on the different options suggested in this report dealing with the complexities of regulating this industry.

First, we agree there must be a definition of exactly what constitutes short-term accommodations

We also support several of the options shown on Appendix 6, Page 1 as follows:

Option #1 –LENGTH OF STAY - We feel 14 days would be a more appropriate definition of short-term as opposed to a longer stay of 30 days

Option #6 – PERMIT STAs IN GROUND RELATED DWELLINGS, SUBJECT TO THE FOLLOWING: In ground related homes (detached, semi-detached & townhouses) that are principal private residences. This should also be subject to the owner/host being present on the premises, with a maximum of one or two rooms being rented out as short-term accommodations. MIRANET does not object to Airbnb rentals where the owner/host is present. However, we don't support Option 6b

Option #7 – Buildings with more than 3 dwelling units – By not allowing STAs to be located in multi-unit dwellings, such as condominiums, as of right, and forcing owners to seek a rezoning or variance, property management and building tenants will have the opportunity to let decision makers know their concerns related to health and safety, increased operating costs and maintenance fees, prior to the STAs being permitted in their buildings. MIRANET supports this option.

As well, we also support a by-law requiring short-term accommodation hosts to REGISTER with the City in order to create a registry as well as implementing a minimal fee. This registry would enable enforcement staff to contact the host/or the host platform to request any complaints be dealt with to avoid the removal of the listing.

In addition to this, a by-law requiring hosts to be LICENSED by the City could also be enacted and this would be dependent on changes to the Zoning By-law. The licencing fee could be the same as required for B&B's, to put them on an equal footing.

I think we all agree that FIRE SAFETY and appropriate COMMERCIAL LIABILITY COVERAGE are both necessary requirements for all short-term accommodations as well.

Something we think worth mentioning is that at present there is no venue for the public to voice their complaints to. We called last week and the response from 311 is that since there is no by-law in force to regulate these short-term accommodations, they are not allowed to take any complaints concerning them and this is understandable.

Until the proper by-laws and/or regulations are put in place, MIRANET recommends that complaints be passed on to the By-law Enforcement Department to keep on file.

Thank you for your consideration of our suggestions. We hope they will be of assistance to you.

### Summary of Proposed Draft Zoning By-Law Amendments

Definitions	Proposed Zoning By-law Amendments
Define “ <b>Short-Term Accommodation</b> ”	means a form of temporary accommodation, offered to the public in a principle private residence, for a fee
Define “ <b>Short-Term Accommodation Unit</b> ”	means one private component of a temporary accommodation arrangement for the sole use of a paying guest(s)
<b>Regulations</b>	Permit short-term accommodations in ground related dwellings, including detached, semi-detached, townhome, linked, condominium townhome or street townhome in Residential Zones, provided that they are located in the principle private dwelling of a host
	Impose a maximum length of stay of less than 30 days
	Prohibit short-term accommodations in a lodging house or group home
	In addition to the required number of parking spaces, one parking space shall be required for each short-term accommodation unit if the short-term accommodation does not comprise the entire dwelling
	An STA may be rented out for a maximum of 180 days per year

### Updated Municipal Scan

Jurisdiction	Operator Licence/ Registry	Company Licence	Principal Residence Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
Vancouver (Proposed)	✓	✗	✓	✗	✓	✓	✗	Under review
Toronto (Proposed)	✓	✓	✓	✗	✓	✓	✗	Under review
Province of Quebec	✓	✗	✗	✗	✗	✗	✓	✗
Austin	✓	✗	✗	✗	✓	✓	✓	✗
Chicago	✓	✓	✗	✗	✓	✓	✓	✓
Denver	✓	✗	✓	✗	✗	✗	✓	✗
Los Angeles (Proposed)	✓	✗	✓	✓	✓	✓	✓	✗
Nashville	✓	✗	✗	✗	✓	✓	✓	✗
New Orleans	✓	✗	✗	✓	✓	✓	✓	✓
New York City	✗	✗	✓	✗	✓	✗	✓	✗
Philadelphia	✓	✗	✓	✓	✓	✓	✓	✗
Portland	✓	✗	✓	✓	✓	✗	✓	✗
San Francisco	✓	✗	✓	✓	✓	✗	✓	✗
Santa Monica	✓	✗	✓	✗	✓	✓	✓	✗
Seattle (Proposed)	✓	✓	✗	✗	✓	✗	✓	✗

✓ = Included in STR Regulations      ✗ = Not Included in STR Regulations

\*Night Cap refers to the minimum stay.

**From: City of Toronto. June 7, 2017. Proposed Regulations for Short-term Rentals for Consultation (Appendix 7).**

<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104807.pdf>



### Summary of Proposed Zoning By-Law Amendments

Definitions	Proposed Zoning By-law Amendments
Define “ <b>short-term accommodation</b> ”	Means the use of all or part of a dwelling unit, used by the owner or leaseholder as their principal residence, for temporary overnight accommodation for 28 days or less
Define “ <b>principal residence</b> ”	Means a principal residence as defined according to the <i>Income Tax Act</i> R.S.C. 1985, c. 1 (5 <sup>th</sup> Supp.) or its successor
<b>Regulations</b>	Permit short-term accommodation in Residential Zones, Mainstreet Commercial and City Centre provided that they are located in the principal residence of a host
	Prohibit short-term accommodation in a lodging house or group home
Permitted Zones	R1-R16, RM1-RM9, RA1-RA5, C4, and CC1-CC4

City of Mississauga  
**Corporate Report**



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
 OZ 13/019 W 11

Meeting date:  
 2017/12/04

## Subject

### RECOMMENDATION REPORT (WARD 11)

**Application to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments**

**270 Derry Road West, south side of Derry Road West, east of McLaughlin Road**

**Owner: Aujla Investments Inc.**

**File: OZ 13/019 W11**

## Recommendation

1. That notwithstanding that subsequent to the public meeting changes to the application have been proposed. Council considers that the changes do not require further notice and, therefore pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That a City-initiated amendment to the Mississauga Official Plan from **Business Employment** to **Business Employment-Special Site** and **Greenlands** to permit accessory uses on the lands designated **Business Employment** and to protect the natural features within the proposed **Greenlands** be approved.
3. That the application under File OZ 13/019 W11, Aujla Investments Inc., 270 Derry Road West to change the zoning to **E2-Exception (Employment-Exception)** to permit two office buildings with accessory uses and **G1 (Greenlands-Natural Hazards)** to protect natural and hazard areas be approved subject to the conditions referenced in the staff report dated November 10, 2017 from the Commissioner of Planning and Building.
4. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

6. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the minimum number of parking spaces and minimum rear yard setback shall remain the same.

## Report Highlights

- No comments were received from the public
- A site plan application has been submitted for this development, matters such as architectural elements, landscaping, detailed grading, storm water management and on-site circulation will be addressed through the site plan application process
- Staff are satisfied with the proposal and find it to be acceptable from a planning standpoint, and recommend that the application and City-initiated official plan amendment be approved

## 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-0039-2017 was then adopted by Council on July 5, 2017.

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the application by Aujla Investments Inc. to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments under File OZ 13/019 W11, 270 Derry Road West, be received for information.

## Comments

### COMMUNITY COMMENTS

No community meetings were held for the subject application. No comments were made at public meeting and no comments have been received by the Planning and Building Department.

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

#### City Community Services Department – Culture Division

In comments dated October 4, 2017, Community Services stated that in the event the application is approved, the following will apply:

The applicant has agreed to dedicate the greenlands and associated buffers to the City. The dedicated lands will be zoned **G1 (Greenlands-Natural Hazards)** and become part of the Significant Natural Areas and Natural Green Spaces, to allow for long term conservation and a connection to the City-owned greenlands system and Derry West Greenbelt (P-433). Hoarding and fencing will be required along the boundary of P-433.

Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the *Planning Act* (R.S.O. 1990, c.P.13, as amended) and in accordance with City policies and by-laws.

### **City Transportation and Works Department**

Comments updated October 19, 2017, state that in the event this application is approved by Council, prior to enactment of the zoning by-law, the applicant will be required to:

- enter into a Development Agreement with the City to construct the required storm sewer outlet, including updated grading and servicing drawings
- convey any lands and/or enter into municipal storm and access easements as required by the City

All matters pertaining to Derry Road West (i.e access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of the Regional Municipality of Peel as this road is under their jurisdiction. This application will also require the approval of Credit Valley Conservation (CVC) regarding stormwater management requirements, top of bank delineation and slope stability. Site specific technical details will be further addressed through the site plan review process.

### **PLANNING COMMENTS**

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

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

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

The proposed development adequately takes into account the existing context and does provide an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

### **Official Plan**

This proposal requires amendments to the Mississauga Official Plan policies for the Meadowvale Village Neighbourhood Character Area. Amendments are required to permit two office buildings with accessory uses such as medical laboratories, small retail stores and

personal service establishments and to designate a portion of the property as Greenlands for environmental protection purposes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

#### **Accessory Uses are appropriate in Business Employment**

The subject property is designated **Business Employment** within the Meadowvale Village Neighbourhood Character Area. While the Business Employment designation under the General Land Use Policies permits secondary office and accessory uses, the Business Employment designation within the Meadowvale Village Neighbourhood Character Area does not specifically permit accessory uses. As the majority of the proposed development is for office use with a limited amount of accessory uses, a City-initiated official plan amendment is required to create **Special Site 13** to allow accessory uses on this property as they were inadvertently excluded from the applicable section of the Official Plan. **Special Site 13** can be deleted when the City undertakes a review of the policies and a general amendment is prepared to add accessory uses to the Business Employment designation within the Meadowvale Village Neighbourhood Character Area.

#### **Surrounding Land Uses**

The site is located within a developing business employment area along the Derry Road West corridor. Although currently there are a number of non-business employment uses on the corridor adjacent to the subject property, the property is in an area of transition that is designated Business Employment in the Official Plan and planned for future employment uses. The Corridor policies related to the subject lands are outlined in Appendix 9 of the Information Report (Appendix 1), and they encourage buildings to face the street, have a minimum building height of two storeys, and be a compact and transit friendly built form that is appropriate to the context of the surrounding neighbourhood and employment area. The proposed development is appropriate in the context of the surrounding neighbourhood and is in conformity with the Corridor policies of the Official Plan.

### Natural Area Protection

To the south of the subject property is Fletcher's Creek and associated floodplain lands which is designated **Greenlands** and owned by the City. Through the submission of detailed studies and a satisfactory review by Credit Valley Conservation and the City, the limits of development were identified. The hazard lands are proposed to be designated as **Greenlands** and will form part of the Significant Natural Areas and Natural Green Spaces in the official plan, to allow for their long term protection. These Greenlands will be dedicated to the City for conservation purposes and will be added to the City-owned green system and Derry West Greenbelt. The proposed **Greenlands** designation and land dedication satisfactorily address the environmental constraints of the site.

Based on the comments received from City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The applicant has provided a Planning Justification Report in support of the application that has adequately demonstrated that the proposal represents good planning and is consistent with the intent of the Mississauga Official Plan policies.

### Zoning

The proposed **E2-Exception (Employment – Exception)** zone is appropriate to accommodate the proposed office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments. The proposed **G1 (Greenlands – Natural Hazards)** zone is appropriate to ensure the protection of the natural and hazard areas associated with Fletcher's Creek. Appendix 10 of the Information Report (Appendix 1) contains a summary of the site specific zoning provisions requested by the applicant. Since the Information Report, some minor changes to the site specific zoning provisions have been identified. The application has been revised to: provide a minimum number of parking spaces; include a minimum setback to paved areas; and, delete the minimum setback of development from the long term stable slope (NAS) line.

### Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted for the proposed development under file SP 15/80 W11.

The applicant will need to address matters such as architectural elements, landscaping, detailed grading, stormwater management and on-site circulation through the site plan approval process.

### Green Development Initiatives

The applicant has identified filtration beds, roof top storage, enhanced landscaping and pavers, integration of stormwater management design and LED streetlights as green development initiatives that will be incorporated into this development.



## 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

The proposed Rezoning application and City-initiated Official Plan Amendment are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed office buildings with accessory uses are consistent with the overall intent, goals and objectives of the official plan and will not destabilize the surrounding land uses in the Meadowvale Village Neighbourhood Character Area which is planned as a future employment area.
2. The proposed Greenlands designation and zone satisfactorily addresses the environmental constraints of the site and provide for the long-term protection of Fletcher's Creek.
3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

## Attachments

Appendix 1: Information Report



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Mila Yeung, 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 13/019 W11

Meeting date:  
2017/06/26

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 11)**

**Application to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments**

**270 Derry Road West, south side of Derry Road West, east of McLaughlin Road**

**Owner: Aujla Investments Inc.**

**File: OZ 13/019 W11**

## Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the application by Aujla Investments Inc. to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments under File OZ 13/019 W11, 270 Derry Road West, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- A City initiated amendment to Mississauga Official Plan is required to permit accessory uses on this property within the Meadowvale Village Neighbourhood Character Area
- The proposed development requires an amendment to the Zoning By-law
- No community concerns have been identified to date
- Prior to the next report, matters to be addressed include the appropriateness of the proposed zoning regulations and satisfactory resolution of technical requirements

## Background

The original rezoning application (January 2014) to permit a two storey office building with limited retail space and greenland dedication was submitted by Greg Dell & Associates on behalf of the owner. A revised application was submitted by the new agent, G-Force Urban Planners, to permit two 2 storey office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments on August 19, 2015. Revised information and studies were submitted for review. Discussions have taken place with the owner and both agents regarding the proposed uses, parking, site grading, limits of development and greenlands dedication.

The revised application has been circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	60.9 m (199.9 ft.)
Depth:	119.4 m (391.7ft.)
Gross Lot Area:	0.73 ha (1.8 ac.)
Existing Uses:	Detached home

The property is located on the south side of Derry Road West, halfway between McLaughlin Road and Maritz Drive. The lands presently contain a detached home. The surrounding lands are envisioned to become an employment area, however, the lands have been slow to redevelop and currently contain a variety of land uses. The subject property slopes back from Derry Road West and a portion of the rear of the site is located within the Fletcher's Creek floodplain.

The surrounding land uses are:

North: Detached homes on lands designated for employment purposes and Derrydale Golf Course

East: Detached homes on lands designated for employment purposes

South: Fletcher's Creek and associated floodplain lands

West: Six storey hotel/convention centre that is newly built and a proposed freestanding restaurant to be built. Further west is the future Longview Place extension for detached homes and some lands designated for employment purposes

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

**DETAILS OF THE PROJECT**

The application is to permit two 2 storey office buildings with limited accessory uses such as medical laboratories, small retail stores and personal service establishments on the ground floor. The portion of lands that are not suitable for employment purposes due to hazards associated with the Fletcher's Creek are proposed to be dedicated to the City.

<b>Development Proposal</b>		
Applications submitted:	Received: November 19, 2013 Deemed complete: January 8, 2014	
Application Revised:	August 19, 2015	
Developer Owner:	Aujla Investments Inc.	
Applicant:	G-Force Urban Planners	
Height:	2 storeys Building A – 9.8 m (32.2 ft.) Building B – 9.8 m (32.2 ft.)	
Lot Coverage:	23.2%	
Floor Space Index:	0.46	
Landscaped Area:	20.4%	
Road type:	Private driveway with public easement	
Gross Floor Area:	Total: 2 532.6 m <sup>2</sup> (27,293.1 ft <sup>2</sup> ) Office uses: 1 180.7 m <sup>2</sup> (12,708.8 ft <sup>2</sup> ) Accessory uses: 360.6 m <sup>2</sup> (3,880.9 ft <sup>2</sup> )	
Parking:	Required 81 (including 5 accessible parking spaces)	Proposed 81 (including 5 accessible parking spaces)

Additional information is provided in Appendices 1 to 10.

Originator's file: OZ 13/019 W11



Image of existing conditions



Rendering of the proposed office buildings with accessory uses

## LAND USE CONTROLS

The subject lands are located within the Meadowvale Village Neighbourhood Character Area and are designated **Business Employment** (Appendix 3), which permits secondary offices. Natural Hazards are identified at the rear of the property due to the adjacent Fletcher's Creek Valley. The applicant is proposing to dedicate all lands 10.0 m (32.8 ft.) from the Natural Area Survey (NAS) limit to the City to ensure protection of Fletcher's Creek. Greenlands zones are permitted in any land use designation in the Mississauga Official Plan.

Under the General Land Use policies, the Business Employment designation permits secondary offices and accessory uses. However, accessory uses are not specifically permitted under the Business Employment land use designation within the Meadowvale Village Neighbourhood Character Area. As the majority of the proposed development is for office uses with a limited amount of accessory uses, a City initiated official plan amendment is required to create a special site policy to allow accessory uses on this property as they were inadvertently excluded from the applicable section of the Official Plan. When the City undertakes a review of the policies and a general amendment is prepared to add accessory uses to the Business

Employment designation within the Meadowvale Village Neighbourhood Character Area, the special site policy could be deleted.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in Appendix 9.

A rezoning is proposed from **D (Development)** to **E2 – Exception (Employment – Exception)** to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments in accordance with the proposed zone standards contained within Appendix 10. The hazard and buffer lands are proposed to be rezoned from **D (Development)** to **G1 (Greenbelt)** to provide for their protection. The applicant has also requested a reduction to some of the required setbacks and landscaped buffers.

Detailed information regarding the official plan and zoning is in Appendices 9 and 10.

#### **WHAT DID THE COMMUNITY SAY?**

No community meetings were held and no written comments were received by the Planning and Building Department.

#### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?
- Revisions to the grading and servicing plans
- Street trees contribution
- Dedication of greenlands

#### **OTHER INFORMATION**

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

- |   |  |
|---|--|
| • Planning Justification Report               | • Overall Concept Plan                                 |
| • Meander Belt Analysis                       | • Parcel register and transfer easement                |
| • Archaeological Assessment                   | • Site Servicing and Grading Plans                     |
| • Phase 1 Environmental Site Assessment (ESA) | • Stormwater Management report and revisions           |
| • Survey and Reference Plan                   | • Slope Stability Analysis Report                      |
| • Elevations                                  | • Traffic Impact Study and Updated Report              |
| • Site, Roof and Floor Plans                  | • Noise Feasibility Analysis                           |
|   | • Landscape Plan, Tree Inventory and Preservation Plan |



**Development Requirements**

There are engineering matters including: noise, grading, servicing, stormwater management, street tree contributions and greenbelt hoarding and fencing which will require the applicant to enter into agreements with the City.

A site plan application has been submitted for review and comments under file SP 15/080 W11. Site plan approval is required prior to the development of the site.

**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. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all issues have been resolved.

**Attachments**

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Meadowvale Village Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations Building A
- Appendix 7: Elevations Building B
- Appendix 8: Agency Comments
- Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 10: Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Mila Yeung, Development Planner

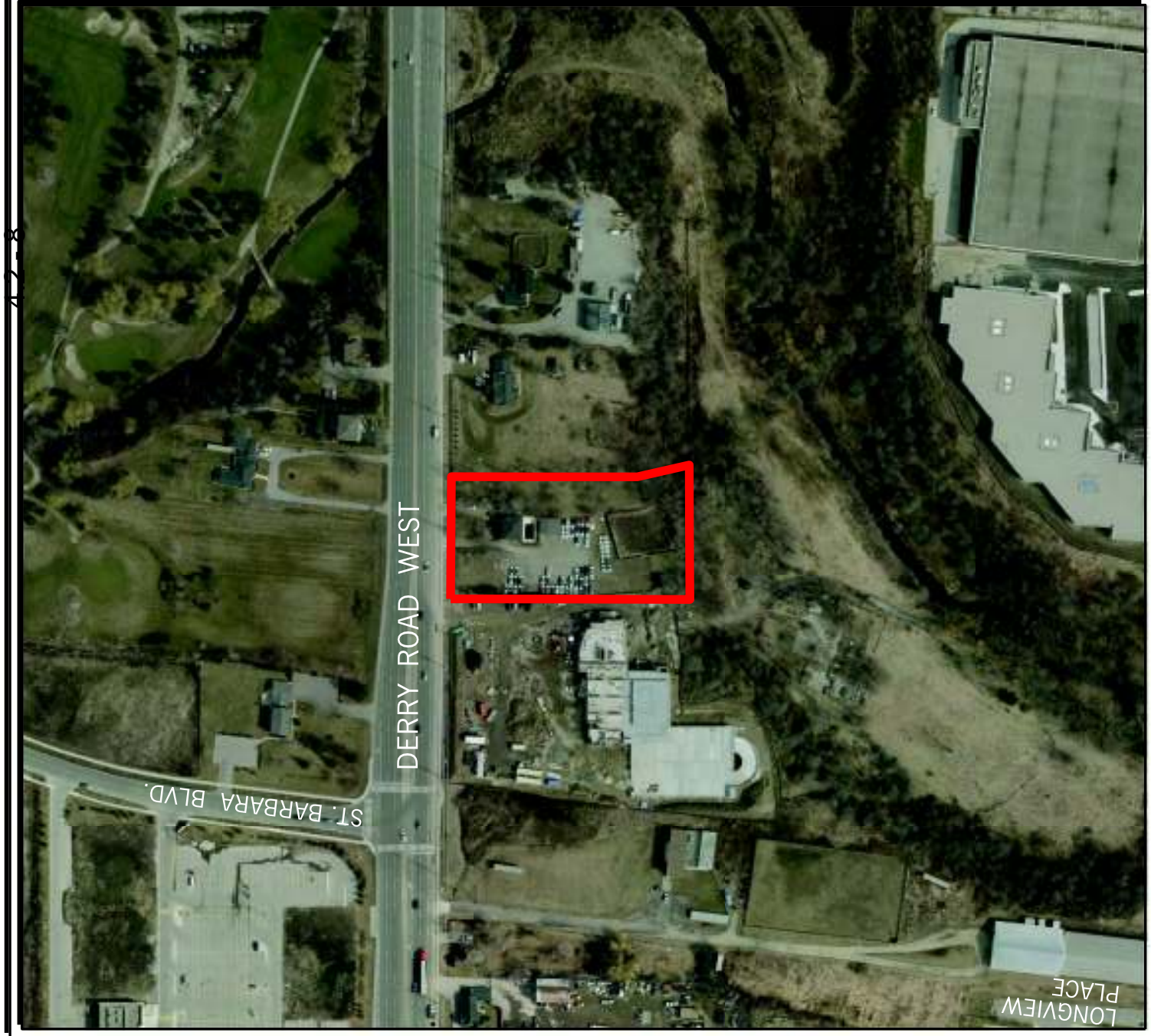
Aujla Investments Inc.

File: OZ 13/019 W11

**Site History**

- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Meadowvale Village Neighbourhood Character Area which designated the subject property **Business Employment**
- June 20, 2007 – Zoning By-law 0225-2007 enacted and passed. The zoning for the subject property is now **D (Development)** which continues to permit uses that legally existed on the date of the passing of the by-law
- 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 Mississauga Official Plan apply. The subject lands are designated **Business Employment** in the Meadowvale Village Neighbourhood Character Area
- February 13, 2014 – The Committee of Adjustment granted provisional consent under file "B" 4/14 for the conveyance of an easement/right of way for access, landscaped buffers, sewers and grading, in favour of the proposed development at 290 Derry Road West. The conditions of consent were not fulfilled within the prescribed time period and the consent lapsed
- August 6, 2015 – The Committee of Adjustment granted provisional consent under file "B" 39/15 for the conveyance of an easement/right of way with an area of approximately 740 m<sup>2</sup> (7,965.55 ft<sup>2</sup>) for access, landscaped buffers, sewers and grading, in favour of the proposed development at 290 Derry Road West. This was needed as the original consent under File "B" 4/14 had lapsed

The Committee also approved a minor variance under file "A" 342/15 to permit the construction of private roadways, curbing, landscaping, and site access to be located on lands zoned **D (Development)** zone



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



TITLE:

AUJLA INVESTMENTS INC.

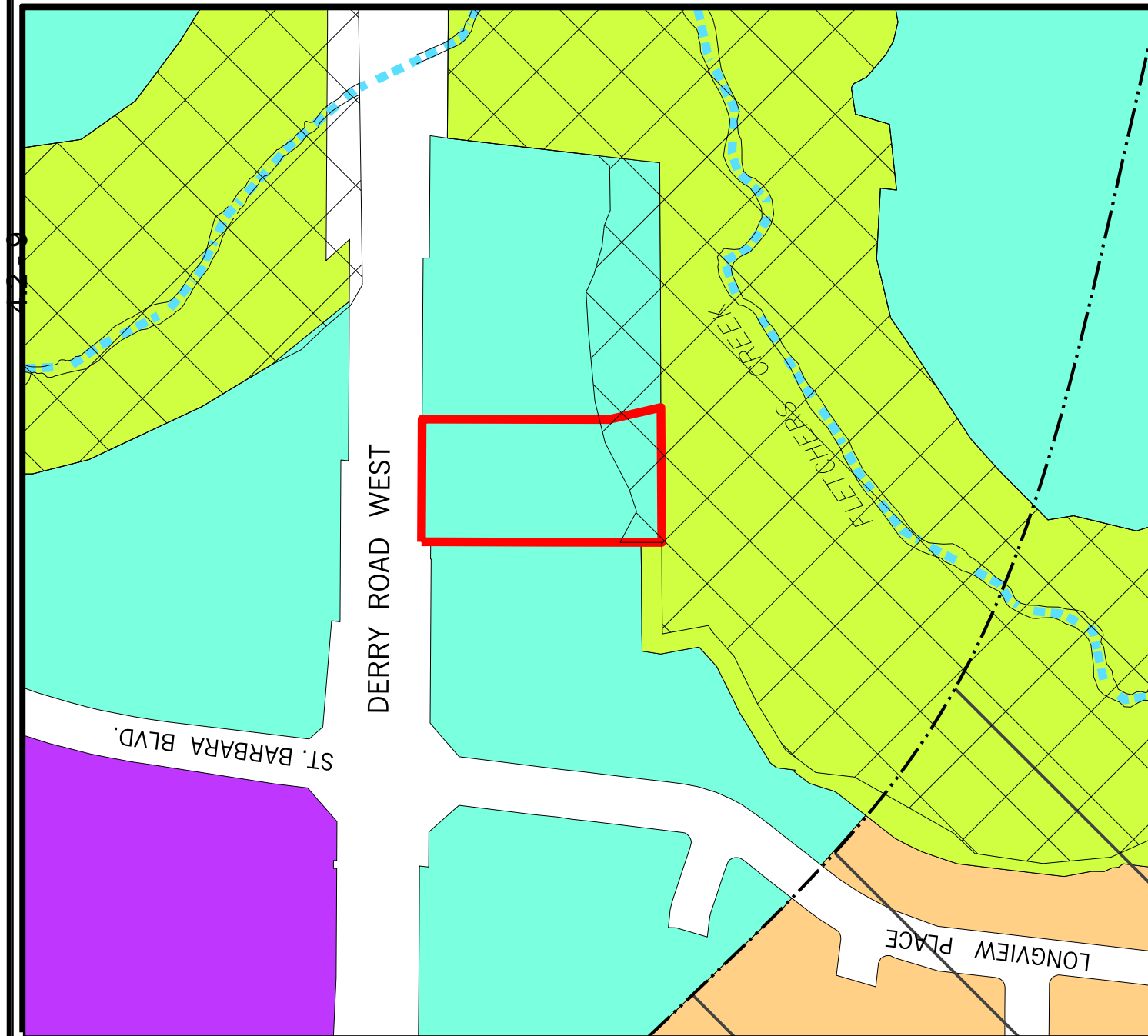
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OZ 13/ 019 W11



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		Hospital
	LBPIA Operating Area		Community Facilities
	Natural Hazards		

## City Structure

	Corporate Centre
	Employment Area
	Special Purpose Area
	Community Node
	Neighbourhood

SUBJECT LANDS



TITLE:

AUJLA INVESTMENTS INC.

FILE NO:

OZ 13/ 019 W11

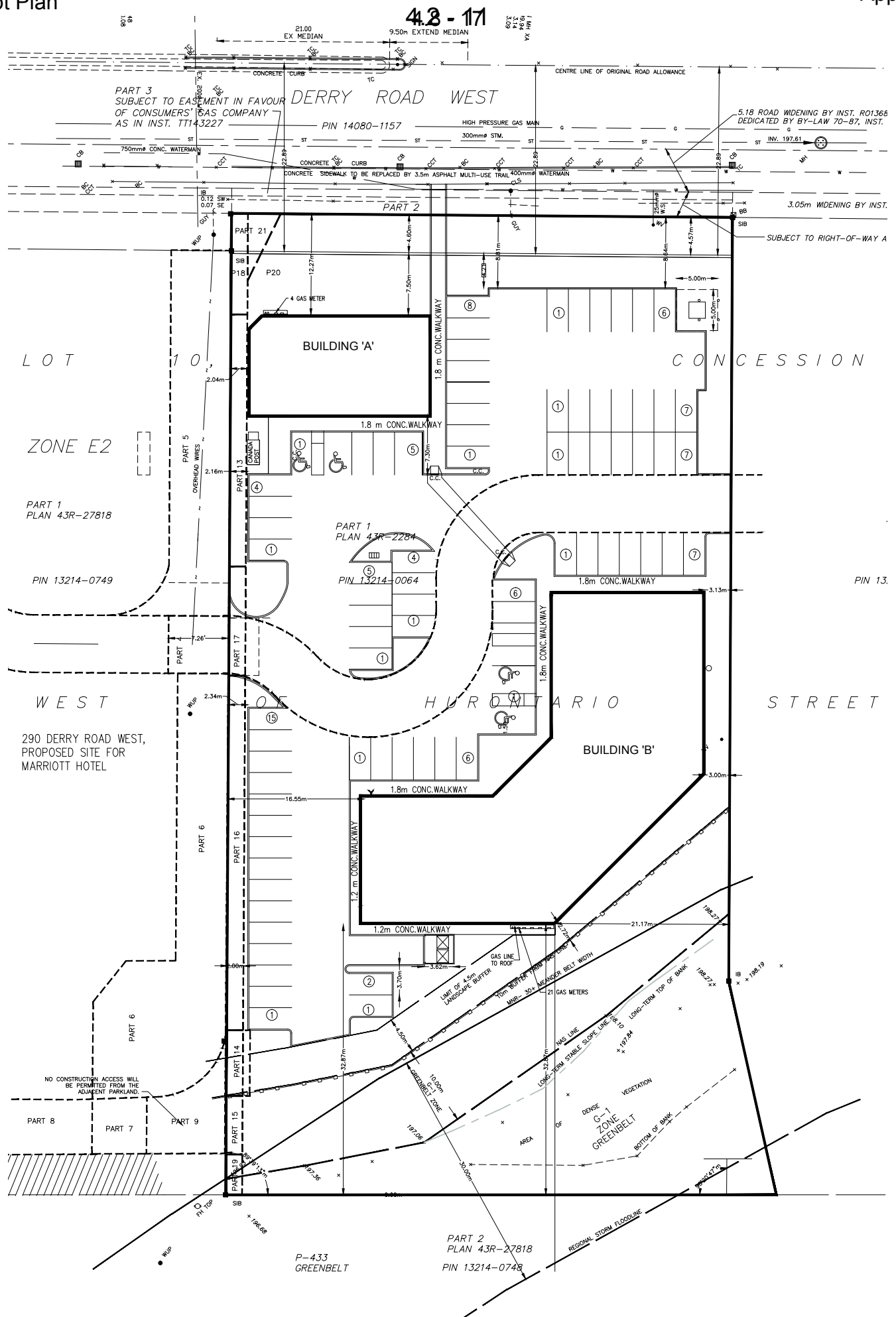


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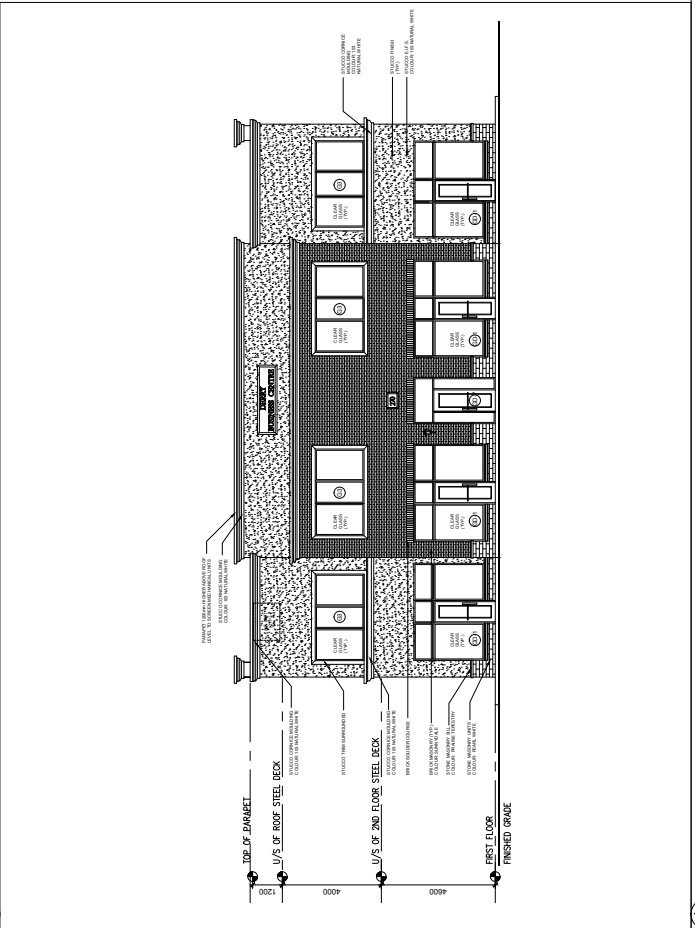
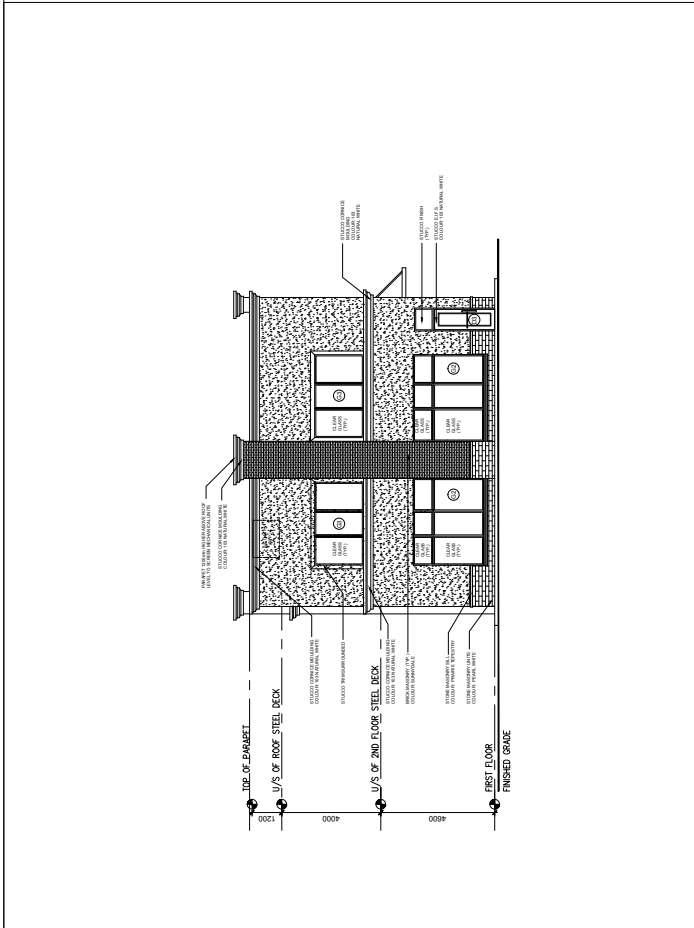
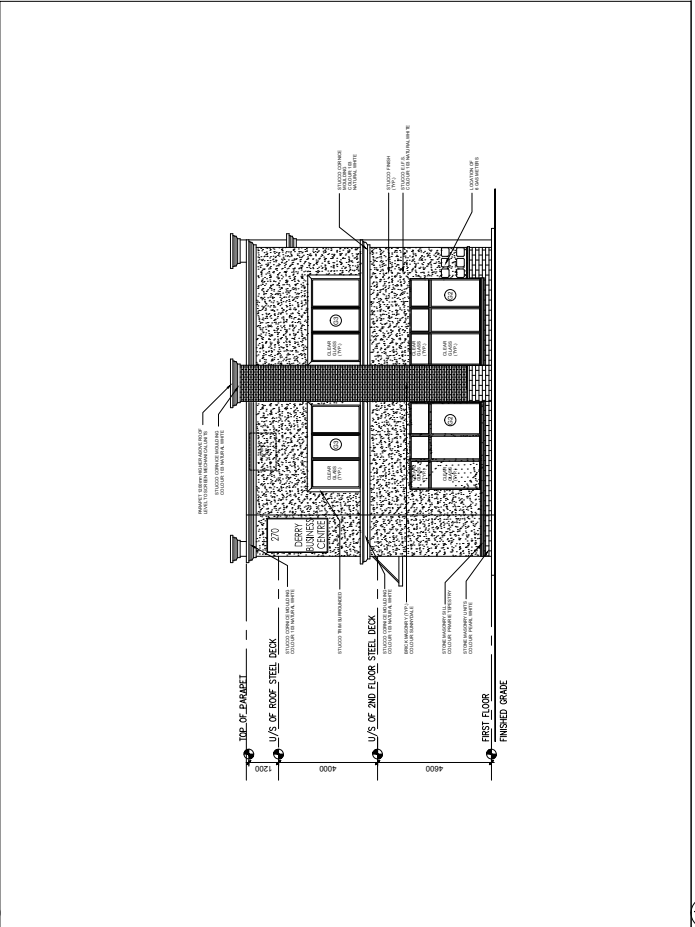
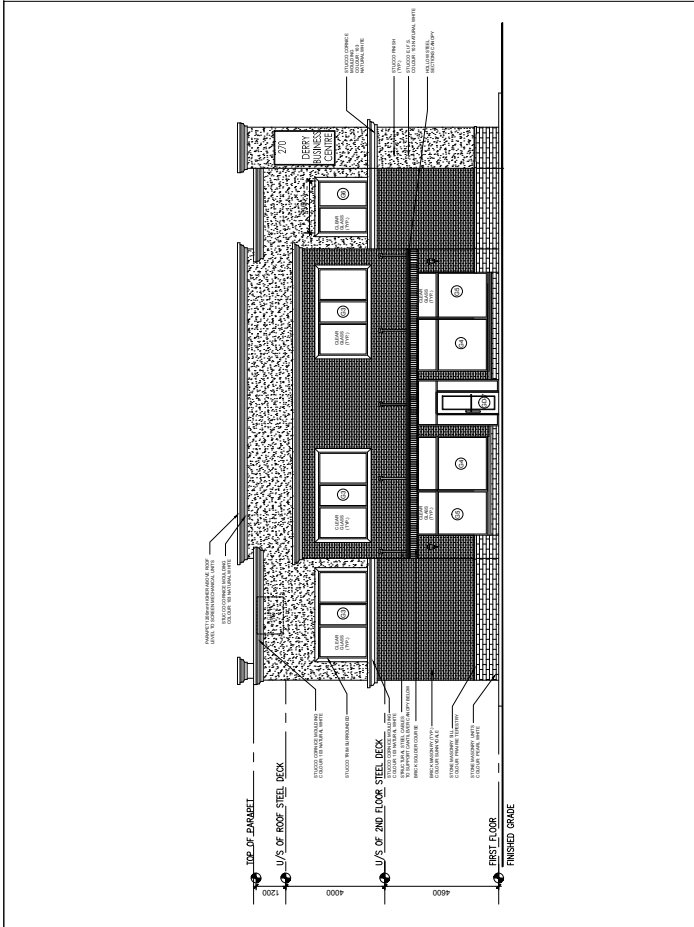
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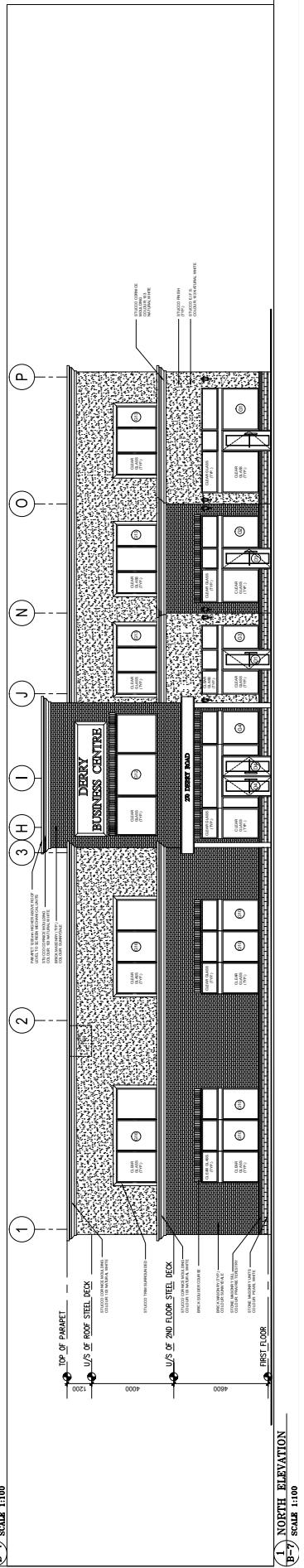
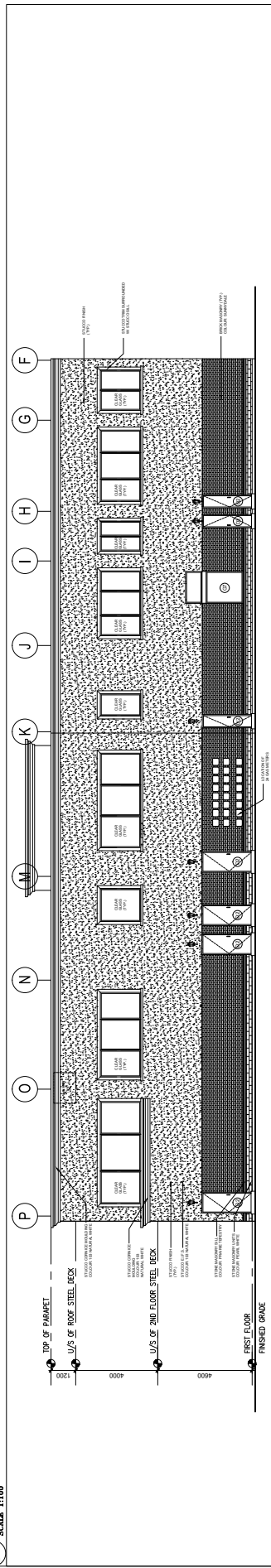
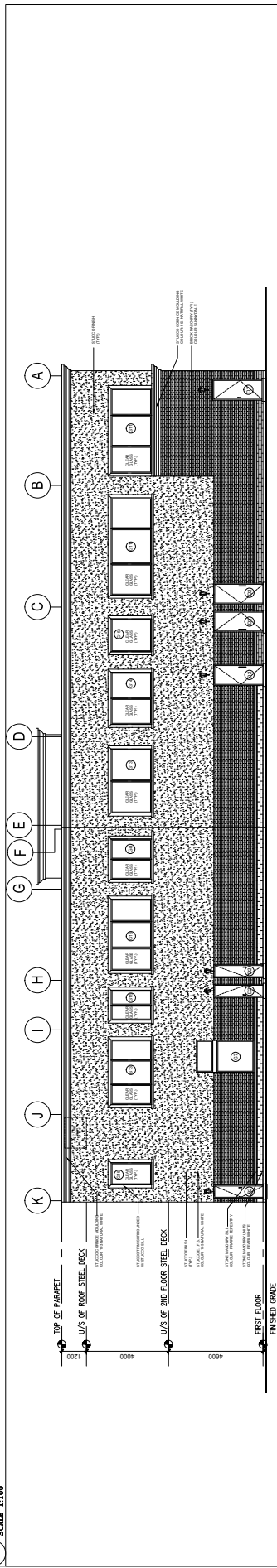
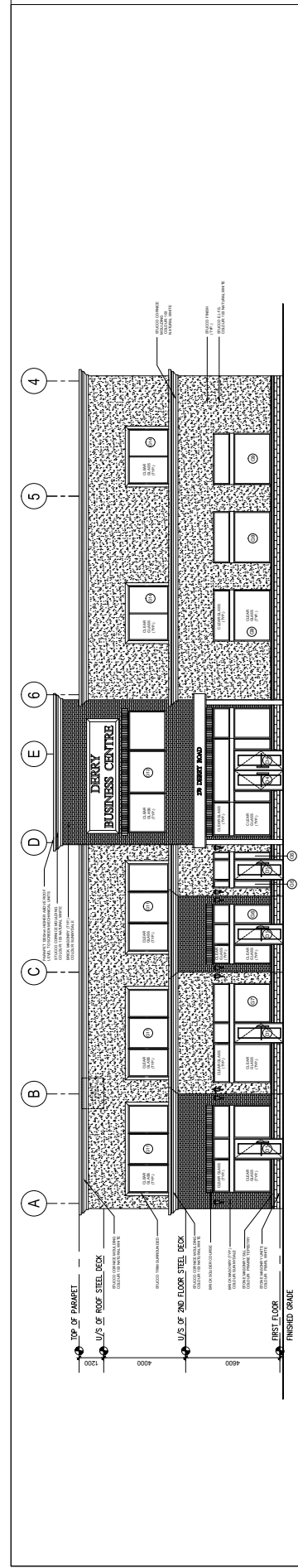












Aujla Investments Inc.

File: OZ 13/019 W11

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (May 4, 2017)	The applicant is required to submit a revised Demand Table for the Region to determine the proposal's impact to the existing sanitary system. The Region will not permit direct vehicular access to Derry Road West due to the proximity of the adjacent access points to the east and west. A Public Access Easement will be required over the subject lands to facilitate future access to and from Derry Road West via the westerly lands and future Longview Place Road extension.
Credit Valley Conservation (April 11, 2017)	CVC staff advised that their interests in this rezoning application have been cleared. Outstanding comments are related to detailed design issues and will be addressed through the Site Plan approval process. Through the Site Plan approval process and prior to the issuance of a building permit, a permit under Ontario Regulation 160/06 is required from the CVC.
City Community Services Department – Park Planning Section (April 12, 2017)	Should this application be approved, hoarding and fencing will be needed along the boundary of the Derry West Greenbelt. In addition, securities will be required for greenbelt cleanup, restoration, parkland protection, hoarding, and fencing. Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (May 2, 2017)	Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.  The architect is to demonstrate, through the site plan process, that the development is in compliance with both the Ontario Building Code and By-law 1036-81.
City Transportation and Works Department (April 13, 2017)	The Transportation and Works Department are in receipt of a Noise Report, Phase 1, Environmental Site Assessment, Storm Water Management Report. Notwithstanding the findings of these reports, the applicant has been requested to provide additional details with respect to the required storm

Aujla Investments Inc.

File: OZ 13/019 W11

Agency / Comment Date	Comment
	<p>and access easements, as well as revisions to the grading and servicing plans.</p> <p>All matters pertaining to Derry Road West (i.e. access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.</p> <p>This application will also require the approval of the CVC regarding stormwater management requirements, top of bank and slope stability.</p> <p>Upon receipt of outstanding items noted above, additional comments will be provided as part of the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Canada Post</li> <li>• Economic Development Office</li> <li>• Enersource Hydro</li> <li>• Enbridge Gas</li> <li>• Fire</li> <li>• GTAA</li> <li>• Heritage</li> <li>• Mississauga Transit</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• City of Brampton</li> <li>• Rogers Cable</li> <li>• Realty Services</li> </ul>

Aujla Investments Inc.

File: OZ 13/019 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 Meadowvale Village Neighbourhood Character Area.**

The subject land is within the **Meadowvale Village Neighbourhood Character Area** and is designated as **Business Employment** which permits only banquet hall, conference centre, financial institution, funeral establishment, manufacturing, restaurants, secondary office, self storage facility and warehousing, distributing and wholesaling.

#### **City Initiated Official Plan Amendments**

The **Business Employment** designation under the General Land Use policies permits secondary offices and accessory uses. However, accessory uses are not permitted under the **Business Employment** land use designation within the **Meadowvale Village Neighbourhood Character Area**. As accessory uses are appropriate in this Character Area, a City-initiated Official Plan amendment to add a special site policy to permit this use is appropriate. A City-initiated amendment to the Mississauga Official Plan is also required to update Mississauga Official Plan schedules to reflect the greenlands dedication to the City for the protection of Fletcher's Creek.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application.

Aujla Investments Inc.

File: OZ 13/019 W11

**Relevant Mississauga Official Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 4 – Vision</b>	4.4 – Guiding Principles	<ol style="list-style-type: none"> <li>1. Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;</li> <li>2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;</li> <li>4. Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;</li> <li>5. Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;</li> <li>6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;</li> </ol>
	4.5 – Achieving the Guiding Principles	<p>Mississauga will value the environment by:</p> <ul style="list-style-type: none"> <li>• promoting public and private community stewardship of the environment for present and future generations;</li> <li>• protecting, enhancing and restoring Mississauga's Natural Heritage System and its functions;</li> </ul>



Aujla Investments Inc.

File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 5 – Direct Growth	5.2 – Green System	The natural environment sustains all life and is vital to the ecological, economic, social and spiritual wellbeing of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city's inhabitants a multitude of opportunities to connect with nature
	5.4.4 – Corridors	Development on <b>Corridors</b> should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.
	5.4.7	Land uses and building entrances will be oriented to the <b>Corridor</b> where possible and surrounding land use development patterns permit.
	5.4.8	<b>Corridors</b> will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along <b>Intensification Corridors</b> and within <b>Major Transit Station Areas</b> , the minimum building height requirement will not apply to Employment Areas.

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	Specific Policies	General Intent
Chapter 6 – Value of the Environment	6.1.1 – Introduction	Mississauga will: a) protect, enhance, restore and expand the Natural Heritage System e) ensure land use compatibility
	6.3 – Green System	<b>Natural Hazard Lands</b> , as shown on Schedule 3: Natural System, are generally associated with <b>valley and watercourse corridors</b> and the Lake Ontario shoreline. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Although the significant valleylands and the valley and <b>watercourses</b> are included and discussed under <b>Natural Hazard Lands</b> , they are also Significant Natural Areas and form part of the city's Natural Heritage System.
	6.3.7	Buffers which are vegetated protection areas that provide a physical separation of development from the limits of <b>natural heritage features</b> and <b>Natural Hazard Lands</b> , will be provided to perform the following: <ul style="list-style-type: none"><li>• maintenance of slope stability and reduction of erosion on valley slopes;</li><li>• attenuation of stormwater runoff;</li><li>• reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;</li><li>• protection of tree root zones to ensure survival of vegetation;</li><li>• enhanced wildlife habitat and corridors for wildlife movement;</li></ul>
	Natural Hazard Lands	<b>Natural Hazard Lands</b> are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline.  <b>Natural Hazard Lands</b> and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.
	6.10.2.9 – Aircraft Noise	Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the <b>noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contours</b> of 30 and above, as determined by Transport Canada. Notice is also to be provided regarding the requirement for the installation of central air conditioning.

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	Specific Policies	General Intent
Chapter 7 – Complete Communities	7.1.3 – Introduction	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health.</li> </ul>
Chapter 8 – Create a Multi-Modal City	8.2.3 – Transit Network	<p>The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along <b>Corridors</b>.</p>

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	Specific Policies	General Intent
Chapter 9 – Build Desirable Urban Form	9.1.5 – Introduction	Development on <b>Corridors</b> will be consistent with existing or planned character, seek opportunities to enhance the <b>Corridor</b> and provide appropriate transitions to neighbouring uses.
	9.2.2 – Non-Intensification Areas	Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to <b>Corridors</b> . Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.
	9.2.2.4	Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.
	9.2.2.6	Development on <b>Corridors</b> will be encouraged to: <ul style="list-style-type: none"> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominate development patterns dictate otherwise;</li> <li>c. not locate parking between the building and the street;</li> <li>d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;</li> <li>e. provide entrances and transparent windows facing the street for non-residential uses;</li> <li>f. support transit and <b>active transportation</b> modes;</li> <li>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and</li> <li>h. provide concept plans that show how the site can be developed with surrounding lands.</li> </ul>
	9.5.2.1 – Site Development	High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.
	9.5.2.4	Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

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	Specific Policies	General Intent
Chapter 9 – Build Desirable Urban Form continues	9.5.2.5	Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: <ul style="list-style-type: none"> <li>a. street trees and landscaping, and relocating utilities, if required;</li> </ul>
Chapter 10 – Foster a Strong Economy	10.1.5 – Introduction  10.4.5 – Retail	Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will: <ul style="list-style-type: none"> <li>a. strive to increase office employment;</li> <li>b. encourage the establishment of knowledge based industries and support their growth; and</li> <li>c. encourage the establishment of small innovative businesses and support their growth.</li> </ul> Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to <b>Corridors</b> and <b>Major Transit Station Areas</b> or in locations as identified in Character Area policies.
Chapter 11 – General Land Use Designations	11.2.11.1 – Business Employment  11.2.11.2 11.2.11.3 11.2.11.4 11.2.11.5	In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses: <ul style="list-style-type: none"> <li>t. <b>secondary office</b>;</li> <li>z. accessory uses.</li> </ul> The maximum <b>floor space index (FSI)</b> for <b>secondary offices</b> is 1.0. Permitted uses will operate mainly within enclosed buildings. Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

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	Specific Policies	General Intent
Chapter 16 – Neighbourhoods	16.1.5.2 – Business Employment	Notwithstanding the Business Employment policies of this plan, the following will not be permitted: <ul style="list-style-type: none"> <li>a. adult entertainment establishments;</li> <li>b. animal boarding establishment;</li> <li>c. bodyrub establishment;</li> <li>d. cardlock fuel dispensing;</li> <li>e. motor vehicle body repair facility;</li> <li>f. motor vehicle commercial;</li> <li>g. outdoor storage and display areas related to a permitted manufacturing use;</li> <li>h. transportation facilities</li> <li>i. trucking terminals;</li> <li>j. self storage facilities; and</li> <li>k. <b>waste processing station</b> or <b>waste transfer stations</b> and composting facilities;</li> </ul>
	16.17.3.4 – Land Use	Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted: <ul style="list-style-type: none"> <li>a. banquet hall;</li> <li>b. conference centre;</li> <li>c. financial institution;</li> <li>d. funeral establishment;</li> <li>e. manufacturing;</li> <li>f. restaurants;</li> <li>g. <b>secondary office</b>;</li> <li>h. self storage facility; and</li> <li>i. warehousing, distributing and wholesaling.</li> </ul>



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

**D (Development)** which permits the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

**Proposed Zoning Standards**

<b>Zone Standards</b>	<b>Existing D Zoning By-law Standards</b>	<b>Base E2 Zoning By-law Standards</b>	<b>Proposed E2 – Exception Zoning By-law Standards</b>
Permitted Uses	A building or structure legally existing on the date of passing of the By-law and the existing legal use of such building or structure.	Medical office, office, manufacturing, warehousing, waste processing, restaurants, convenience restaurants, take-out restaurants, motor vehicle services, hospitality and other uses.	Uses in conformity with the Mississauga Official Plan policies which are:  Medical office, office, manufacturing facility, warehouse/distribution facility, wholesaling facility, self storage facility, restaurant, take-out restaurants, financial institution, banquet hall /conference centre /convention centre, and funeral establishment
Permitted Accessory Uses		Laboratories and associated facilities for medical diagnostic and dental purposes, medical supply and equipment store, pharmacy, motor vehicle rental facility, retail store less than 600 m <sup>2</sup> (6,458.3 ft <sup>2</sup> ), and personal service.	Accessory uses as specified for an E2 zone
Maximum GFA of office use	N/A	N/A	2 535 m <sup>2</sup> (27,286.5 ft <sup>2</sup> )
Maximum GFA of Medical Office	N/A	N/A	126 m <sup>2</sup> (1,356.3 ft <sup>2</sup> )

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<b>Zone Standards</b>	<b>Existing D Zoning By-law Standards</b>	<b>Base E2 Zoning By-law Standards</b>	<b>Proposed E2 – Exception Zoning By-law Standards</b>
Maximum GFA of Accessory Uses	N/A	A maximum of 20% of the total gross floor area – non-residential of an office building or medical office building may be used for accessory uses	361 m <sup>2</sup> (3,885.8 ft <sup>2</sup> )
Maximum GFA of Restaurant/Take-out restaurant	N/A	Not permitted	70 m <sup>2</sup> (753.5 ft <sup>2</sup> )
Minimum interior side yard	N/A	the greater of 10% of the frontage of lot, or 4.5 m (14.8 ft.)	easterly lot line - 3.0 m (9.8 ft.) westerly lot line - 2.0 m (6.6 ft.)
Minimum rear yard	N/A	7.5 m (24.6 ft.)	2.7 m (8.9 ft.)
Minimum depth of a landscaped buffer measured from a lot line that is a street line	N/A	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum depth of a landscaped buffer measured from a lot line where the lot line abuts a "Development" zone	N/A	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum setback for all buildings and structures in a non-residential zone to all lands zoned G1 or G2 base or G1 Exception Zone	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)	2.72 m (8.9 ft.)
Minimum setback of development from the long term stable slope (NAS) line	N/A	N/A	10.0 m (32.8 ft.)