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## Planning and Development Committee

### Date

2019/01/14

### Time

7:00 PM

### Location

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

### Members

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

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@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 Local Planning and Appeals Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

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

Mississauga City Council  
Att: Development Assistant  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
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  
  
Approval of Minutes of December 10, 2018 meeting
4. MATTERS TO BE CONSIDERED
  - 4.1. Sign By-law 0054-2002, as amended  
Proposed Amendments for Real Estate Related Signs
  - 4.2. INFORMATION REPORT (All Wards)  
Increasing Housing Supply in Ontario Consultation - Comments  
File: CD.06-AFF
  - 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 1)  
Application to permit one new unit in existing triplex  
9 Benson Avenue, north of Lakeshore Road West, west of Mississauga Road  
Owner: Medhat and Samia Elias  
File: OZ 17/022 W1  
Bill 139
  - 4.4. PUBLIC MEETING INFORMATION REPORT (WARD 2)  
Applications to permit a three to five storey retirement residence and seniors  
apartment building  
2132 Dundas Street West, southwest corner of Dundas Street West and Fifth Line  
Owner: Devonshire Erin Mills c/o Sifton Properties Limited  
File: OZ 17/001 W2
5. ADJOURNMENT





City of Mississauga

# Corporate Report



Date: 2018/12/13

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
BL.03-SIG (2018)

Meeting date:  
2019/01/14

## Subject

**Sign By-law 0054-2002, as amended  
Proposed Amendments for Real Estate Related Signs**

## Recommendation

That Sign By-law 54-2002 be amended to include the following:

- Open House signs must display the address, date and hours of the Open House
- Open House signs must only be displayed on the date and hours of the Open House
- No more than six (6) Open House signs are permitted per Open House location
- Open House signs are only permitted to be displayed between the hours of 10am and 6pm
- Sold signs must be removed within 30 days following sale of the property

## Report Highlights

- None

## Background

1. As requested by Council, staff was directed to review the Sign By-law pertaining to real estate related signs. A peer review of the Sign By-law completed in 2017 by an external consultant did not suggest any necessary changes. However, concerns expressed by residents, real estate agents and Transportation and Works sign removal staff warranted an additional review.

## Comments

The current provisions regarding Real Estate and Open House signs have been included in the By-law since its enactment in 2002. Although these provisions are to enable the advertising of properties for sale, and direct prospective clients to properties during open house hours, some agents have been using these signs as a common source of advertising to promote their business. In addition, the real estate industry has adopted the use of Coming Soon signs to advertise future listings, however they too have been used excessively to promote their business, which are also currently prohibited in the Sign By-law.

One of the main purposes of enacting a Sign By-law is to control the proliferation of signs displayed throughout the city and on city road allowances. The display of Open House signs contributes to this proliferation. The proposed amendments will provide clarity and address the

concerns expressed regarding these signs. The amendments will also protect the aesthetic qualities and visual character of the city.

A poll of neighbouring municipalities was conducted (Appendix 1) and used to compare our current provisions and develop recommendations.

As a result of the additional review, staff identified the following areas of concerns:

- The number of Open House signs displayed
- The display period for Open House signs
- The display of Sold signs
- The number of Real Estate signs displayed on a property
- The display of Coming Soon signs on a property

To address these areas of concern, it is recommended that the following amendments be made to Sign By-law 54-2002:

- Open House signs must display the address, date and the hours of the open house
- Open House signs must only be displayed during the day and hours of the open house
- No more than six (6) Open House signs are permitted per open house location.
- Open House signs are only permitted to be displayed between the hours of 10am and 6pm
- Sold signs must be removed within 30 days following sale of the property

As part of the additional review, staff also considered requests from the Mississauga Real Estate Board (MRB) (Appendix 2); but do not support two (2) of the three (3) requests:

- **Number of Real Estate signs on a premise**

The MRB has requested to display no more than six (6) Real Estate signs per premise. Allowing this many Real Estate signs per property would create visual clutter along the city streets and is not recommended. The current By-law permits one Real Estate sign per street frontage which is consistent with neighbouring municipalities.

- **Permitting Coming Soon signs**

During the development of the Sign By-law, staff and Council limited the amount of commercial advertising permitted in residential areas to maintain the overall character. Permitting Coming Soon signs (Appendix 3) deviates from this direction and creates additional commercial advertising in residential areas. In addition, it is difficult to clearly define the term Coming Soon for the purposes of enforcement. Provisions that cannot be well defined or enforced in a consistent manner should not be included in a By-law. As indicated in Appendix 1, no neighbouring municipalities permit Coming Soon signs.

## Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

## Conclusion

That Sign By-law 54-2002 be amended to incorporate the above recommendations.

## Attachments

Appendix 1: Real Estate Sign Summary

Appendix 2: Letter from Mississauga Real Estate Board

Appendix 3: Example of Coming Soon Sign

A handwritten signature in black ink, appearing to read 'E. Savini', is positioned above a horizontal line.

Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit

## Comparison of Neighbouring Municipalities

### Real Estate and Open House Signs

<b><u>Sign Type</u></b>	<b><u>Mississauga</u></b>	<b><u>Milton</u></b>	<b><u>Oakville</u></b>	<b><u>Brampton</u></b>	<b><u>Toronto</u></b>
<b>Open House</b>	“open house directional sign” means a temporary portable sign intended to direct traffic to a residence for sale or lease, but shall not include a new home development sign;	No provisions listed in By-law	“Open House Directional Sign” means a temporary portable sign intended to direct traffic to a residence for resale or lease but shall not include a new home development sign	“Open House Directional Sign” shall mean a temporary portable sign intended to direct the public to an open house for a residence that is for sale or lease, but shall not include signs for production home builders;	A rigid free-standing moveable sign not fastened by any means to the ground or any structure or building, utilized for the sole purpose of directing traffic to a residential premises or residential property for sale or lease.
	An open house directional sign shall have a maximum height of 1 metre and a maximum sign area of 0.8 m2 per sign face.	No provisions listed in By-law	For the resale of residential properties only Signs no larger than 0.6 m by 0.6 m (2 ft by 2 ft)	The signs shall consist of A-frame signs not exceeding 0.35 m2 (3.75 ft2) in sign area and 0.6 m (2 ft) in height ; and	Each open house directional sign shall not contain more than two sign faces Each open house directional sign shall not exceed a maximum height of 1.0 metre nor be less than a minimum height of 0.5 metre Each open house directional sign shall not exceed a maximum width of 0.6 metre Each open house directional sign shall have a maximum sign face area of 0.5 square metre

<u>Sign Type</u>	<u>Mississauga</u>	<u>Milton</u>	<u>Oakville</u>	<u>Brampton</u>	<u>Toronto</u>
					Each open house directional sign shall include the address of the property for sale or lease and the date of the open house to which the open house directional sign relates
	An open house directional sign may be erected on that portion of a street located between the curb or edge of the travelled roadway and the sidewalk, or where no curb exists, such sign may be erected on the untravelled portion of the right-of-way closest to the outer edge of the travelled roadway.	No provisions listed in By-law	Maximum of 3 signs per property for sale         Not to be displayed prior to 9 am or after 9 pm	No sign shall be located on a centre median of a roadway.  The signs shall be located a minimum distance of 1 m (3.3 ft) from the curb, asphalt or gravel shoulder of a roadway;  The signs shall be located a minimum distance of 0.3 m (1 ft) from a sidewalk;  The signs shall be placed only during the hours of the open house	The open house directional sign is placed on the public road allowance, but not any centre median, traffic island or centre boulevard within the road allowance not located within less than 0.3 metre of the vehicular travelled portion of the road       not located within less than 0.3 metre of the pedestrian sidewalk   An open house directional sign may only be displayed

<b><u>Sign Type</u></b>	<b><u>Mississauga</u></b>	<b><u>Milton</u></b>	<b><u>Oakville</u></b>	<b><u>Brampton</u></b>	<b><u>Toronto</u></b>
					<p>during the hours that the open house to which the sign relates is open and operating.</p> <p>Open house directional sign may only be displayed during the period between sunrise and sunset</p>
				The signs shall not be located so as to obstruct or interfere with highway maintenance, impede movement of pedestrian or vehicular traffic, impede the use of utilities or bus stops or otherwise create a hazard	An open house directional sign shall not be erected or displayed in such a manner as to impede a pedestrian's or driver's view of any vehicular access point
<b>Real Estate Signs</b>	<p>"real estate sign" means a temporary non-illuminated sign installed, erected or displayed on a property for the notification that a building, premises or portion thereof is offered for sale, rent or lease;</p>	<p>"Real Estate Sign" means a sign that is not permanently installed or affixed to the ground or any structure or building, utilized for the sole purpose of</p>	<p>"Temporary Real Estate Sign" means any sign which is not permanently attached to or affixed into the ground or to a building for the purpose of advertising the sale, lease or rental of</p>	<p>By-law makes reference to: "A property for sale or lease sign"</p>	

<u>Sign Type</u>	<u>Mississauga</u>	<u>Milton</u>	<u>Oakville</u>	<u>Brampton</u>	<u>Toronto</u>
		advertising the sale, rent or lease of the premises, in whole or in part, upon which the sign is located	existing buildings located on the property but does not include a New Home Development Sign;		
	One (1) real estate sign shall be permitted for each street line of the property on which the sign is erected.	Non-illuminated Real Estate Signs shall be permitted on any property, including vacant land, where the property, building, or a portion thereof, is currently available for sale, rent, or lease	One per lot.	One per lot	No more than one real estate sign advertising the sale or lease of a property, or unit of a building or condominium shall be permitted to be located facing each street line of the premises to which the real estate sign relates
	Max. 1m <sup>2</sup> residential zone  Max. 4 m <sup>2</sup> non-residential zone	Max. 1.1m <sup>2</sup> residential zone  Max. 6 m <sup>2</sup> non-residential zone Max. height 4m.	Max. 0.56m <sup>2</sup>  Max. 4.65 m <sup>2</sup> non-residential zone	Max. 1m <sup>2</sup> residential zone Max. 1.5m high  Max. 2 m <sup>2</sup> non-residential zone Max 3.6m high	Max. 1m <sup>2</sup> residential zone  Max. 4m <sup>2</sup> non-residential zone

<b><u>Sign Type</u></b>	<b><u>Mississauga</u></b>	<b><u>Milton</u></b>	<b><u>Oakville</u></b>	<b><u>Brampton</u></b>	<b><u>Toronto</u></b>
<b>Sold Signs</b>	No provisions - prohibited	No provisions - prohibited	Remove 14 days after sale	Removed within 30 days from delisting or sold	Removed within 30 days from no longer for sale or lease
<b>Coming Soon Signs</b>	No provisions - prohibited	No provisions – prohibited	No provisions - prohibited	No provisions - prohibited	No provisions





July 3, 2018

Ezio Savini  
 Director Building & Chief Building Official  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON  
 L5B 3C1

BUILDING DIVISION		
CITY OF MISSISSAUGA		
DATE REC'D	JUL 06 2018	
ROUTE TO:	REC'D BY:	DATE:

Dear Mr. Savini,

The Mississauga Real Estate Board is in receipt of an email notice from your signs department regarding changes in real estate sign rules. A copy of this email dated April 30, 2018 is included for your ease of reference.

The matter was initially brought up for discussion with Darren Bryan, Supervisor Sign Unit and we argued that the arbitrary changes in the By-Law were unreasonable and could be construed as restraint of trade. Mr. Bryan was amiable to our recommendations and suggested that the same be sent in writing for consideration. We have now found out that he is away on a long term medical leave.

The changes in the sign By-Law were discussed at a recent Broker Meeting held on June 18, 2018. Jeff Grech, a signs inspector attended this meeting and explained the changes in the By-Laws. Brokers recommended changes, in fairness, which were noted by him.

As a local Board, one of our Past Presidents', served on the sign By-Law Committee acting as a conduit between Mississauga REALTORS® and the City. The Mississauga Real Estate Board has a volunteer, willing to assist the city to help facilitate and address the current challenges faced by the Board and the City.

As a Board representing Mississauga REALTORS; We respectfully recommend the following changes/amendments to the By-Laws:

1. ***No More than six (06) real estate signs be displayed on a premises, either a residential or commercial property.***
2. ***Sold signs be removed within 30 days after the premises are no longer available for lease/sale.***
3. ***Coming Soon to MLS® signs be permitted.***

The changes, as suggested, are similar to By-Laws from neighboring cities.


Considering the above, we sincerely hope that the necessary changes as recommended would be implemented by your office as soon as possible. Should you require any further clarification, the Mississauga Real Estate Board welcomes the opportunity to discuss this matter further.

Thanking you.

Respectfully,



Tehreem Kamal  
President & Chair, Government Relations



Ray Dubash  
Executive Officer

**Ray Dubash | MREB Executive Officer**

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**From:** Darren Bryan <Darren.Bryan@mississauga.ca>  
**Sent:** Monday, April 30, 2018 11:24 AM  
**To:** complaints@trebnet.com; publicfeedback@trebnet.com; Ray Dubash | MREB Executive Officer; msponder@omdreb.on.ca; info@breb.org  
**Cc:** Karen Ras; Ezio Savini; Leo Cusumano  
**Subject:** Real Estate Signs - City of Mississauga

Dear Sir/Madam,

With the onset of spring weather, the City of Mississauga is receiving numerous complaints regarding the installation of real estate type signs.

Can you please advise your members that sign displayed in the City of Mississauga are regulated by [Sign By-law 54-2002](#). Signs displayed in contravention of the By-law will be removed by City staff and/or charges laid against the agent, broker and property owner pursuant to the *Provincial Offences Act* without further notice.

**By-law provisions include, but not limited to:**

- Real estate signs are not permitted to be displayed on public property, including public fences between municipal streets.
- Directional "house for sale" signs are not permitted.
- Real estate signs cannot exceed 1 m<sup>2</sup> in area on residential zoned properties and 4m<sup>2</sup> on non-residential zoned properties.
- Only one (1) real estate sign is permitted to be displayed per street line.
- Banner signs are prohibited.
- The display of a sign or advertisement on a vehicle or trailer parked or located for the primary purpose of displaying the sign or advertisement is prohibited.
- Open house signs are not permitted to be displayed on traffic islands or medians.
- Open house signs are only permitted to be displayed during the hours of the open house.
- "Coming Soon" signs are not permitted
- "Sold" signs are not permitted

For comprehensive requirements regarding real estate and open house signs, your members can refer to the Sign By-law at: [http://www7.mississauga.ca/documents/bylaws/Sign\\_By-Law.pdf](http://www7.mississauga.ca/documents/bylaws/Sign_By-Law.pdf)

Please direct any questions to the City of Mississauga at 311 or (905) 615-4311 outside the City limits.

Thank you for your cooperation.

Regards,



**Darren Bryan**, CBCO  
Supervisor, Sign Unit  
T 905 615-3200 ext. 5697 | F 905 896-5686  
[darren.bryan@mississauga.ca](mailto:darren.bryan@mississauga.ca)





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# City of Mississauga

## Corporate Report



Date: 2018/12/11

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
CD.06-AFF

Meeting date:  
2019/01/14

### Subject

**INFORMATION REPORT (All Wards)**

**Increasing Housing Supply in Ontario Consultation – Comments**

**File: CD.06-AFF**

### Recommendation

1. That the report titled, "*Increasing Housing Supply in Ontario Consultation - Comments*" from the Commissioner of Planning and Building, dated December 11, 2018 be received and forwarded by the City Clerk to the Ministry of Municipal Affairs and Housing.
2. That staff be directed to complete the Ministry's online survey based on the contents of this report, specifically the draft responses in Appendix 2 and additional comments made by the Planning and Development Committee.

### Report Highlights

- The *Increasing Housing Supply in Ontario Consultation* has been initiated by the Government of Ontario to understand the factors that influence the supply of new housing. The results of the consultation will inform a new Housing Supply Action Plan (The Plan) proposed by the Province.
- The City has already implemented, or is in the process of introducing, a number of measures to protect the existing housing supply, streamline development approvals and increase new housing development opportunities.
- Increasing the *affordable* housing supply is the key housing issue in Mississauga.
- Government fees are required to support growth and are not a significant deterrent to housing development.
- Municipalities continue to lack the financial tools and means to close the gap between what the market will produce and what households can afford.
- The Province should develop long-lasting tax and incentive programs to support the creation of new housing affordable to middle income households not currently being met by the market.



## Background

On November 28, 2018 the Province announced its intent to develop a Housing Supply Action Plan to address barriers to creating more ownership and rental housing. To inform the Plan a consultation process called – *Increasing Housing Supply in Ontario* was launched. At the same time, the Building Industry and Land Development Association (BILD) has released articles suggesting the approval processes, municipal requirements and fees are barriers to increasing housing supply.

While BILD's concerns may have some relevance in parts of Ontario, not all municipalities have the same development constraints. Most development in Mississauga does not require rural to urban conversion and water and wastewater servicing is already in place. The City has made significant efforts to achieve greater efficiencies in its development approval timelines through continuous improvement measures such as e-plans and a Development Liaison. It has also taken steps to protect the existing supply of affordable housing and increase new housing opportunities.

In October 2017 Council approved *Making Room for the Middle*, Mississauga's first housing strategy. The Strategy focuses on the needs of middle income households who do not qualify for subsidized housing yet increasingly struggle to find affordable and suitable accommodation through the market. Several prominent developers in the Greater Toronto Area served as housing experts on the City's Housing Advisory Panel to develop the strategy.

Mississauga's housing strategy requires the support of the Region and senior tiers of government along with the development industry to achieve its goals. The City has already implemented or is in the process of implementing the following initiatives that are within its control:

- Preserving purpose built rental housing through the Rental Housing Protection By-law
- Preventing the premature removal of housing through a Demolition Control By-law
- Permitting second units as-of-right
- Raising awareness of housing challenges for middle income households at the Region which has now incorporated this into its long term housing strategy and programming
- Pre-zoning land in the Downtown and plans to pre-zone elsewhere to ensure there are more development ready opportunities (e.g. Major Transit Station Areas)
- Making surplus City owned lands available first to affordable housing producers
- Creating future housing opportunities through intensification by appropriate pre-zoning at mall sites
- Implementing inclusionary zoning

However, the Strategy also recognizes the importance of working in tandem with other levels of government. The broader Strategy objective of *Champion Systems Reform* seeks to petition senior levels of government to make changes to legislation and taxation policies, and to create enduring programs to increase the supply of housing. *Increasing Housing Supply in Ontario* focuses primarily on increasing the supply of all types housing. While this may indirectly influence house prices, the consultation document does not directly address core housing affordability issues.

## Comments

The *Increasing Housing Supply in Ontario Consultation* (Appendix 1) is structured around five broad themes and specific questions aimed at reducing the complexity and cost of housing. Draft responses to the consultation document are outlined in Appendix 2, attached to this report. These and any other comments provided by the Planning and Development Committee are proposed to serve as the City's response to the online survey. The consultation period closes on January 25, 2019.

### Summary of Responses

The following summarizes the salient key points and proposed responses to the consultation document:

#### **1. Speed: It takes too long for development projects to get approved.**

The existing legislative regime already provides for the timely approval of projects in Mississauga. The City has taken steps to streamline the development approval process, while balancing the need for housing and public consultation. This includes pre-zoning the Downtown to support intensification objectives. Plans are also underway to pre-zone other key strategic locations such as major transit station areas and mall sites to support new development. The use of new technology (e-plans) for plan submission and the availability of a Development Liaison to timely address issues/concerns provide time and cost savings to the developer.

Any approval "delays" in Mississauga primarily relate to Official Plan and zoning amendments. If developers were to build to existing permissions, approval times would be significantly shorter. For example, Mississauga has significant capacity for new development - approximately 19,000 housing units have been zoned for but not yet built. The City has also recently introduced new administrative and reporting procedures to support the new development decision timelines imposed by the *Planning Act*.

#### **2. Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.**

Despite having a diversity of housing across the city, not all forms of housing can be accommodated in every area. For example, Mississauga has directed higher density housing to locations supported by transit, in accordance with Provincial policy. More gentle forms of density, such as second units, are permitted as-of-right throughout the city. Through the implementation of the *Making Room for the Middle-Action Plan*, opportunities for additional housing forms and tenures that maintain the desirable qualities of existing neighbourhoods will also be explored e.g. co-housing to support aging in place.

Mississauga's greatest challenge to right-sizing housing is the financial gap between what the market is producing and what households can afford. For example, developers in Mississauga have constructed infill townhouses in well serviced areas. However, while cheaper than other forms of housing, the units are still too expensive for many buyers.

### **3. Cost: Development Costs are too high because of high land prices and government-imposed fees.**

There is a wide consensus that land prices are high relative to historical levels. In Mississauga this is further compounded by development proponents who will often pay higher land costs in anticipation of greater returns associated with increased development permissions secured through a rezoning.

Government fees, such as development charges, are required to support growth and are not unreasonable. The average sale price of a new 700 square foot condominium apartment in the Greater Toronto Area is now over \$500,000. Local, regional, school board and GO transit development charges applied to a unit of this size and cost in Mississauga would be approximately \$39,000 or 8% of the value of the unit's sale price.

If development charges were lowered, there is no guarantee the reduction would be passed onto the homebuyer in the form of lower purchase prices, particularly in view of today's strong condominium apartment market. Reduced development charges would also lead to higher property taxes in order to maintain service levels.

### **4. Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.**

Increasing the supply of new affordable purpose-built rental housing to support middle income households and our workforce is a priority of the City's housing strategy. Mississauga's current rental vacancy rate sits at 0.8% whereas 3% is a more balanced market level. Unlike rented condominium apartments, purpose-built rental housing provides a more stable housing option for households looking to locate to Mississauga.

The consultation document alludes to difficulties faced by small landlords as a result of *Residential Tenancy Act* requirements but fails to provide specific examples. Mississauga has worked to support landlords through its participation in the *Tower Renewal Partnership* advocating for programs to support upgrades to the rental building stock. A recent example is the *Burnhamthorpe Sustainable Neighbourhood Action Plan Tower Program* where the Toronto



and Region Conservation Authority (TRCA) has engaged the City of Mississauga to increase tower sustainability and climate change resilience in apartment towers. The Program aims to help the owners of multi-unit residential towers, built before 1990, make improvements to their buildings and gain savings through efficiencies in energy and water, storm water credits and improve building conditions resulting in tenant retention.

City Council has also approved a *Residential Protection By-law* which requires that accommodation be made for the replacement of rental units lost through demolition or conversion to condominium. In addition a *Demolition Control by-law* is proposed to prevent the premature demolition of the City's existing housing (ownership and rental) supply. Both of these measures work to retain housing and, in the case of rental housing, provide greater opportunities for current tenants.

## **5. Innovation: Other concerns, opportunities and innovations to increase housing supply**

The government is interested in other creative ideas to increase the supply of housing such as, but not limited to:

- innovative forms of ownership (e.g. shared ownership, rent-to-own);
- new state-of-the-art building designs and materials
- making better use of existing homes, buildings and neighbourhoods to increase housing supply.

Incentivizing and providing advice to homeowners wishing to create a second unit could have a significant positive impact on increasing affordable housing supply in the City. Second units, which are intrinsically more affordable than other forms of housing, are already permitted throughout the city. The Province should consider tax credits for homeowners wishing to create a second unit and/or additional annual income tax incentives to ensure the unit is in the rental housing pool for a period of time.

Grants or other financial incentives should also be considered for developers incorporating more sustainable building materials and technologies or innovative first time home buyers mortgage programs. The Province should also raise awareness of the benefits of increasing housing supply through “gentle intensification” by supporting demonstration projects and public education.

Appendix 2 further elaborates on these themes and provides detailed responses to specific questions about perceived barriers to increasing the supply of housing.

## **Strategic Plan**

The need for affordable housing originated from the Strategic Plan ‘Belong’ Pillar. Two strategic goals relate to affordable housing – ‘Ensure Affordability and Accessibility’ and ‘Support Aging in Place’.

## Financial Impact

There are no financial impacts resulting from the recommendations of this report.

## Conclusion

Housing is one of the largest cost burdens for households across Ontario. However, there are provincial legislative and taxation changes that could encourage more ownership and rental housing, while allowing for new units within the existing housing supply.

It is important to note that development approval times and financial incentives are only two factors that influence when housing comes on stream. Other factors such as market demand conditions, access to favorable financing and return expectations, which are beyond the control of either the municipal or provincial governments, continue to be more significant factors.

## Attachments

Appendix 1: Increasing Housing Supply In Ontario – Consultation Document

Appendix 2: Draft Responses to Increasing Housing Supply in Ontario



---

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

Prepared by: Gaspare Annibale, Planning Associate



# INCREASING HOUSING SUPPLY IN ONTARIO

## Consultation Document



Find out more at:  
[www.ontario.ca/housingsupply](http://www.ontario.ca/housingsupply)

# Increasing Housing Supply in Ontario

## Consultation Document

### About this consultation

A strong demand for housing and limited supply in Ontario has resulted in rapidly rising housing costs over the last few years. In high-growth urban areas, high prices and rents have made it too hard for people to afford the housing they need. High prices also affect other parts of Ontario, including northern and rural communities, where a lack of supply has made ownership more difficult and quality rental housing hard to find.



To help increase the supply of housing in Ontario, the government is developing a Housing Supply Action Plan that will address the barriers getting in the way of new ownership and rental housing.

To inform the Action Plan, the government wants to hear the views of all Ontarians on how to expand the housing supply in Ontario. Your input will provide important information about how we can make it easier for Ontarians to find an affordable place to call home.

Share your ideas by visiting [ontario.ca/housingsupply](http://ontario.ca/housingsupply) or emailing [housingsupply@ontario.ca](mailto:housingsupply@ontario.ca) by January 25, 2019.



## Introduction

Housing is one of the largest cost burdens for households in Ontario, and an imbalance between strong demand for housing and limited supply means these costs have risen dramatically over the last few years. Across Ontario in both urban and rural communities high prices and rents have made it hard for people to afford the housing they need.

Creating more housing, of the types and sizes people need, will help make home ownership and renting more affordable and give people more choice.

The government is developing a Housing Supply Action Plan to address the barriers to creating more housing. It will include measures that the Province can take to increase the supply of new ownership and rental housing in Ontario. The

Housing Supply Action Plan will support the government's commitment to reduce red tape and make it easier to live and do business in Ontario.

This consultation does not cover initiatives specifically related to community housing (e.g., social and supportive housing). However, the barriers and potential solutions being explored may have a positive impact on community housing providers, such as by either making it easier to develop new housing, or by easing some of the pressure on waitlists.





## Barriers to new housing supply

The government has heard from many individuals and groups that it has become too complicated and expensive to build new housing in Ontario. There are five broad themes:

### 1. Speed: It takes too long for development projects to get approved.

To get a new home from the drawing board to the market, a number of different planning, building and site-specific approvals and permits are needed. These may be required by municipalities, provincial ministries, agencies, utilities, and occasionally federal authorities.

A single housing project may require approvals from many of these entities. Duplication, lack of coordination and delays add burden to the development process and increase costs for builders and homebuyers. Potential appeals of these decisions can add further delays and uncertainty.

The various regulatory requirements and approvals were established to serve specific public interests, policy objectives or government goals. For example, rules and processes exist to ensure the health and safety of residents, protect environmentally and culturally sensitive areas, and support economic development and a vibrant agricultural sector. Efforts to streamline these requirements need to balance these multiple goals.

#### What do you think?

- How can we streamline development approval processes, while balancing competing interests and the broader public interest?



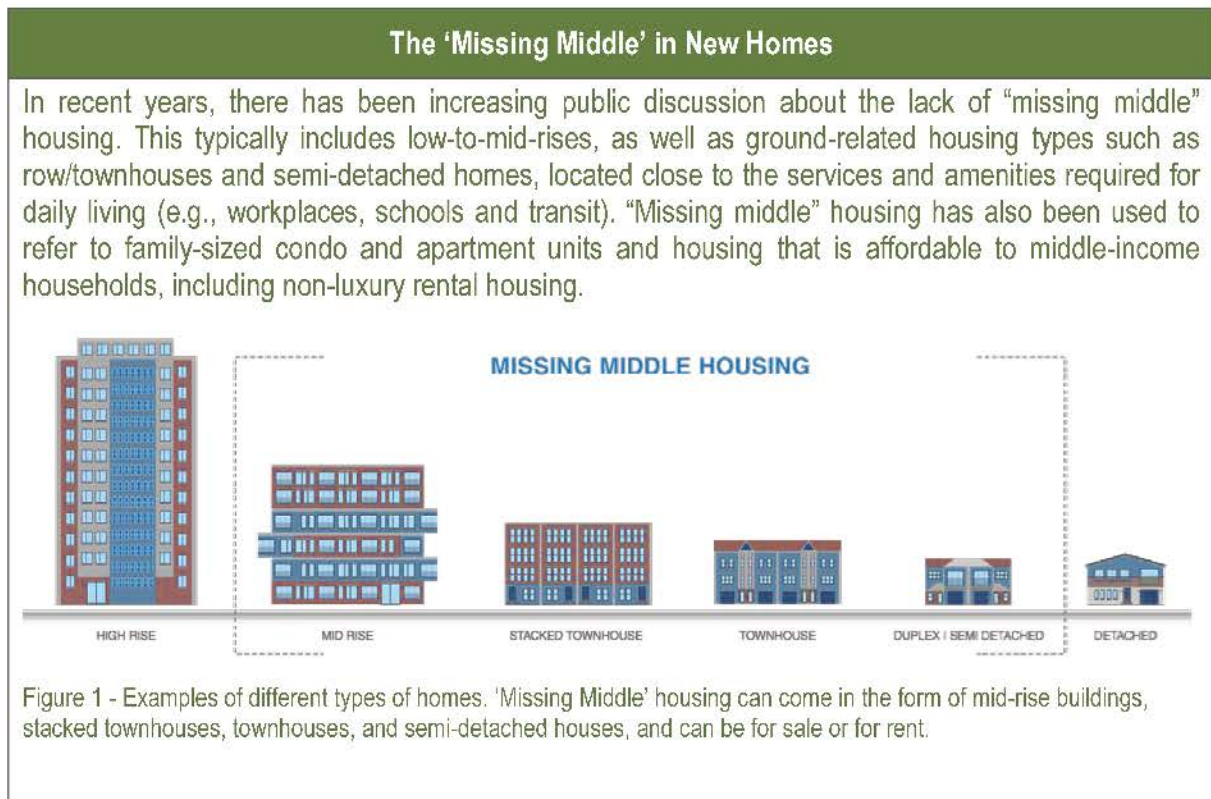
## 2. Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.

Many people have pointed out that the mix of housing types being built does not fully reflect what people are looking for, and certain types of housing are not being built where demand is greatest. For example, the government has heard that not enough housing appropriate for families and seniors wishing to downsize is being built near transit, schools, workplaces and amenities.

Market conditions, provincial policies and plans, local planning priorities, and municipal zoning by-laws can all affect the type and location of housing.

Promoting gentle density and a mix of housing, and creative re-use of heritage properties and building design ideas can result in more housing, as well as economic and environmental benefits.

The character of some existing neighbourhoods will begin to change as new types of housing are built. The government has heard that plans to make more room for housing also need to respect the existing qualities of these neighbourhoods.





### What do you think?

- How can we make the planning and development system more effective to build the kind of housing people want, and can afford, in the right places with the right supports (e.g., schools, transit and other amenities)?
- How can we bring new types of housing to existing neighbourhoods while maintaining the qualities that make these communities desirable places to live?
- How can we balance the need for more housing with the need for employment and industrial lands?

### 3. Cost: Development costs are too high because of high land prices and government-imposed fees and charges.

New housing development requires access to serviced land (land that has critical infrastructure like water and sewer lines in place). Some people have raised concerns that land prices are driven up because there is a lack of serviced land available for development in locations where people want to live. There have also been debates about how best to pay for that servicing and how to ensure it is done in the most cost-effective manner.

#### Development Charges

Under the Development Charges Act, 1997, municipalities are permitted to levy certain charges on new developments, including housing and commercial developments. These funds are designed to assist municipalities in paying a portion of the costs for growth related services, such as roads, water services, and police and fire services.

Under the Education Act, school boards may also levy education development charges. Education development charges are primarily levied by school boards that cannot accommodate new students in their existing schools and may only be used to purchase and prepare land for future school sites.

Government-imposed costs also make it more difficult and expensive to develop new housing. Examples include municipal and education development charges, planning and building approval fees and federal and provincial taxes.

Rental housing developers have noted that the challenges created by high land prices and government-imposed costs make some of their projects financially unfeasible due to the inability to attract investment capital.

Many of the investments in public infrastructure (e.g., sewer and water services, roads, etc.) needed to support housing development are funded by these fees and charges. There is a need to balance efforts to lower the costs of development with building and maintaining vital public infrastructure.





### What do you think?

- How can we lower the cost of developing new housing while ensuring that funds are available for growth-related infrastructure (e.g., water and sewer systems, fire and police services, schools, roads and transit)?
- How can we make sure that serviced land is available in the right places for housing?

## 4. Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.

It is hard for Ontarians to find rental housing that is affordable and meets their needs. In many urban areas, vacancy rates have fallen to historic lows. In northern and rural communities, a long-term shortage of suitable rental units has made it difficult for renters to find a home in their communities.

A rental unit can be an apartment, a house, a condominium unit, a unit in a retirement or care home, or a home in a mobile home park or land lease community.

### Landlord and Tenant Board

The Landlord and Tenant Board (LTB) is an adjudicative tribunal that is accountable to Ontario's Ministry of the Attorney General, and makes decisions independent of government.

The LTB adjudicates disputes and also provides information to landlords and tenants about their rights and responsibilities under the Residential Tenancies Act, 2006.

Over the past few years, wait times for hearings and orders have increased at the LTB.

In Ontario, rental housing is regulated by the *Residential Tenancies Act, 2006*. This Act establishes rules for landlords and tenants, including rent increase rules. It also establishes the Landlord and Tenant Board, which helps landlords and tenants resolve disputes.

Many small landlords say the Act makes it difficult to be a landlord. On the other hand, tenants have said they need stronger protections against unlawful evictions and poorly maintained rental housing.

Second units, such as basement apartments, are an important part of the rental market and can make better use of existing homes. Yet creating new legal second units is difficult because of government requirements, such as the Building Code and local bylaws/restrictions.

### What do you think?

- How can we make the current system work better for landlords?
- What additional protections should be provided for tenants?
- How do we encourage homeowners to create legal second units and new rental supply?

## 5. Innovation: Other concerns, opportunities and innovations to increase housing supply.

The government is interested in other creative ideas to help increase the supply of housing. Some examples include:

- Innovative forms of homeownership
- State-of-the-art building designs and materials.
- Creative building design ideas to improve the quality of the community.

The government is also interested in hearing your input about other issues that people face when trying to find or afford a home, including issues that new home buyers face.

### What do you think?

- How do we encourage innovation in the building industry while maintaining high standards of safety and efficiency?
- Are there any innovative forms of homeownership (e.g., shared ownership or rent-to-own models) that you feel could help make housing more attainable?
- Do you have any creative ideas to make better use of existing homes, buildings and neighbourhoods to increase the supply of housing?
- What other creative solutions could help increase the supply of housing?
- What type of protections would help new home buyers?



## Your privacy matters

Your privacy is important to us. By participating in this consultation through the online survey or sending your submission, you may be sharing some personal information with the Ministry of Municipal Affairs and Housing. Any personal information collected will be handled according to our [Privacy Statement](#) and used only for research and housing policy development purposes. This information is collected pursuant to section 4 of the Ministry of Municipal Affairs and Housing Act. Questions about the collection of personal information may be directed to:

Director, Market Housing Branch  
Ministry of Municipal Affairs and Housing  
777 Bay Street, 14<sup>th</sup> Floor  
Toronto, Ontario M5G 2E5  
Phone: 416-585-6872  
Email: [housingsupply@ontario.ca](mailto:housingsupply@ontario.ca)



Increasing Housing Supply in Ontario  
[ontario.ca/housingsupply](http://ontario.ca/housingsupply)



## Appendix 2 – Draft Responses to Increasing Housing Supply in Ontario – Consultation

### 1. **Speed: It takes too long for development projects to get approved.**

*Q: How can we streamline development approval process, while balancing competing interests and the broader public interest?*

Response:

- With a few exceptions which will be explained, the existing legislative framework allows for the approval of development applications in a reasonable period of time.
- Municipalities can pre-zone more lands to make them development ready. For example, lands in the Mississauga's Downtown Core have been pre-zoned for approximately 20 years.
  - However, despite a relatively quick approval process (approximately 1.5 to 2 years to deal with holding zone ("H") conditions and approval of site plans) developers often delay starting construction on projects.
  - Mississauga has significant capacity for new development - approximately 19,000 housing units have been zoned for but not yet built. Another 18,000 units are currently under application or at the pre-application stage.
- Even when lands are pre-zoned (e.g. Mississauga Official Plan (MOP) identifies lands for high rise development 15 to 20 storeys), developers will often seek out a further Official Plan Amendment (OPA) to increase potential returns. Municipal fees and the approval process do not appear to be a significant deterrent in this regard.
- Development approval is only one aspect of bringing housing on stream. Depending upon market conditions, developers will time the construction of their projects to maximize returns. For example, condominium apartment towers may be phased to avoid too much supply coming on stream at one location.
- The *Planning Act* now requires a decision on an Official Plan amendment within 210 days, 150 days for a zoning amendment and 30 days for a site plan application or appeals can be filed. These are already short periods and result in a timely approval process in most cases. Mississauga has introduced new reporting and administrative procedures to support the new *Planning Act* timelines for decisions, while also addressing the backlog related to the municipal election.

- Other initiatives the City is doing to expedite development approval include:
  - The introduction of e-plan submissions (pre-application and site plan applications)
  - Development Liaison to support development proponents
  - Intensification studies – Re-imagining the Mall (RTM)
  - Pre-zoning of Major Transit Station Areas (MTSAs)
  - City Development Charges Review which will examine the impact of charges on housing development
- There are two key ways the provincial government could further expedite the approval process. Firstly, MTSAs should be excluded from the Municipal Comprehensive Review (MCR) process so that municipal instigated land conversions can proceed quickly. Second, the government should recruit more LPAT members to clear the lengthy backlog of appeals.
- Additionally, the development community should ensure submitted development applications are complete which then puts the onus on municipalities to process the application in the required timelines.

**2. Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.**

*Q: How can we make the planning and development system more effective to build the kind of housing people want, and can afford, in the right places with the right supports (e.g., schools, transit and other amenities)?*

Response:

- The existing planning regime adequately supports this vision and gives municipalities the tools to address the appropriate housing mix.
- Mississauga is already moving forward on many infill and mid-rise development strategies. A study examining pre-zoning development at MTSAs is underway. Stacked and back-to-back townhouses and other family supportive housing forms are increasingly becoming more common on corridors and infill sites. Mississauga has also introduced more “gentle” forms of intensification through city-wide zoning permitting second units.
- Addressing the financial gap between what the market delivers and what households can afford is the biggest challenge since municipalities have limited tools. Targets and inclusionary zoning are encouragement-based and may require financial incentives to right-size the housing supply.
- The province should consider provincial tax and other financial incentives that enable the market to deliver greater diversity of housing e.g. two and three bedroom purpose-built rental units to support middle income families.

*Q: How can we bring new types of housing to existing neighbourhoods while maintaining the qualities that make these communities desirable places to live?*

Response:

- Encourage a diverse supply of safe second units in existing homes by incentivizing homeowners through provincial renovation grants and income tax credits for small scale rental income. This promotes the full use of existing homes while providing more affordable rental options and supporting affordable homeownership.
- Consider other forms of ownership – co-housing or stratified ownership of large homes while maintaining the character of communities.

*Q: How can we balance the need for more housing with the need for employment and industrial lands?*

Response:

- Promote intensification by continuing to allocate growth using 2017 Growth Plan allocations of Residents and Jobs per hectare. For example, at GO stations continue to allocate for 150 Residents and Jobs per hectare.
- Exclude municipal instigated land conversions in MTSAs from the MCR process.

**3. Cost: Development costs are too high because of high land prices and government-imposed fees and charges.**

*Q: How can we lower the cost of developing new housing while ensuring that funds are available for growth-related infrastructure (e.g., water and sewer systems, fire and police services, schools, roads, and transit)?*

Response:

- Municipalities should adopt official plan and zoning permissions that are up-to-date, consistent with the Growth Plan, and reflect community needs. This will be a point of emphasis for the current City of Mississauga OP review. The constant ratcheting up of density requests by developers has in part led to significant increases in land costs which impacts housing affordability. It has also led to lengthy and costly OMB/LPAT appeals.
- Developers sell units at prevailing market rates irrespective of development charges and other fees. Development charges allow municipalities to provide the infrastructure (transit, roads, parks etc.) that supports growth and new homebuyers.
- At MTSAs where there is government land that can be developed (e.g. GO Station parking lots), development rights should be given to affordable housing producers first, and there should be more creative solutions to providing housing above existing parking structures and rail tracks. Adaptive reuse of parking structures into affordable housing should be considered in the long term.
- Provincial land transfer tax revenues should be put toward an affordable housing program that provides rebates to producers of affordable housing.

*Q: How can we make sure that serviced land is available in the right places for housing?*

Response:

- Infrastructure Ontario needs to ensure that a portion of any surplus Provincial Lands in the City are provided to non-profit housing producers from the outset.
- The City's Official Plan already encourages growth in well serviced areas, especially locations in close proximity to higher order transit.

**4. It is too hard to be a landlord in Ontario, and tenants need to be protected.**

*Q: How can we make the current system work better for landlords?*

Response:

- The Government of Ontario should provide direct tax credits to landlords and/or rebates on needed building renovations (e.g. replacement of inefficient heating and cooling systems, Energy Star certified windows, etc.).
- Income tax credits could be offered for small scale rental income.

*Q: What additional protections should be provided for tenants?*

Response:

- Rent control should continue to apply to new housing units built after 1991. Eliminating rent control will likely not spur the creation of rental housing. For example, Peel Region's purpose built rental stock of rows and apartments only grew 4% from 2008-2017, during a period of time when rent control did not exist. Tenants need protections against large increases in rental rates.
- Develop mechanisms to protect rental stock, particularly in areas planned for higher order transit (e.g. HLRT). Mississauga is implementing a *Rental Housing Protection By-law* and a *Demolition Control By-law* to control the conversion of rental buildings to condominium ownership and the demolition of rental units without replacement. These mechanisms will further protect tenants so that they are not prematurely displaced.

*Q: How do we encourage homeowners to create legal second units and new rental supply?*

Response:

- The Government of Ontario should provide income tax credits to incentivize homeowners to create legal and safe second units. Alternatively, a grant could be provided to off-set the construction cost provided units remain in a rental pool for a minimum time period.

**5. Innovation: Other concerns, opportunities and innovations to increase housing supply.**

*Q: How do we encourage innovation in the building industry while maintaining high standards of safety and efficiency?*

Response:

- Require that all new housing be built with solar panels, which increases building efficiency and reduces operating costs.
- Consider district energy in major development areas.

*Q: Are there any innovative forms of homeownership (e.g., shared ownership or rent-to-own models) that you feel could help make housing more attainable?*

Response:

- Encourage rent-to-own programs, while still requiring a down payment amount.
- Promote co-housing and/or stratification of large single family homes through gentle density measures. As the population ages, there will be more empty bedrooms in Mississauga's neighbourhoods as seniors prefer to continue to live in their homes. Encouraging co-housing and/or stratified ownership to permit one or two additional units would enable seniors to free up some equity and remain in their home. It would also enable smaller households and young families to access grade-related units where community services already exist thereby gradually repurposing some underutilized housing.

*Q: Do you have any creative ideas to make better use of existing homes, buildings and neighbourhoods to increase the supply of housing?*

Response:

- Encourage legal and safe second units.
- Encourage co-housing of existing larger single family homes.

*Q: What other creative solutions could help increase the supply of housing?*

Response:

- Provide enduring rebate and/or tax credit programs for affordable rental housing projects.

*Q: What type of protections would help new home buyers?*

Response:

- Increased exemption threshold for Provincial land transfer taxes for new buyers
- Increase the period of a fixed mortgage rate for first time home buyers (e.g. 15 years), and permit them to renew at a lower rate than what is being offered by the banks.



# City of Mississauga

## Corporate Report



Date: December 11, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/022 W1

Meeting date:  
2019/01/14

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Application to permit one new unit in the existing triplex**

**9 Benson Avenue, north of Lakeshore Road West, west of Mississauga Road**

**Owner: Medhat and Samia Elias**

**File: OZ 17/022 W1**

**Bill 139**

## Recommendation

That the report dated December 11, 2018, from the Commissioner of Planning and Building regarding the application by Medhat and Samia Elias to permit one new unit in the existing triplex, under File OZ 17/022 W1, 9 Benson Avenue, be received for information.

## Background

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

## PROPOSAL

The application is to rezone the lands to permit a fourth residential unit in the existing triplex and change development standards related to height, lot coverage, floor space index, building setbacks and parking. A new third floor is proposed to be added on top of the existing building. The zoning by-law will need to be amended from **RM7-5** (Detached, Semi-detached, Duplex and Triplex) to **RM7-Exception** (Detached, Semi-detached, Duplex, Triplex and Horizontal Multiple Dwellings with 4 Dwelling Units) to implement this development proposal.

## Comments

The property is located in the Indian Heights neighbourhood of Port Credit at the southeast corner of High Street West and Benson Avenue. This mature neighbourhood has a mixture of commercial and residential uses and is in transition. Construction of two 8 storey retirement apartment buildings with street-level commercial uses and 16 townhouses is underway immediately east and south of the site, while new semi-detached homes are being built on the north side of High Street West. A mix of retail, motor vehicle, office and apartment uses are found along Lakeshore Road West.

Aerial image of 9 Benson Avenue



## Image of existing conditions



## Applicant's elevation



## LAND USE POLICIES AND REGULATIONS

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

Additional information and details are found in Appendix 1, Section 6.

## AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

## Financial Impact


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

## Conclusion

All 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 the issues have been resolved.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis




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

Prepared by: Ben Phillips, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: Medhat and Samia Elias****Table of Contents**

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## 1. Site History

- July 23, 2004 □ Site Plan Approval issued for a triplex dwelling on the subject lands
- June 20, 2007 □ Zoning By-law 0225-2007 came into force. The subject lands are zoned **RM7** (Detached, Semi-detached, Duplex, Triplex and Horizontal Multiple Dwellings with 4 to 6 Dwelling Units)
- November 14, 2012 □ Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Low Density II** in the Port Credit Neighbourhood Character Area
- June 24, 2015 □ Zoning By-law 0171-2015 came into force. The subject lands are zoned **RM7-5** (Detached, Semi-detached, Duplex and Triplex). This changes some of the development standards in the base zoning pertaining to building heights for certain types of dwellings and also regulates maximum dwelling unit depth

## 2. Site Context

Aerial Photo



The property is located in the Indian Heights neighbourhood of Port Credit at the southeast corner of High Street West and Benson Avenue. This neighbourhood has a mixture of commercial and residential uses. Construction of two 8 storey retirement apartment buildings with street-level commercial uses and 16 townhomes is underway immediately east and south of the site, while new semi-detached homes are being built on the north side of High Street West. A mix of retail, motor vehicle, office and apartment uses are found along Lakeshore Road West. The site is currently occupied by an existing triplex residential building. Lakeshore Road West located approximately 70 m (223 ft.) to the south is an Arterial Road and has frequent transit service with Bus Route 23. Shopping and other services are located nearby at the Credit Landing Shopping Centre and the Shopper's Drug Mart on the south side of Lakeshore Road West. Both are about a 5 minute walk away.

Aerial image of 9 Benson Avenue



Property Size and Use	
Frontages:	14.05 m ( 46.10 ft.) □ Benson Avenue 36.31 m (119.13 ft.) □ High Street
Depth:	37.86 m (124.21 ft.)
Gross Lot Area:	0.06 ha (0.14 ac.)
Existing Use:	triplex



The surrounding land uses are:

- North: Detached and semi-detached homes
- East: Construction site for two 8 storey retirement apartments and 16 townhouses, Credit Landing Shopping Centre which contains a range of shops and services including Loblaws, Bulk Barn, Dollarama, Swiss Chalet, Subway, TD Canada Trust, Royal Bank, Credit Landing Walk-in Clinic, Port Credit Dental and Port Credit Optometry Clinic
- South: Low-rise commercial uses
- West: Detached and semi-detached homes

Image of existing conditions



### 3. Neighbourhood Context

The subject property is located in a neighbourhood that is undergoing transition and growth. Initially developed in the 1940s and 1950s, the immediate neighbourhood has a mixture of commercial and residential uses and the population is mostly middle aged and younger. On average, the total number of persons within a household in the larger Port Credit area is 2, with half of the population living in apartments that are five or more storeys.

#### Other Development Applications

There are active development applications in the vicinity of the subject property. Lands directly to the east and south were recently subject to applications to change the land uses from low density residential and commercial to high density residential and commercial. This has led to an active site plan application to permit two 8 storey retirement apartment buildings with street-level commercial uses and 16 townhomes. Further south of the site, on the south side of Lakeshore Road West is the former Imperial Oil lands which are under application to become a



mixed-use community. Just under 3,000 residential units are proposed in a range of housing forms, as well as a mix of retail, office, campus and parkland uses.

### Community Services

This application will have minimal impact on existing services in the community.

### 4. Project Details

The application is to rezone the lands to permit a fourth residential unit in the existing two storey triplex and change development standards related to height, lot coverage, floor space index, building setbacks and parking. The existing detached garage will be demolished in order to make room for an addition to the triplex to create the fourth dwelling. Also, the three existing dwelling units will be enlarged and reconfigured by adding a third floor to the building.

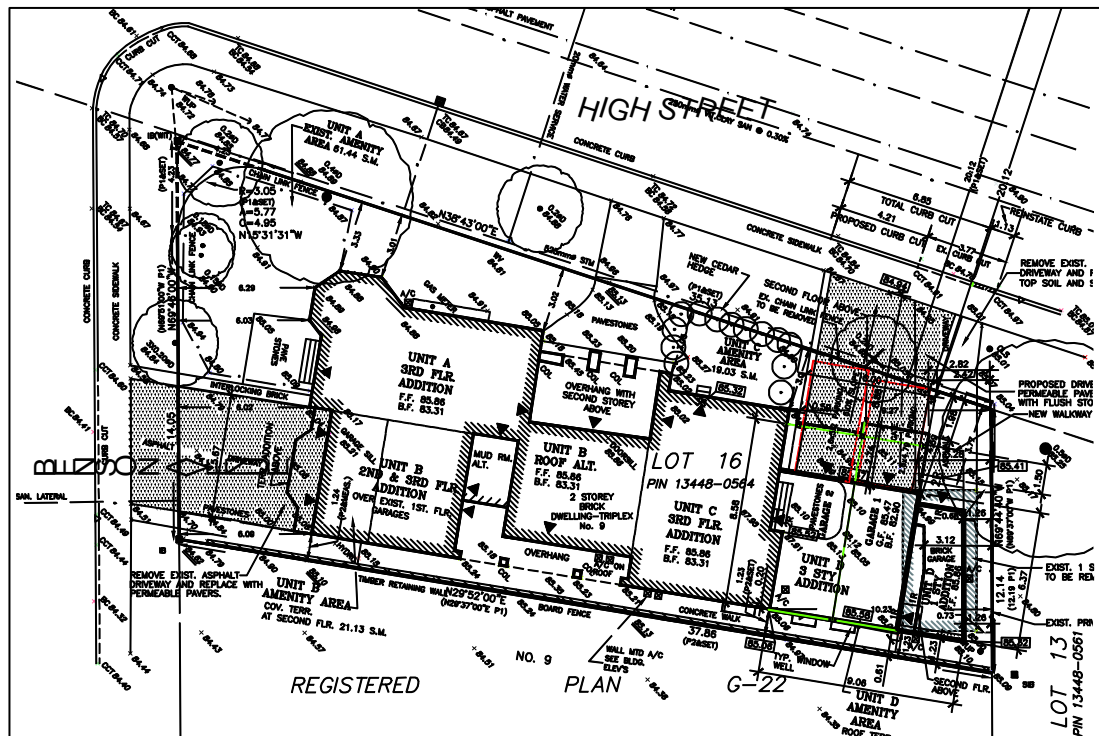
Development Proposal									
Application submitted:	Received: December 21, 2017 Deemed complete: February 7, 2018								
Developer/ Owner:	Medhat and Samia Elias								
Applicant:	W.E. Oughtred & Associates								
Number of units:	1 new unit								
Existing Gross Floor Area:	366 m <sup>2</sup> (3,940 ft <sup>2</sup> )								
Additional Gross Floor Area:	350 m <sup>2</sup> (3,768 ft <sup>2</sup> )								
Height:	3 storeys								
Lot Coverage:	49.2%								
Floor Space Index:	1.26								
Landscaped Area:	38.0%								
Anticipated Population:	3* *Average household sizes for all units (by type) based on the 2016 Census								
Parking: resident spaces visitor spaces Total	<table> <tr> <th>Required</th><th>Proposed</th></tr> <tr> <td>8</td><td>7</td></tr> <tr> <td>1</td><td>0</td></tr> <tr> <td>9</td><td>7</td></tr> </table>	Required	Proposed	8	7	1	0	9	7
Required	Proposed								
8	7								
1	0								
9	7								
Parking Provided:	7 standard size spaces, plus 1 undersized space measuring 2.60 m x 4.79 m (8.53 ft. x 15.71 ft.)								
Green Initiatives:	Permeable pavers are proposed for both driveways to allow for the infiltration of rainwater								

## Concept Plan and Elevations

### Existing Survey



### Proposed Site Plan



**SITE PLAN**

**LOT 15**  
PIN 13448-0563  
PLAN G-22

**REGISTERED**

**UNIT A 3RD FLR. ADDITION**  
F.F. 85.86  
B.F. 83.31

**UNIT B ROOF ALT.**  
F.F. 85.86  
B.F. 83.31

**UNIT C 3RD FLR. ADDITION**  
F.F. 85.86  
B.F. 83.31

**UNIT D 3 STY. ADDITION**

**PARKING NO. 1** 2.6x5.2  
**GARAGE 1**

**PARKING NO. 2** 2.6x5.2  
**GARAGE 2**

**PARKING NO. 3** 2.6x5.2

**PARKING NO. 4** 2.6x5.2  
**GARAGE 3**

**PARKING NO. 5** 2.6x5.2  
**GARAGE 4**

**PARKING NO. 6** 2.6x5.2

**PARKING NO. 7** 2.6x5.2

**UNIT B 2ND & 3RD FLR. ADDITION OVER EXIST. 1ST. FLR. GARAGES**

**BENSON AVENUE**

**HIGH STREET**  
(BY REGISTERED PLAN G-22)  
PIN 13448-0865

**ASPHALT PAVEMENT**

**CONCRETE CURB**

**CONCRETE SIDEWALK**

**CURB CUT**

**PROPERTY LINE**

**DRIVEWAY**

**WALKWAY**

**MUD RM. ALT.**

**OVERHANG**

**INTERLOCKING BRICK**

**CEROLS 3IN.**

**LAND FENCE**

**CONSTRU**

**© COPYRIGHT,**

**TARASICK McMI**  
ONTARIO LAND SL

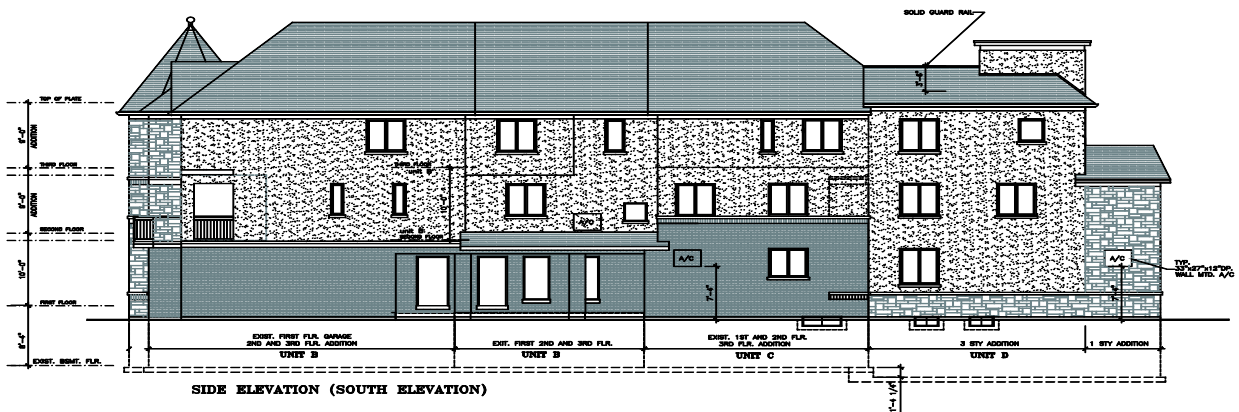
Architectural drawing of the exterior side elevation (north elevation) of a three-story townhouse complex. The drawing shows four townhouse units labeled Unit D, Unit C, Unit B, and Unit A from left to right. Unit D features a flat roof and stone facade. Unit C has a gabled roof and stone facade. Unit B has a gabled roof and stone facade. Unit A has a gabled roof and stone facade. The drawing includes detailed annotations for materials, dimensions, and structural elements.

## West Building Elevation



FRONT ELEVATION (WEST ELEVATION)

## South Building Elevation



SIDE ELEVATION (SOUTH ELEVATION)

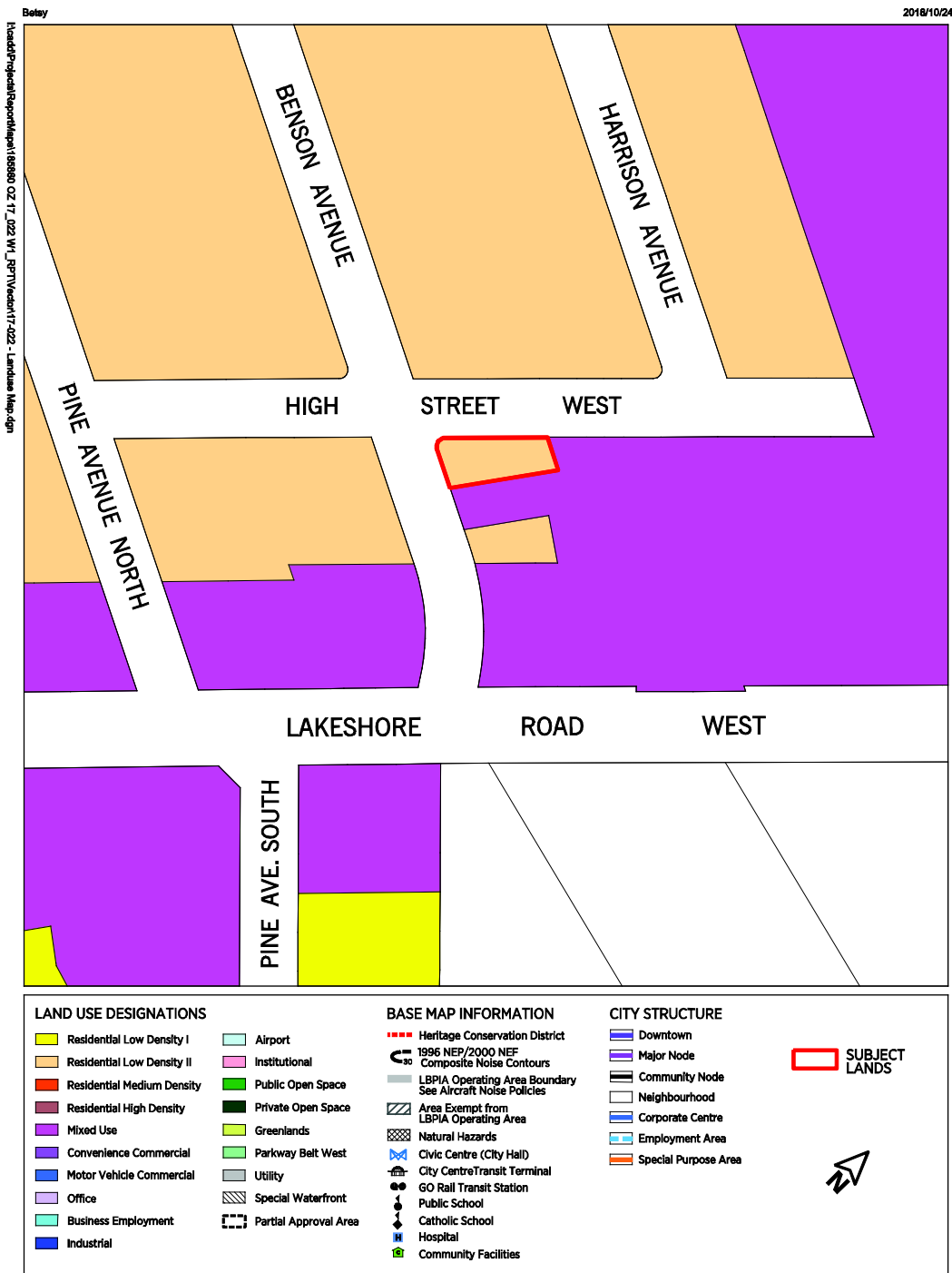


## 5. Community Comments

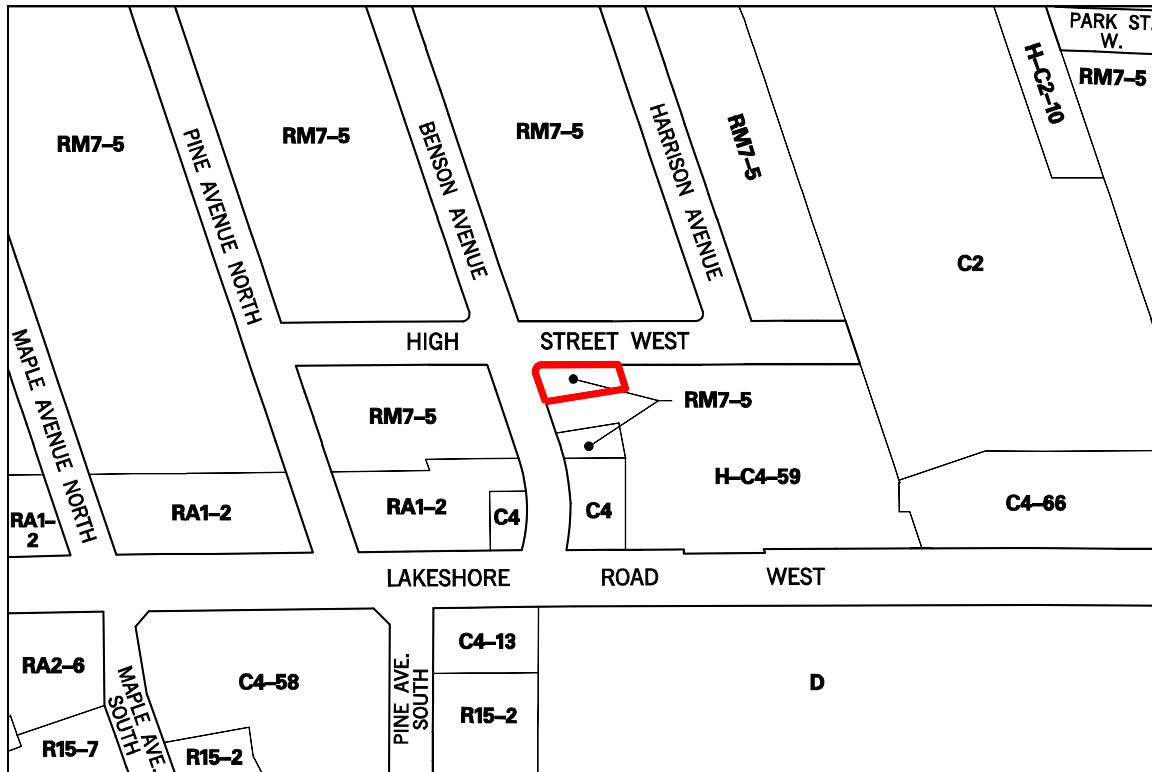
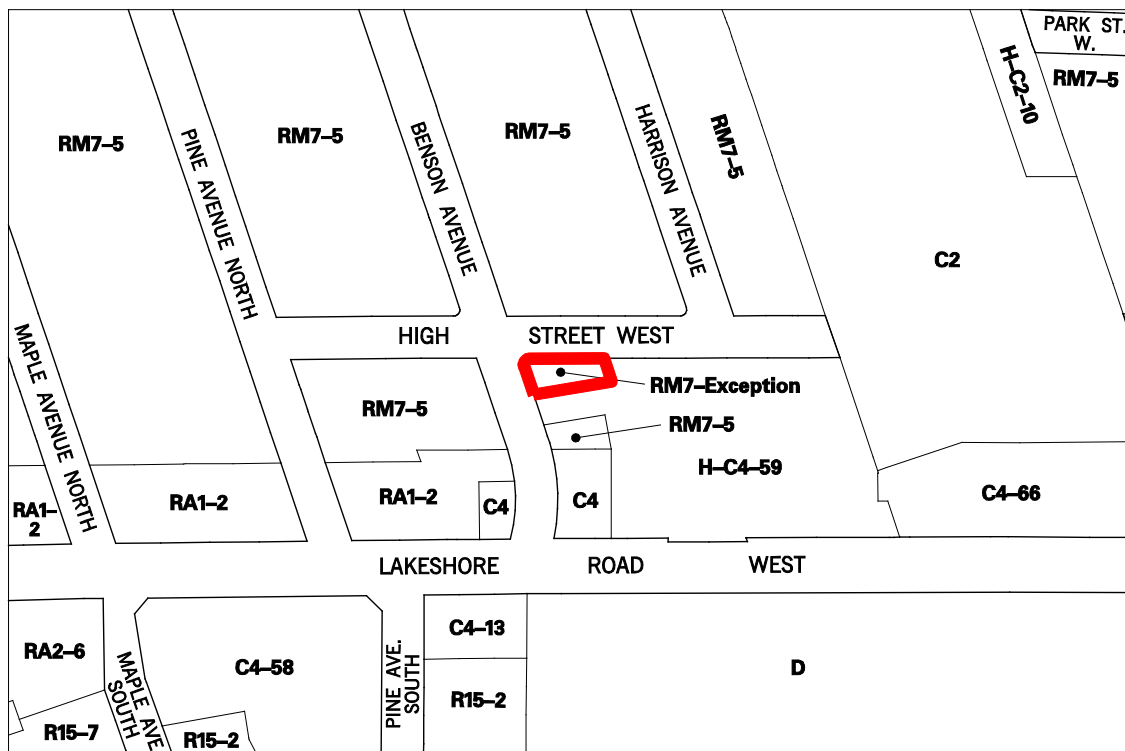
No community meetings were held and no written comments were received by the Planning and Building Department.

## 6. Land Use Policies and Regulations

### Excerpt of Port Credit Neighbourhood Character Area Land Use





**Existing Zoning and General Context****Proposed Zoning and General Context**

### Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect this application:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	The existing policies of MOP conform with the Growth Plan	The proposed development is generally in conformity with the Growth Plan
<b>Greenbelt</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan (ROP)</b>	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
<b>Mississauga Official Plan</b>	The lands are located within the Port Credit Neighbourhood Character Area and are designated <b>Residential Low Density II</b> which permits detached homes, semi-detached homes, duplexes, triplexes, street townhomes and other forms of low-rise dwellings with individual frontages, as well as existing office uses.	The applicant is not proposing to change the designation
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>RM7-5</b> (Detached, Semi-detached, Duplex and Triplex) which permits detached, semi-detached, duplex and triplex dwellings.	A rezoning is proposed from <b>RM7-5</b> (Detached, Semi-detached, Duplex and Triplex) to <b>RM7-Exception</b> (Detached, Semi-detached, Duplex, Triplex and Horizontal Multiple Dwellings with 4 Dwelling Units) to permit a fourth residential unit in the existing two storey triplex and change development standards related to height, lot coverage, floor space index, building setbacks and parking.

### Existing and Proposed Mississauga official Plan Designation for the Subject Site

#### Existing Designation

**Residential Low Density II** which permits detached homes, semi-detached homes, duplexes, triplexes, street townhomes and other forms of low-rise dwellings with individual frontages. Existing office uses are also permitted in this designation within the Port Credit Local Area Plan.

#### Proposed Designation

An Official Plan Amendment has not been requested by the applicant, as the proposal conforms to Mississauga Official Plan.

**Provincial Policy Statement (PPS) and Growth Plan Analysis****Consistency with Provincial Policy Statement 2014**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 17/022 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency Analysis**

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan (MOP) Policies</b>	<b>OZ 17/022 W1 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, livable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	Although Neighbourhoods are identified as physically stable areas that are to be protected, intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with other MOP policies (MOP policy 5.3.5.5). Residential intensification within Neighbourhoods will generally occur through infilling (MOP policy 5.3.5.2). This is consistent with the PPS in that it promotes efficient land use and development patterns.	Small-scale infill within mature Neighbourhoods supports the general intent of the PPS and MOP with respect to building strong healthy communities in an efficient manner.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated	City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Consistent with the	The proposed development can utilize surrounding community infrastructure (e.g. transit, library, schools, parks, places of religious assembly) and has access to adequate servicing (water, sanitary and storm water facilities). This is consistent with

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan (MOP) Policies</b>	<b>OZ 17/022 W1 Consistency</b>
taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	PPS, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP. This includes Neighbourhoods (MOP policy 5.3.5), which allows limited intensification.	MOP and PPS policies.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (Section 9) provide direction on appropriate standards to facilitate intensification with respect to built-form transition, sun/shadow impacts, compact urban form and public realm. Further urban form direction is provided in the Port Credit Local Area Plan for Neighbourhoods (10.3).	The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the Provincial Policy Statement is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement  4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement	As outlined in this table, relevant MOP policies are consistent with the PPS.	The subject proposal is generally consistent with the PPS. The application is being further evaluated on adherence to a range of specific MOP policies including those related to land use compatibility, transition, massing, parking and site design.

### **Conformity with Growth Plan 2017**

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the

table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies ("OZ 17/022 W1 Conformity" column). Only key policies relevant to the application has been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

### Conformity Analysis

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas. While the Port Credit Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling (10.3).	The subject lands are within a Neighbourhood Character Area, which allows for modest infill development proposals.
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> <li>Complete communities</li> <li>Prioritize intensification</li> <li>Provide flexibility to capitalize on new employment opportunities</li> <li>Support a range and mix of housing options</li> <li>Integrate land use planning and investment in infrastructure</li> </ol>	MOP policies include but are not limited to: While the character of Neighbourhoods are to be protected, this does not mean that they will remain static or that new development must imitate previous development (MOP policy 5.3.5).  Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs (MOP, Section 7.1.6).  When making planning decisions, Mississauga will	Adding a relatively small, two-bedroom unit to an existing triplex conforms to the Growth Plan and MOP vision of providing a range of housing types to meet community needs in a manner that uses available infrastructure.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
<ul style="list-style-type: none"> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	<p>identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area (MOP, Section 7.1.10).</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents (MOP, Section 7.2.1).</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters (MOP, Section 7.2.2).</li> </ul>	
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<p><b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building</p>	<p>Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas (MOP, Section 9.2).</p>	<p>This small infill project conforms to these Growth Plan and MOP policies related to complete communities.</p>



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
compact and complete communities, and increasing the modal share for transit and active transportation.		
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	MOP directs growth to Intensification Areas. While the Port Credit Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling (10.3).	The subject lands are within a Neighbourhood Character Area, which allows for modest infill development proposals.
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> </li> <li>b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> <li>i. Be supported by</li> </ul> </li> </ul>	<p>City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP. This includes Neighbourhoods (MOP policy 5.3.5), which allows for limited intensification.</p> <p>As noted previously, MOP states that Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> </ul>	The subject lands are within a Neighbourhood Character Area, which allows for modest infill development proposals such as the one proposed under this application.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
<p>planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The Growth Plan will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p> <p>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>vi. Mitigates climate change</p> <p>vii. Integrates green infrastructure</p>	<p>c. the production of housing for those with special needs, such as housing for the elderly and shelters (MOP, Section 7.2.2).</p> <p>These policies conform to the Growth Plan.</p>	

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
<b>2.2.2 Delineated Built-up Areas</b>		
<b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	MOP directs growth to Intensification Areas. While the Port Credit Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling (10.3). Neighbourhoods are located within the delineated built up area.	The subject lands are within a Neighbourhood Character Area, which allows for the type of modest infill development proposals contemplated by this rezoning application.
<b>2.2.6 Housing</b>		
<b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/plannereports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/plannereports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a>	Adding a relatively small, two-bedroom unit to an existing triplex conforms to the Growth Plan and MOP vision of providing a range and mix of housing types, including affordable housing.
<b>Relevant Policies:</b> <ol style="list-style-type: none"> <li>The Region is responsible for preparing a housing strategy (2.2.6.1)</li> <li>Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</li> </ol>	A diverse range of housing options is encouraged by MOP (Section 7.2.2).	The Region of Peel and the City of Mississauga are working together to address housing issues.  The proposal supports these policies by providing one additional rental unit as an alternative to the detached and semi-detached homes that comprise much of the housing stock in the neighbourhood.
<b>5 Implementation</b>		
<b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the Growth Plan. Where a municipality must decide on planning	MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Sections 1.0 and 2.0 of MOP.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/022 W1 Conformity</b>
<p>matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>provide strong direction for the growth management and development strategies (MOP, Section 2.0).</p>	

### **Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development application was circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this report.

**Relevant Mississauga Official Plan Policies**

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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 - City Structure</b>	Sections 5.3, 5.3.5, 5.3.5.3, 5.3.5.5, 5.3.5.6	<p>Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>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 the Plan.</p> <p>Development should be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Section 7 - Complete Communities</b>	7.1 7.2 7.3	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. The City will also design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. This includes the production of a variety of affordable dwelling types for both the ownership and rental markets.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 9 - Build a Desirable Urban Form</b>	9.1 9.2 9.3 9.4 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p>
<b>Section 11 - General Land Use Designations</b>	11.2.5.4	Lands designated Residential Low Density II will permit detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.



	<b>Specific Policies</b>	<b>General Intent</b>
<b>Port Credit Local Area Plan</b>	5.2.3 10.3 10.3.1 10.3.4 12.3	<p>Port Credit Neighbourhoods are on either side of the Community Node. Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected. Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area.</p> <p>The predominant characteristics of the North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove) Precinct will be preserved including low rise building heights; the combination of small building masses on small lots; the well landscaped streetscapes; and the regular street grid.</p> <p>New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.</p> <p>Existing office uses are permitted in the Residential Low Density II land use designation in the Port Credit Local Area Plan.</p>

**Existing and Proposed Zoning**

**Existing Zone - RM7-5** (Detached, Semi-detached, Duplex and Triplex) which permits detached, semi-detached, duplex and triplex dwellings.

**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RM7 Zone Regulations</b>	<b>Proposed RM7 Zone Regulations</b>
Permitted Uses	Detached, semi-detached, duplex and triplex dwellings	Detached, semi-detached, duplex and triplex dwellings; horizontal multiple dwelling with 4 dwelling units
Maximum Lot Coverage	40%	50%
Maximum Gross Floor Area <input type="checkbox"/> Residential	0.60 times the lot area	1.26 times the lot area
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	1.95 m (6.4 ft.)
Minimum Exterior Side Yard to Front Garage Face	6.0 m (19.7 ft.)	4.65 m (15.2 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	1.2 m (3.9 ft.)
Maximum Height	10.7 m and 3 storeys	11.15 m and 3 storeys
Minimum Number of Parking Spaces	9	7
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

**7. School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>																
<p>Since the application is only proposing one residential unit, the Board does not have any further comments on this application.</p>	<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>1</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>0</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Luke Elementary School</p> <table> <tr> <td>Enrolment:</td><td>485</td></tr> <tr> <td>Capacity:</td><td>602</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Iona Catholic Secondary School</p> <table> <tr> <td>Enrolment:</td><td>816</td></tr> <tr> <td>Capacity:</td><td>723</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul>	1	Junior Kindergarten to Grade 8	0	Grade 9 to Grade 12	Enrolment:	485	Capacity:	602	Portables:	0	Enrolment:	816	Capacity:	723	Portables:	17
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Capacity:	723																
Portables:	17																

**8. Development Issues**

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

<b>Agency / Comment Date</b>	<b>Comment</b>
<p>Region of Peel (November 2, 2018)</p>	<p>An existing 150 mm (6 in.) diameter water main and an existing 250 mm (10 in.) diameter sanitary sewer are located on High Street West.</p> <p>An existing 300mm (1 ft.) diameter water main and an existing 250mm (10 in.) diameter sanitary sewer are located on Benson Avenue.</p> <p>Existing waste collection services can be used.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (November 5, 2018)</p>	<p>The Dufferin-Peel Catholic District School Board responded that it is 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</p>

Agency / Comment Date	Comment
	<p>distribution of educational facilities need not be applied for this development application.</p> <p>Since the application is only proposing one residential unit, Peel District School Board does not have any comments on this application.</p>
<p>City Community Services Department □ Park Planning Section (November 1, 2018)</p>	<p>The subject site is located within 800 m (2,625 ft.) of City owned lands identified as J.C. Saddington Park (P - 167), zoned <b>OS2</b> (Open Space - City Park) which contains a picnic area, playground and restroom facility.</p> <p>Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (November 8, 2018)</p>	<p>The applicant has been requested to revise the preliminary Grading Plan. This needs to be addressed prior to the Recommendation Report.</p>
<p>Other City Departments and External Agencies</p>	<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>• City Community Services Department □ Culture Division; Fire and Emergency Services Division; Forestry Section</li> <li>• Canada Post</li> <li>• Enbridge Gas</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>• Alectra</li> <li>• Rogers Cable</li> <li>• Bell Canada</li> </ul>

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?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, parking standards and building configuration n?
- Are the proposed zoning by-law exception standards appropriate?

### Development Requirements

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

**Other Information**

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

- Context Map
- Site Plan
- Plan of Survey
- Site Grading and Servicing Plan
- Concept Landscape Plan
- Elevations and Floor Plans
- Arborist Report
- Tree Preservation Plan
- Noise Feasibility Study
- Shadow Study
- Planning Justification Report
- Parking Opinion Letter
- Functional Servicing Report
- Draft Zoning By-law Amendment
- Parcel Register
- Green Features List





# City of Mississauga

## Corporate Report



Date: December 11, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/001 W2

Meeting date:  
2019/01/14

## Subject

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

**Applications to permit a four storey retirement building and a five storey seniors apartment building**

**2132 Dundas Street West and 2630 Fifth Line West**

**Southwest corner of Dundas Street West and Fifth Line West**

**Owner: Devonshire Erin Mills Inc.**

**File: OZ 17/001 W2**

**Bill 139**

## Recommendation

That the report dated December 11, 2018, from the Commissioner of Planning and Building regarding the applications by Devonshire Erin Mills Inc. to permit redevelopment of the property with a four storey retirement building and a five storey seniors apartment building, under File OZ 17/001 W2, 2132 Dundas Street West and 2630 Fifth Line West, be received for information.

## Background

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

## PROPOSAL

The site known as The Erinview is currently used as long term care and retirement facility. It is going through a multi-phase redevelopment. The first phase is currently under construction and consists of a new four storey retirement home. The applicants are proposing to demolish the remainder of the building and construct a five storey seniors apartment building and two storey amenity space that connects the two buildings. The Official plan amendment and rezoning applications are required to permit the development and will provide policies and regulations for

the entire site. At full build out the project will contain a total of 138 units (61 retirement units and 77 seniors independent apartment units).

The application proposes to retain the Residential Medium Density designation but will add a special site policy to permit the proposed five storey independent seniors apartment building, retirement residence and density (as measured by Floor Space Index) of 1.59 for the entire site. The zoning by-law will be amended as the current zone on the property, **RM4-23** (Townhouse Dwellings) – Exception zone only permits a long-term care building and a retirement building.

## Comments

The property is located at the southwest corner of Dundas Street West and Fifth Line West within the Sheridan Neighbourhood Character Area. A range of uses are found in the immediate area, including detached homes, Christ Our King Lutheran Church, commercial uses (e.g. gas stations, auto repair, furniture store) and a Peel Regional Police Station. The site is currently occupied by a three storey long term care building. The portion of the building occupied by the retirement residence has been demolished and the first phase of the redevelopment is under construction.

Aerial image of 2132 Dundas Street West / 2630 Fifth Line West



Image of existing conditions (facing southwest)



Applicant's rendering of elevations



North Facing Elevation along Dundas Street West



East Facing Elevation along Fifth Line West

**LAND USE POLICIES AND REGULATIONS**

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

Additional information and details are found in Appendix 1, Section 6.

**AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 9.

**Financial Impact**

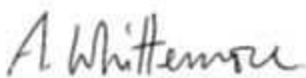
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

**Conclusion**

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

**Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: Devonshire Erin Mills Inc.****Table of Contents**

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## 1. Site History

- April 6, 1978- Committee of Adjustment approved a minor variance “A-61/78” to permit a Nursing Home, Medical Clinic and Retirement Home complex. The variance also increased the lot coverage and reduced parking standards for the property.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RM4-23** (Townhouse Dwellings – Exception Zone) which permits a Long-Term Care Building, and a Retirement Building.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. As no appeals have been filed, the policies of Mississauga Official Plan apply. The subject lands are designated **Residential Medium Density** in the Sheridan Neighbourhood Character Area.
- March 16, 2017 – Committee of Adjustment approved a minor variance under file ‘A’ 24/17 to permit a four storey retirement residence, representing Phase 1 of the redevelopment of the property, with reductions in the depth of the rear yard and landscaped area, an increase in the building height and permissions for temporary off-site parking on the adjacent church parking lot.
- June 15, 2017 – Committee of Adjustment approved a minor variance under file ‘A’ 245/17 to permit a retirement residence, representing Phase 1 of the redevelopment on the property, with reductions in separation distance between buildings, setbacks from waste enclosure, parking setback from street line, and in landscape buffer. The variances either recognize existing conditions or are temporary until Phase 2 is constructed.
- February 27, 2018 – A site plan SP 17/010 W2 was approved for a four storey retirement residence, representing Phase 1 of the redevelopment of the property, which includes a stepback from the third to fourth storey for the portion of the building abutting single detached dwellings. Phase 1 is currently under construction.



## 2. Site Context

The property is located in the Sheridan Neighbourhood Character Area which is a predominately residential area. Within the immediate vicinity of the property there is a mix of uses, including detached homes, Christ Our King Lutheran Church, commercial uses (e.g. gas station, auto-repair, furniture store), and a Peel Regional Police Station.

The site fronts onto Dundas Street West which is an arterial road running from Toronto on the eastern border to Oakville on the west. Fifth Line is a minor collector road running from Sheridan Park Drive to the south and South Millway to the north. Miway routes 1, 101, 101A provide east-west bus service along Dundas Street. Miway route 13 provides north-south bus service along Erin Mills Parkway which is a short walk from the site.

Aerial image of the subject property

Southwest corner of Dundas Street West and Fifth Line West



Size and Use	
Frontages:	
Dundas Street West	81.1 m (266 ft.)
Fifth Line West	91.4 m (300 ft.)
Depth:	106.7 m (350 ft.)
Gross Lot Area:	1.02 ha (2.52 ac.)
Existing Uses:	Erinview Retirement Residence which is a three storey long-term care and retirement facility. The rear portion of the facility has been demolished and a new retirement residence is under construction as approved under file SP 17/010 W2.

The surrounding land uses are:

North: Ethan Allen furniture store, Petro Canada gas station, Speedy Auto Service, and Peel Region police station  
East: Petro Canada gas station and detached homes  
South: Detached homes  
West: Lutheran Church and detached homes

Image of existing conditions facing southwest



### **3. Neighbourhood Context**

#### **Demographics**

The subject property is located in a neighbourhood that is not proposed to grow substantially, although the property fronts onto Dundas Street which was subject to a transportation and planning study that looked at options to provide higher order transit and transit supportive development. The study was endorsed by Mississauga Council in June 2019. A potential bus rapid transit (BRT) stop is proposed at Erin Mills which is within 500 metres (1,640 ft.) of the site. The community has a significant seniors population with over 32 percent of the people being 70 years or older. In addition, nearly 70 percent of the private dwellings in the area are single-detached homes.

#### **Other Development Applications**

There are no active development applications in the immediate vicinity of the subject property.

Site plan applications have been approved for expansions at two business employment properties to the north of the subject property on Dunwin Drive. There is a rezoning application at 2625 Hammond Road to create 3 new lots, one open space block and a heritage home that has been appealed to the Ontario Municipal Board,

#### **Community Services**

This application will have minimal impact on existing services in the community.

#### 4. Project Details

The applications are to revise the official plan and zoning by-law to permit the redevelopment of the property with a four storey retirement building and a five storey seniors apartment building. Access to the site will be provided from Fifth Line West, where the main entrance to the building is located, as well as from Dundas Street West.

The redevelopment is proposed in two phases. Phase 1 is to demolish a portion of the existing retirement dwelling located at the back of the site and construct a new retirement building of four storeys which will stepback after the third story. Phase 2 is to demolish the remainder of the existing building used for long-term care and construct a new five storey building to accommodate independent living senior's apartments fronting onto Dundas Street West and a new two storey entrance lobby and amenity space between the two buildings.

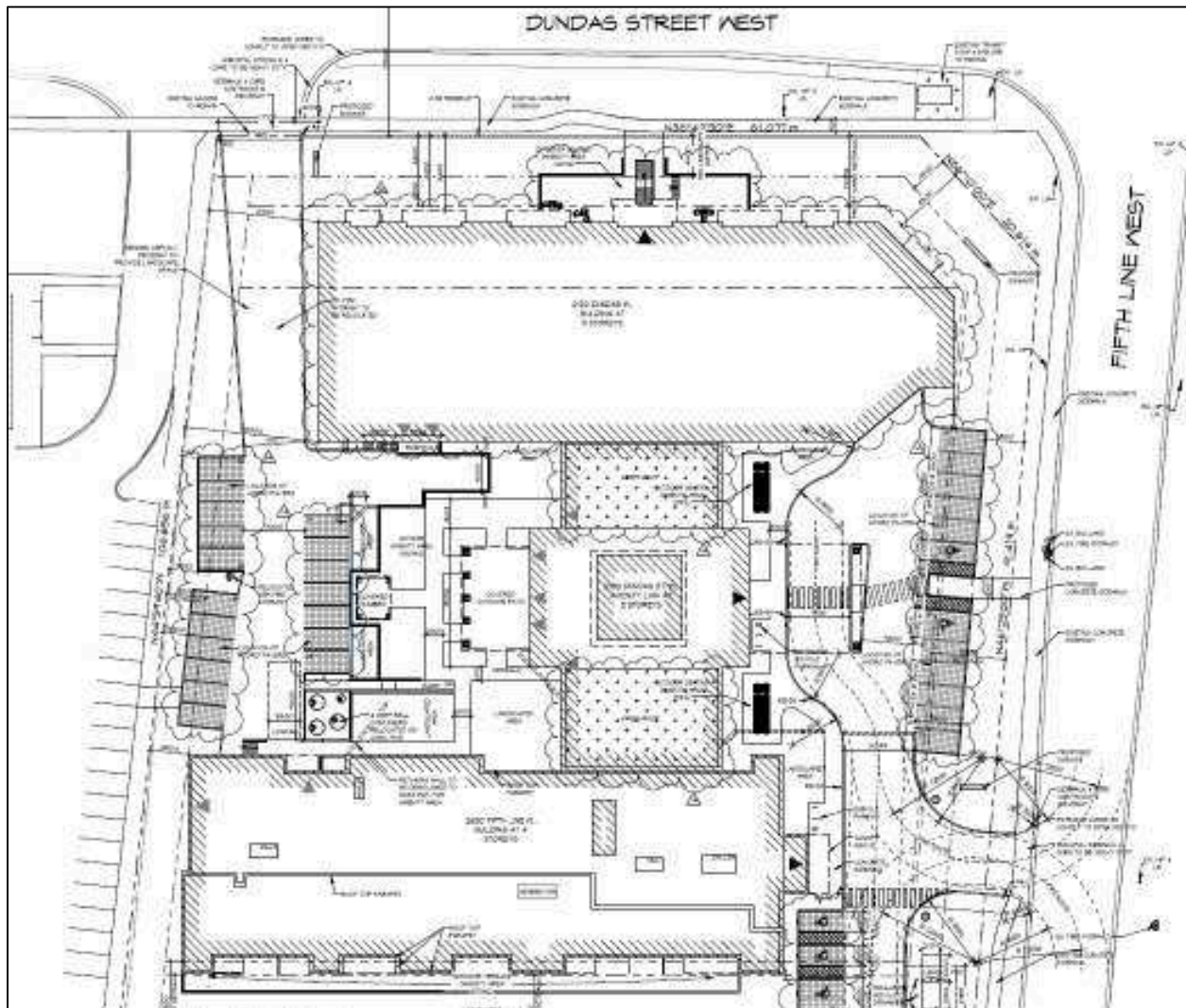
Phase 1 proceeded by way of a minor variance and site plan approval (building currently under construction) with Phase 2 proceeding through an official plan amendment and rezoning that will provide policies and regulations for the entire site. It is proposed that the development at full build out will contain 138 units.

<b>Development Proposal</b>			
Applications submitted:	Received: January 6, 2017 Deemed complete: February 23, 2017		
Developer/ Owner:	Devonshire Erin Mills		
Applicant:	Eldon Theodore MHBC Planning Limited		
Number of units:	Type of Unit	Phase 1 (partial buildout)	Phase 1&2 (full buildout)
	Long Term Care	45	0 (beds relocated to another site)
	Retirement Units	58	61
	Seniors Independent Units	0	77
	Total	103	138
Existing Gross Floor Area:	10 272 m <sup>2</sup> (110,570 ft <sup>2</sup> )		
Gross Floor Area At Full Buildout (Phase 1&2):	16 343 m <sup>2</sup> (175,920 ft <sup>2</sup> )		
Height:	Phase 1: 4 storeys, with a step back at the 3 <sup>rd</sup> storey Phase 2: 5 storeys, with a 2 storey entrance lobby that connects both phases		
Lot Coverage:	38.2%		
Floor Space Index:	1.59		
Landscaped Area:	36%		
Anticipated Population:	302* *Based on average household sizes for all apartment units (2.19) from the 2016 Census. Recognizing retirement and seniors units are unlikely to have more than 2 persons per unit, the actual population may be less than this figure.		

Development Proposal		
Parking:	Required	Proposed
resident spaces	124	63 (retirement plus seniors apartments)
visitor spaces	15	8 (seniors apartments)
Total	139	71
Green Initiatives:	<ul style="list-style-type: none"> <li>• Green Roof on portion of the building that links the retirement building with the seniors independent units building</li> <li>• Reduced impervious areas</li> <li>• Planting of native species</li> </ul>	

## Concept Plan and Elevations

### Proposed Site Plan



## Elevations

### North Facing Elevation along Dundas Street West



### East Facing Elevation along Fifth Line West



## 5. Community Comments

Community meetings were held in 2016 and 2017 pertaining primarily to the proposed Phase 1 development and associated Committee of Adjustment applications. With respect to the proposed development applications, a Community Meeting was held on November 21, 2017.

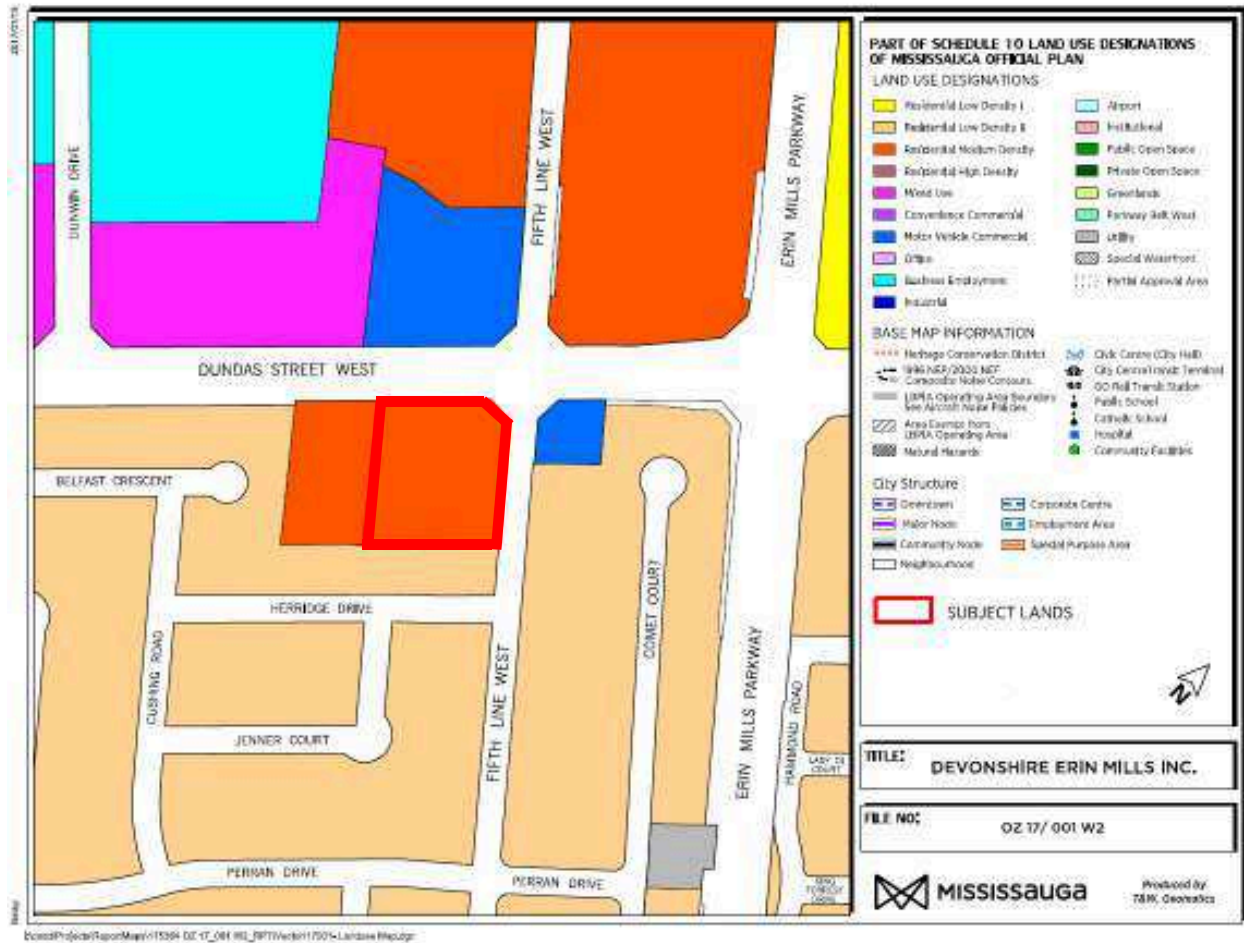
Comments made by the community are listed below. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- How parking is being accommodated on site
- Concern with how the proposed five storey building will fit the low rise residential character of the area
- How Senior Independent Living units will function



## 6. Land Use Policies and Regulations

### Excerpt of Sheridan Neighbourhood Character Area Land Use







**Summary of Applicable Policies**

The following table summarizes the applicable policy and regulation documents that affect these applications.

<b>Policy</b>	<b>Mississauga Official Plan (MOP) Policies</b>	<b>Proposal</b>
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are <b>generally</b> consistent with the PPS <sup>1</sup> .	The proposed development is generally consistent with the PPS.
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	The existing policies of MOP are <b>generally</b> in conformity with the <i>Growth Plan</i> <sup>1</sup> .	The proposed development is generally in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are <b>generally</b> consistent with the ROP <sup>1</sup> .	The proposed applications are exempt from Regional approval and no Regional Official Plan Amendment (ROPA) is required.
<b>Mississauga Official Plan</b>	<p>The lands are located within the Sheridan Neighbourhood Character Area and are designated <b>Residential Medium Density</b> which permits townhouse dwelling and all forms of horizontal multiple dwellings within an FSI range of 0.5 - 0.75.</p> <p>Neighbourhoods are intended to focus on residential uses and associated services and facilities, where development should be sensitive to the existing and planned character.</p>	<p>The applicant is proposing to retain the <b>Residential Medium Density</b> designation but have site specific permission to permit:</p> <ul style="list-style-type: none"> <li>• apartment dwelling</li> <li>• a maximum height of five storeys</li> <li>• a Floor Space Index (FSI) of 1.59</li> </ul> <p>The appropriateness of the designation will be reviewed in conjunction with the overall development applications.</p>
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>RM4-23</b> (Townhouse Dwellings) - Exception which only permits a Long-Term Care Building and a Retirement Building.	<p>A rezoning is proposed which would modify the <b>RM4-23</b> (Townhouse Dwellings) – Exception zone to permit the proposed development, including:</p> <ul style="list-style-type: none"> <li>• permission for Independent Senior Living apartment units;</li> <li>• maximum height 20 m and 5 storeys;</li> <li>• maximum FSI of 1.59;</li> <li>• minimum landscaped area of 35 percent;</li> <li>• minimum depth of a landscaped buffer along any other lot line of 1.929 m; and</li> <li>• minimum setback from surface parking spaces or aisles to any other lot line of 1.929.</li> </ul> <p>(source: based on Site Plan issued 2018 07 06)</p>

Policy	Mississauga Official Plan (MOP) Policies	Proposal
		The appropriateness of the proposed zoning will be reviewed in conjunction with the overall development applications.
<sup>†</sup> The PPS, Growth Plan and Regional Official Plan include policies that emphasize the importance of integrating transportation and land use planning. Dundas Street is not currently identified as a Transit Supportive Corridor in the Growth Plan; however, the Dundas Connects Master Plan (endorsed on June 11, 2018 by the Planning and Development Committee) recommended Bus Rapid Transit and transit supportive intensification along this roadway.		

## Existing and Proposed Mississauga Official Plan Designation for the Subject Site

### Existing Designation

**Residential Medium Density** which permits townhouse dwelling and all forms of horizontal multiple dwellings within an FSI range of 0.5 - 0.75.

### Proposed Designation

**Residential Medium Density - Special Site** to provide site specific permission for:

- apartment dwelling (seniors independent living, retirement)
- a maximum height of five storeys
- a Floor Space Index (FSI) of 1.59

The appropriateness of the designation will be reviewed in conjunction with the overall development applications and addressed in subsequent staff report.

## Provincial Policy Statement (PPS) and Growth Plan Analysis

### Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters “shall be consistent” with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 17/001 W2 Consistency" column). Only key policies relevant to the applications have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency Analysis**

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).  Neighbourhood Character Areas may accommodate intensification that is sensitive to the existing and planned character and will include appropriate transition in use, built form, density and scale. (5.3.5 Neighbourhoods).	The proposed redevelopment represents intensification that promotes an efficient land use patterns.  As part of the next staff report, the applications will be assessed with regard to whether the proposed built form represents sensitive infill.
1.1.1 Healthy, liveable and safe communities area sustained by: a) accommodating an appropriate range and mix of residential (including housing for older persons) e) promoting cost-effective development patterns and standards to minimize land consumption f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society	MOP recognizes the importance of providing suitable housing and a range of choices, including those with special needs such as the elderly (7.2 Housing).  MOP recognizes the importance of encouraging compact development, managing change and directing growth to strategic and appropriate locations (5.1 Direct Growth).  MOP policies direct growth to locations where transit is available or planned (Section 5 Direct Growth), and meeting the housing needs of people of all ages, abilities and income groups (Section 7 Complete Communities).	The proposed redevelopment provides modernized retirement homes and additional rental units intended for seniors which responds to various policy directions.  As the proposed development includes retirement units and apartments for seniors, the development should advance creating an environment that is accessible.  The extent to which growth should be accommodated on the subject site, and the built form of the development is subject to further review and will be included in the next staff report.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources	MOP policies recognize that Mississauga is at the end of its greenfield growth phase and new growth will be accommodated through redevelopment and intensification (5.0 Direct	The proposed redevelopment represents an intensified built form, going from 3 to 5 storeys along Dundas, which is a proposed higher order transit corridor.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Consistency</b>
<p>2. are appropriate for and efficiently use infrastructure and public service facilities</p> <p>3. minimize negative impacts to air quality and climate change and promote energy efficiency</p> <p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<p>Growth).</p> <p>MOP policies recognize the City's urban system is comprised of a Green System, City Structure and Corridors (include higher order transit corridors). These policies provide for appropriate densities and mix of land uses and range of opportunities for intensification and redevelopment (5.0 Direct Growth).</p> <p>Dundas Street is identified in MOP as a Higher Order Transit Corridor and Intensification Corridor (Schedule 6). The City will be undertaking additional policy research to address higher order transit along Dundas Street.</p>	<p>Investment in the subject land will both support investment in transit but also provide transit options for seniors living in the development and for staff commuting to work.</p> <p>The appropriateness of the built form in achieving PPS and MOP policies will be assessed in the next staff report.</p>
<p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment. Dundas Street has been identified as an Intensification Corridor (5.0 Direct Growth) which in-part recognizes the potential to accommodate investment in Higher Order Transit infrastructure.</p> <p>Although Neighbourhood Character Areas are not the focus for intensification, MOP policies recognize that this does not mean that they will remain static or that new development must imitate previous development patterns but be sensitive to existing and planned</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the next staff report.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Consistency</b>
	character (5.3.5 Neighbourhoods).	
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	<p>MOP contains policies that provide direction on appropriate standards to facilities intensification with respect to issues such as transition, sun/shadow impacts, compact urban realm and public realm (9.0 Desirable Urban Form).</p> <p>MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).</p> <p>Dundas Street is an Intensification Corridor, however, MOP notes that not all segments are appropriate for intensification (5.4.12).</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands. (5.4.5).</p>	The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the subsequent staff report.
1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas	<p>As the City of Mississauga is fully urbanized (with the exception of a small amount of land along the western border) all development represent intensification.</p> <p>MOP notes that new growth will be accommodated through redevelopment and</p>	The proposed development will help achieve growth targets, should it be determined to represent good planning with an appropriate built form.



<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Consistency</b>
	<p>intensification within developed areas (Section 5.1).</p> <p>The policies throughout MOP provide direction and allow for intensification and official plan amendments.</p>	
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p> <p>1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing types and densities by:</p> <p>b) permitting and facilitating all forms of housing required to meet the social, health and well-being requirements, including special needs</p>	<p>MOP notes that Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets</li> <li>c. The production of housing for those with special needs, such as housing for the elderly</li> </ul>	<p>The proposed development will help improve the range and variety of housing in the City, should it be determined to represent good planning with an appropriate built form.</p>
<b>4.0 Implementation and Interpretation</b>		
<p><b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.</p>	<p>The applications for a retirement residence and seniors' apartment building are supportive of a number of PPS and MOP policies.</p> <p>However, the applications require further analysis with respect to density and built form. The applications will be evaluated based on all MOP policies and reported on in a subsequent staff report.</p>

**Conformity with Growth Plan 2017**

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan *policies* (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with the Growth Plan and MOP policies ("OZ 17/001 W2 – Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development applications have been reviewed against Growth Plan 2017 policy direction to ensure conformity.

**Conformity Analysis**

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	The policies of MOP will accommodate growth within the existing urban boundary, helping to reduce sprawl. The policies provide a planning framework to address the challenges of accommodating growth.  Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.	The development applications represent growth within the existing urban boundary.  Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga as outlined in Section 4 of MOP, is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods. The City will plan for a range of mobility options and a variety	The development applications, with its focus on seniors housing, will help increase the variety of housing available in the city and responds to issue of social equity. The subject site's location on Dundas Street is supportive of existing and future transit.  The appropriateness of the built

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
	of housing and community infrastructure to create distinct, complete communities.	form as it relates to implementing the Vision will be further evaluated.
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ul style="list-style-type: none"> <li>a. Complete communities</li> <li>b. Prioritize intensification</li> <li>c. Provide flexibility to capitalize on new employment opportunities</li> <li>d. Support a range and mix of housing options</li> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following:  Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system) Section 9 – Building a Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)	The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.
<b>1.2.2 Legislative Authority</b>		
<b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, it must conform to the Growth Plan 2017.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
<b>1.2.3 How to Read this Plan</b>		
<b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	Relevant MOP policies have been reviewed in respect of the Growth Plan and other planning documents.	The applications have been reviewed accordingly.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	<p>The applications are located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification within an Intensification Corridor and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.</p> <p>Growth will be directed to an intensification corridor with future higher order transit. Provision of seniors' oriented housing supports housing needs and the creation of complete communities.</p> <p>It is important to ensure the manner in which these uses are planned and designed are appropriate and are subject to further analysis.</p>
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	MOP includes policies, as approved by the Region, that direct growth and intensification to appropriate locations. The location within an Intensification Corridor while also being located within a Neighbourhood Character (not intended to be the focus of intensification)	<p>Although located within an Intensification Corridor the subject site is also located within a Neighbourhood Character Area, which is not intended to be a major focus of intensification.</p> <p>The next step in the planning process will determine whether the development applications are</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
	<p>(Section 5 - Direct Growth).</p> <p>MOP includes policies that speak to appropriateness of locations for intensification including:</p> <ul style="list-style-type: none"> <li>• Intensification Areas will be planned to reflect their role in the City Structure hierarchy (5.5.4)</li> <li>• 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 policies of the plan (5.3.5.5); and</li> <li>• Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhood and provide appropriate transitions in height, built form and density to the surrounding lands (5.4.5).</li> </ul> <p>To ensure development is appropriate for the proposed location, MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).</p>	<p>accommodating growth in a built form that appropriately responds to the existing and planned character for the area.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> </li> <li>b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive</li> </ul> </li> </ul>	<p>The Sheridan Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.</p> <p>Dundas Street is identified as an Intensification Corridor and is identified as a Higher Order Transit Corridor (Schedule 6 Long Term Transit Network).</p> <p>MOP Section 5 states that Mississauga will integrate environment, land use, urban design and transportation planning objectives in order to promote development patterns that are sustainable.</p> <p>MOP includes policies that address the creation of complete communities.</p>	<p>The proposed development will be evaluated against the applicable official plan policies.</p>



<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
<p>review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</li> <li>vi. Mitigates climate change</li> <li>vii. Integrates green infrastructure</li> </ul>		
<b>2.2.2 Delineated Built-up Areas</b>		
<p><b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p>	<p>With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area.</p>	<p>The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on the site is subject to further review.</p>
<b>2.2.4 Transit Corridors and Station Areas</b>		
<p><b>Statement of Intent:</b> Given Provincial investment in higher order transit municipalities are to plan for "major transit station areas on priority transit</p>	<p>Dundas Street is not identified in the Growth Plan as a transit priority corridor, and therefore MOP policies do not have to address this issue.</p>	<p>The development applications are supportive of policies that direct development to intensification areas that are transit supportive.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)	<p>However, MOP does identify Dundas as an intensification / higher order transit corridor and PDC endorsed the Dundas Connects master Plan.</p> <p>MOP policies support intensification that is appropriate for the location. Intensification Areas (e.g. corridors and station areas) will be planned to reflect their role in the City Structure hierarchy (5.5.4).</p>	
<b>2.2.6 Housing</b>		
<p><b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p>	<p>The development applications propose 61 retirement units and 77 seniors independent units. The existing long-term care beds will be relocated.</p>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</li> <li>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</li> </ul>	<p>MOP policies provide opportunities for a range of housing choices, a variety of affordable dwellings, and production of housing for those with special needs such as the elderly (7.2.2).</p>	<p>The Region of Peel and the City of Mississauga are working together to address affordable housing issues.</p> <p>The proposed applications support this initiative by providing retirement and seniors independent apartment units to supplement the existing housing stock in the City.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/001 W2 - Conformity</b>
<b>5 Implementation</b>		
<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.</p>	<p>Not directly applicable, as these policies speak to broader planning matters including: interpretation, implementation and how to read the plan. Part 1.0 of the Mississauga Official Plan addresses many of these issues.</p>

### **Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this report.

**Relevant Mississauga Official Plan Policies**

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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 – Direct Growth</b>	5.1.4 5.1.7 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
<b>Section 5.3.3 Neighbourhoods</b>	5.3.5.1 5.3.5.2 5.3.5.3 5.3.5.5 5.3.5.6 Schedule 1b	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>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.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>Identifies subject lands as being within the Neighbourhood Element of the Urban System – City Structure</p>

	Specific Policies	General Intent
5.4 Corridors & 5.5 Intensification Areas	5.4	Some Corridors have been identified as appropriate locations for intensification. Additional policies have been developed for Intensification Corridors to recognize their development potential.
	5.4.4	
	5.4.5	Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood
	5.4.7	
	5.4.8	Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
	5.4.11	
	5.4.12	Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
	5.5.4	
	5.5.7	Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element.
	5.5.8	
	5.5.9	Dundas Street has been identified as an intensification corridor.
	Schedule 1c and 2	
		Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights
		Intensification Areas will be planned to reflect their role in the City Structure hierarchy.
		A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.
		Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.
		Intensification Areas will be planned to maximize the use of existing and planned infrastructure.
		Identifies subject site a being within an Intensification Corridor

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 7 Complete Communities</b>	7.1.1 7.2.1 7.2.2 7.2.8	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets</li> <li>c. The production of housing for those with special needs, such as housing for the elderly</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>
<b>Section 9 Desirable Urban Form General</b>	9.1 9.1.1 9.1.2 9.1.3 9.1.5 9.1.9 9.1.15	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities</p>



	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 9</b> <b>Desirable Urban Form -</b>  <b>Intensification Area</b>  <b>(includes Intensification Corridors)</b>	9.2.1.9 9.2.1.10 9.2.1.28 9.2.1.29	<p>Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p>
<b>Section 9</b> <b>Desirable Urban Form</b>  <b>Non-Intensification Area</b>  <b>(includes Neighbourhood)</b>	9.2.2.3 9.2.2.6	<p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>• respect the scale and character of the surrounding area;</li> <li>• minimize overshadowing and overlook on adjacent neighbours;</li> <li>• incorporate stormwater best management practices; and</li> <li>• be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Development on Corridors will be encouraged to</p> <ul style="list-style-type: none"> <li>• not locate parking between the building and the street;</li> <li>• site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;</li> <li>• provide entrances and transparent windows facing the street for non-residential uses;</li> <li>• support transit and active transportation modes;</li> <li>• g. consolidate access points and encourage shared parking, service areas and driveway entrances;</li> </ul>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 9</b> <b>Desirable Urban Form</b>  <b>Various Policies That Address</b> <ul style="list-style-type: none"> <li>- <b>Public Realm</b></li> <li>- <b>Movement</b></li> <li>- <b>Site Development</b></li> <li>- <b>Buildings</b></li> </ul>	9.3.1.3 9.3.1.8 9.5.1.1 9.5.1.2 9.5.1.3 9.5.1.5 9.5.1.9 9.5.2 9.5.3 9.5.4 9.5.5 9.5.6	<p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character area. Appropriate transition should be provided and have regard for various elements including sunlight, wind, privacy, overlook, skyviews.</p> <p>New development should contribute to creating a comfortable, safe environment for pedestrians with attractive streetscapes, respecting existing grades, and incorporating sustainable measures such as stormwater best management practices.</p>
<b>Section 11</b> <b>Land Use</b>	11.2.5.5 11.2.5.6 Schedule 10	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Townhouse dwelling, and</li> <li>b. All forms of horizontal multiple dwelling</li> </ul> <p>It should be noted that MOPA 84 deleted reference to horizontal multiple dwelling and revised Townhouse Dwelling to all forms of townhouse dwellings. MOPA 84 is currently under appeal.</p> <p>Lands designated Residential High Density will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Apartment dwelling</li> </ul> <p>The subject lands as identified as being designated Residential Medium Density</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 16 Neighbourhoods</b>	16.1.1.1 16.1.1.2 16.22 (Sheridan)	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan.</li> </ul> <p>The subject lands are identified on Map 16-22 Sheridan Neighbourhood Character Area as having an FSI range of 0.5 - 0.75</p>
<b>Section 19 Implementation</b>	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> <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>

**Existing and Proposed Zoning**

**Existing Zone - RM4-23** (Townhouse Dwelling – Exemption) which permits only the following uses:

- 1) Long-Term Care Building
- 2) Retirement Building

**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA1 Zone Regulations</b> (current RM4-23 Zoning requires that buildings comply with most RA1 Regulations)	<b>Proposed RM4-23 Exception Zone Regulations</b> (see variances 'A' 24/17 and 'A' 245/17 for further modifications to RA1 zoning)
Permitted Uses	<ul style="list-style-type: none"> <li>• Apartment</li> <li>• Long-Term Care Building</li> <li>• Retirement Building</li> </ul>	Shall only be used for the following: <ol style="list-style-type: none"> <li>1) Long-Term Care Dwelling</li> <li>2) Retirement Dwelling</li> <li>3) Independent Seniors Apartments</li> </ol>
Maximum <b>Floor Space Index (FSI)</b>	0.9	1.59
Maximum height (base zone information from RM4-23)	10.7 m (35.1 ft.) and 3 storeys	18.3 m (60 ft.) and 5 storeys
Off-street Parking <ul style="list-style-type: none"> <li>- Long-Term Care Existing beds to be relocated from site</li> <li>- Retirement Dwelling: 61 units</li> <li>- Apartment Dwelling: 1 bachelor unit 64 one bedroom units 12 two bedroom units</li> </ul>	Retirement Units: .50 spaces/unit  Apartment Units <ul style="list-style-type: none"> <li>- Bachelor 1.00 spaces/unit</li> <li>- One Bedroom 1.18 spaces/unit</li> <li>- Two Bedroom 1.36 spaces/unit</li> </ul> Apartment Visitor .20 spaces/unit	Retirement & Apartments: .46 spaces/unit (63 spaces)  Visitor: .10 spaces/unit ( 8 spaces)
Minimum Setback from surface parking space or aisles to a lot line	3.0 m (9.8 ft.)	1.9 m (6.3 ft.)
Minimum Landscape Area	40 percent	36 percent
Minimum depth of a landscape buffer along any other lot line	3.0 m (9.8 ft.)	1.93 m (6.3 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined		

**7. Section 37 Community Benefits (Bonus Zoning)**

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

**8. School Accommodation**

The proposed retirement and seniors independent living units will not generate additional demand for school enrolment.

**9. Development Issues**

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

Agency / Comment Date	Comment
Region of Peel (November 8, 2018)	<p>We can advise that in its current state, Regional File OZ-17-001 meets the requirements for exemption from Regional approval.</p> <p>There is an existing 400 mm (15.7 in.) watermain on Dundas Street West and an existing 250 mm (9.8 in.) watermain on Fifth Line West. There is an existing 250 mm (9.8 in.) sanitary sewer on Fifth Line West.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.</p> <p>The proposal contributes to complete communities and the site provides opportunity to further promote compact mixed-use built environment. As such increased height and a narrower driveway along Dundas Street is recommended.</p> <p>The Region will provide front-end collection of garbage and recycling materials subject to conditions outlined in Waste Collection Design Standards. Deep well containers accepted by the Region include Earth Bins and Ecoloxia Bins.</p>
City Community Services - Fire and Emergency Services Division (April 25, 2017)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable
City Community Services Department – Parks and Forestry Division (March 20, 2017)	Tree removal permission will be required to injure or remove trees on private property depending on the size and number of trees. The tree removal application will be reviewed in conjunction with the site plan application.
City Community Services Department – Park Planning Section (November 14, 2018)	<p>The subject development site is approximately 530 m (1,739 ft.) from Don Gould Park (P - 386) which contains a play site. Further, Brookmede Park (P-078) is approximately 500 m (1,640 ft.) from the proposed development containing a play site, a mini soccer field and a toboggan hill.</p> <p>Prior to the issuance of building permits cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comment
City Transportation and Works Department (November 21, 2018)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, as follows:</p> <p><u>Noise Study</u> Upon review of the latest drawings the Noise Report is to be updated to provide analysis to determine the feasibility of any required noise barrier mitigation for any amenity areas. It is also to be revised to include original AADT data and an analysis of any stationary noise emanating from existing adjacent properties.</p> <p><u>Traffic</u> The Traffic Impact Study is to identify the garage entrance location in the ultimate plan to support the assumed site trip distribution and confirm with the Planning Department whether the loading space proposed on the drive aisle is acceptable. Clearance for fire route access from the Fire department is required.</p> <p><u>Environmental</u> The Phase I ESA indicated the presence of an aboveground storage tank (AST) on the property. Additional information is required to confirm how potential environmental constraints identified in the report will be managed.</p> <p>All the above aspects are to be addressed prior to the Recommendation Meeting.</p>
City Transportation and Works Department - Transit (August 23, 2018)	There is an existing transit stop located along Dundas Street at Fifth Line. The function of this bus stop is to be maintained and will remain in its current location. Convenient and accessible pedestrian linkages are to be provided between the site, the existing sidewalk network, and MiWay Transit service.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Enbridge Rogers Cable Enersource Hydro</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Alectra Utilities Bell Trillium Health</p>



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?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected parking and traffic impacts?

### **Development Requirements**

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

### **Other Information**

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

- |                                                        |                                         |
|--------------------------------------------------------|-----------------------------------------|
| • Survey                                               | • Planning Justification Report         |
| • Context Map                                          | • Phase 1 Environmental Site Assessment |
| • Concept Plan                                         | • Acoustical Feasibility Study          |
| • Site Plan                                            | • Traffic Impact Study                  |
| • Elevations                                           | • Turning Movement Diagrams             |
| • Phasing Plan for Phase 2 Demolition and Construction | • Parking Justification                 |
| • Green Site and Building Initiatives                  | • Arborists Report                      |
| • Sun/Shadow Study                                     | • Stormwater Management Report Brief    |
| • Landscape Plans and Details                          | • Functional Servicing Report           |
| • Tree Preservation and Inventory Plan                 | • Draft Official Plan Amendment         |
| • Engineering Plans                                    | • Draft Zoning By-law                   |
|                                                        | • Draft R-Plan                          |