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## Planning and Development Committee

### Date

2019/02/19

### Time

1:30 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 Attn: 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 January 14, 2019
4. MATTERS TO BE CONSIDERED
  - 4.1. Demolition Control By-Law for Residential Uses
  - 4.2. PUBLIC MEETING INFORMATION REPORT (WARD 11)  
Application for a proposed plan of subdivision  
Addresses  
Owner: 2725312 Canada Inc. (Quad Real Property Group)  
File: T-18004 W11  
Bill 139
  - 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 1) Applications to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a common element condominium private road at  
1444, 1450, 1454 and 1458 Cawthra Road, west side of Cawthra, north of Arbor Road  
Owner: 2530173 Ontario Corporation  
File: OZ 18/010 W1  
Bill 139

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- 4.4. PUBLIC MEETING INFORMATION REPORT (WARD 5)  
Applications to permit five apartment buildings of 30, 35, 38, 50, and 50 storeys with  
2095 residential units and commercial uses in the podiums  
0 and 5044 Hurontario Street, northwest corner of Eglinton Avenue West and Hurontario  
Street  
Owner: Pinnacle International (Ontario) Ltd.  
File: OZ 18/011 W5
- 4.5. PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)  
Application to permit a private secondary school in an existing building  
2270 Speakman Drive, southwest corner of Speakman Drive and Hadwen Road  
Owner: Muslim Association of Canada  
File OZ 17/016 W2  
Bill 139
5. ADJOURNMENT

City of Mississauga  
**Corporate Report**



Date: 2019/01/25

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, Commissioner  
 Planning and Building Department

Originator's files:  
 CD.06 REN

Meeting date:  
 2019/02/19

## Subject

**Demolition Control By-Law for Residential Uses**

## Recommendation

1. That the *Demolition Control By-law*, as outlined in the report titled "Demolition Control By-law for Residential Uses" dated January 25, 2019 from the Commissioner of Planning and Building, be approved.
2. That the City Solicitor be directed to prepare all necessary by-laws and agreements as outlined in the report titled "Demolition Control By-law for Residential Uses" dated January 25, 2019 from the Commissioner of Planning and Building.

## Report Highlights

- A Demolition Control By-law is being proposed as part of the City's Housing Strategy, *Making Room for the Middle* in which preserving the diversity of the existing housing is a key component.
- Currently the City does not have the ability to prevent the demolition of residential units of any type before plans to redevelop are in place. Therefore landowners could potentially avoid rental protection policies, property upkeep standards and tax assessment by demolishing buildings. While this has not been a major issue in the past, as the City intensifies and more land speculation occurs there is a greater risk of premature demolition.
- A Demolition Control By-law will regulate the premature demolition of residential buildings by imposing conditions that require reconstruction be substantially completed within a defined period of time. The By-law will also help prevent the establishment of vacant derelict lots and blight.

- The Demolition Control By-law will not impact most day-to-day demolitions of low density houses and other uses. It is also not a major administrative change as most applications will be processed under delegated authority and approved similar to the current process under the *Building Code Act*.

## Background

Mississauga has reached a stage of maturity that areas of the City are increasingly under pressure for redevelopment and intensification. Consequently, existing residential structures may be proposed for demolition at an increasing rate. At this time, the City has no land-use planning mechanism to review, impose conditions or refuse applications for demolitions of residential properties where there is no clear plan for redevelopment.

The preservation of the diversity of the existing housing stock is an important component of Mississauga's Housing Strategy, *Making Room for the Middle*. The authority to pass demolition control by-laws under Section 33 of the *Planning Act* allows municipalities to control the timing of demolition of residential properties where a property standards by-law is in effect. This legislation affords Council greater control over the premature demolition of the City's housing supply and ensures that a plan is in place for redevelopment prior to demolition. Demolition control applies only to residential properties irrespective of tenure.

Demolition control by-laws can assist with:

- the retention of existing residential units, including rental units, until new units have been approved (allowing residents to remain in units as long as possible)
- reducing the use of demolition to address maintenance issues
- discouraging the creation of vacant parcels of land and blight
- inhibiting the premature loss of assessment
- preventing block busting within residential neighbourhoods
- the use of demolition as a tactic to obtain zoning or other approvals (i.e. prematurely removing dwellings and leaving derelict landscape), and
- avoiding the obligation of the Chief Building Official to issue demolition permits (before compliance with other City policies)

The Demolition Control By-law would work in conjunction with the City's Rental protection by-law passed in June 2018 that requires a permit to demolish and replace rental units.

Demolition control by-laws have been adopted by municipalities across Ontario, including Toronto, Hamilton, Brampton, Ottawa, Kitchener and Waterloo.

Within the Demolition Control Area, no one may demolish a residential property without a demolition control permit. Conditions on timing can be imposed on demolition control permits and registered on title within the Demolition Control Area requiring:

- that reconstruction take place within a specified period that is two years or more from the day demolition begins that can be monitored through subsequent permits on the property, and
- a maximum penalty of \$20,000 for each dwelling unit to which the demolition permit relates be added to the tax roll should the proponent fail to complete the new building within the time specified on the permit.

The differences between Demolition Permits (under the *Building Code Act*) and Demolition Control Permits are shown in Appendix 1.

## Comments

### What applications will be subject to demolition control and what will be exempt?

Currently the City does not have the ability to prevent the demolition of residential units of any type before plans to redevelop are in place. Therefore landowners could potentially avoid rental protection policies, property upkeep standards and tax assessment by demolishing buildings. While this has not been a major issue in the past, as the City intensifies and more land speculation occurs there is a greater risk of premature demolition. These factors may be less significant for newly developed areas of the City, however, this report proposes a Demolition Control By-law that applies City-wide to provide equal protection for residential properties across Mississauga.

When a City-wide Demolition Control By-law is in place, all applications to demolish residential properties will be required to obtain a demolition control permit. However most of the approvals are proposed to be delegated and follow a similar process to the existing *Building Code Act* approvals. Applications for a Demolition Control Permit are proposed to be reviewed based on the following two streams:

- **Demolition of Residential Property (less than six dwelling units)** – Chief Building Official delegated authority to issue permits.
- **Demolition of Residential Property (six or more dwelling units)** – the Commissioner of Planning & Building (or his designate) is delegated authority to approve permits, except where the Rental Housing Protection By-law applies, when the decision will be made by Council (Appendix 2 – Details of the Approval Process).

The six unit threshold is consistent with the Rental Protection By-law and reduces the administrative impact of the by-law on single family dwellings that are commonly replaced. The vast majority of demolitions (200+ units per year) in the City fall into the less than six unit category and can be

approved by the Chief Building Official in conjunction with a Building Permit application. The City has received three permits over the last ten years for demolitions over six units although this is anticipated to increase with redevelopment pressures. Accordingly, the administrative burden of the proposed by-law is expected to be relatively minor.

A Demolition Control By-law Section 33 Permit will not be required for demolitions when:

- there is no loss of dwelling units such as when renovations do not result in a change to the number or type of units by bedroom type
- the residential property does not meet health and safety standards
- the proposed demolition is necessary for the environmental remediation of the site
- the property is associated with a public work or service approved by the City of Mississauga or Region of Peel
- the property is owned by the City of Mississauga or Region of Peel
- the residential property is a mobile home, or
- the residential property is exempted under any provincial or federal statute or regulation.

A Demolition Control By-law will not affect the City's existing health and safety policies and the ability to undertake capital works.

## **Heritage Properties**

Applications to demolish listed and designated heritage properties will follow the existing process. Owners of properties listed on the municipal heritage register are required to provide Council with 60-days' notice of an intention to demolish, and applications to demolish property designated under the *Ontario Heritage Act* requires approval from Council in consultation with the City's Heritage Advisory Committee. Preparation and submission of an accepted Heritage Impact Assessment is required by the City's Heritage By-law to support the proposal to demolish a listed or designated residential property. Demolition Control permits will not be issued until the requirements of the *Ontario Heritage Act* have been addressed.

## **Are there any rights of appeal?**

There is no right of appeal of Council's decision to pass a Demolition Control By-law, however, applicants for a Demolition Control Permit can appeal to LPAT in the following circumstances:

- A permit is refused
- A decision to either issue or refuse a permit is not made within thirty-days' after receipt of the application
- To vary the conditions imposed on a permit
- From Council's refusal or failure to make a decision within thirty-days' of an application for relief from conditions imposed on a demolition permit, including extensions of time

Applications for Demolition Control Permits are generally made when approvals for redevelopments have been obtained. Delegated authority supports the processing times



required by these permits. Amendments to redevelopment timeline requirements will also be managed through delegated authority.

### **When will the Demolition Control By-law take effect?**

It is proposed that the by-law take effect upon approval by Council.

## **Strategic Plan**

The need for affordable housing originated from the Strategic Plan 'Belong' Pillar. Strategic Action 1: Attract and keep people in Mississauga through an affordable housing strategy, relates to the need to protect the existing housing supply and the work underway for the Rental Housing Protection By-law.

## **Financial Impact**

A Demolition Control application fee is not proposed at this time.

Section 33 Demolition Control adjusts the current approval process albeit the administrative burden is expected to be minor. There is currently insufficient data or experience to determine what the costs of administering the new Demolition Control Permit will be. For reference, there have only been three permit applications to demolish rental units over the last ten years, although more applications are anticipated moving forward as redevelopment pressures increase.

The majority of applications are anticipated to fall under the delegated authority stream which will follow current approval processes as much as possible. Staff will review the practicality of a Demolition Control Fee during the next Fees and Charges By-Law Review, after more data are available.

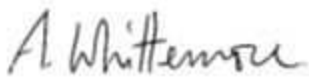
## **Conclusion**

Mississauga is reaching a stage in its development where it is facing substantial redevelopment pressure. This pressure might impact its housing supply and its diversity. A Demolition Control By-law will help protect against premature demolition and work in conjunction with other City by-laws including the Rental Housing Protection By-law. It will help retain existing units while development plans are reviewed allowing residents, including tenants, to remain in their homes as long as possible.

This report proposes a new City-wide Demolition Control By-law to achieve the City's objectives to protect the City's housing supply which is a fundamental part of Mississauga's Housing Strategy.

## Attachments

- Appendix 1: Differences between Demolition Permits (Building Code Act) and Demolition Control Permits (Planning Act)
- Appendix 2: Details of Approval Process



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Andrew Whitemore, Commissioner  
Planning and Building Department

Prepared by: Emily Irvine, Planner, City Planning Strategies

## APPENDIX 1 - Difference between Demolition Permits (the *Building Code Act*) and Demolition Control Permits (*Planning Act*)

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The Chief Building Official currently issues demolition permits under Section 8 of the *Building Code Act*. Demolition Permits apply to all property types. Their purpose is to ensure buildings are demolished safely under Building Code regulations.

Demolition Control Permits under section 33 of the *Planning Act* are required to authorize demolition of residential properties subject to a Demolition Control By-law. The purpose of Demolition Control is to protect the existing housing stock and protect against urban blight. A comparison of Demolition Permits and Demolition Control Permit is provided in Table 1).

<b>Table 1:</b> <b>Differences between a Demolition Permit and a Demolition Control Permit</b>	
<b>Demolition Permit</b> Issued under the <i>Building Code Act</i> (Section 8)	<b>Demolition Control Permit</b> Issued under the <i>Planning Act</i> (Section 33)
<ul style="list-style-type: none"> <li>Applied to demolition of all types of properties</li> </ul>	<ul style="list-style-type: none"> <li>Applied to the demolition of residential dwellings within the Demolition Control Area</li> </ul>
<ul style="list-style-type: none"> <li>Council approval is not required; statutory function of Chief Building Official</li> </ul>	<ul style="list-style-type: none"> <li>Council approval is required except where authority has been delegated</li> </ul>
<ul style="list-style-type: none"> <li>Ensures buildings are demolished in accordance with Building Code regulations</li> </ul>	<ul style="list-style-type: none"> <li>Ensures residential housing stock is not prematurely demolished; requires issued Building Permit for the replacement building, and/or subject to condition that replacement will occur within defined time period of not less than two years, Building Code regulations still apply</li> </ul>

## Appendix 2 – Details of the Approval Process

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The City has the authority under the *Municipal Act, 2001* to delegate administrative powers and certain legislative powers under the *Planning Act*, and to develop procedures to administer the processes and manage applications related to the exercise of those powers.

### **What happens when Permits for Residential Demolitions are Processed under Delegated Authority?**

Authority is delegated to the Chief Building Official to issue Demolition Control permits for all applications to demolish residential properties when there are less than six dwelling units involved. The existing process for reviewing and issuing demolition permits under the *Building Code* will be maintained. Demolition Control is not a major administrative change as most applications will be processed under delegated authority and approved similar to the current process under the *Building Code Act*.

Demolition Control is not intended to complicate applications for the removal and rebuilding of single residential dwellings that are part of the City's regular business. There can be as many as 200 of these applications per year. These are commonly processed as building permits for new units with a demolition component. Where a Building Permit for the replacement dwelling is issued, then a Section 33 Demolition Control Permit will be issued.

In addition, there are between 60 and 100 demolition only permits granted to demolish single residential dwellings. Demolition permits are sometimes needed prior to building permits for the replacement buildings for reasons that include, for example, the need for additional time to remediate the site. The building permit application for the reconstruction is then made at a later time. In these circumstances, conditions for timing of replacement may be imposed on a Section 33 Demolition Control Permit which will be defined in the By-law.

It should be noted that any application may be directed to Council for final decision prior to an appeal.

### **What happens when there is a Residential Demolition of Six (6) or More Dwelling Units?**

An application to demolish a residential property with six (6) or more dwelling units will trigger a review by Planning Staff and in some cases require a decision of Council. Authority is generally delegated to the Commissioner of Planning and Building or their designate, except where the Rental Housing Protection By-law applies, and then the decision will be made by Council.

#### Delegated Authority to Approve Permits for Demolition of Six(6) or More Non- Rental Dwelling Units

Permits for demolitions of six (6) or more non-rental dwelling units will be delegated to the Commissioner of Planning and Building. These applications may be approved by Council in conjunction with the processing of concurrent applications such as Official Plan or Rezoning Amendments. The processing of these applications will be maintained with the exception of the additional Section 33 Demolition Control Permit.

### Council to Approve Permits for the Demolition Six (6) or More Rental Dwelling Units

Proposed demolitions of six (6) or more rental dwelling units are also subject to the City's Rental Housing Protection By-law, which requires rental units proposed to be demolished be replaced through a redevelopment application. The issuance of a Demolition Control permit follows the approval of a permit under the Rental Housing Protection By-law, since its purpose is to secure the timing of the approved redevelopment.

The Demolition Control By-law will ensure that rental housing stock is not prematurely demolished while applicants work through the related planning processes to first obtain all necessary approvals, which may also include Official Plan and Zoning By-law amendments. Table 2 summarizes the administration Demolition Control Permits.

<b>Table 2</b> <b>Administration of Demolition Control Permits</b>			
	<b>Permits for less than Six (6) Dwelling Units</b>	<b>Permits for Six (6) or more Dwelling Units</b>	
		<b>Non-Rental</b>	<b>Rental</b>
Processed by	Building	Development and Design/ City Planning Strategies	City Planning Strategies
Approved by	CBO under delegated authority	Director of Development and Design, City Planning Strategies or Commissioner of Planning and Building under delegated authority (may be forwarded to Council)	Council
Section 33 (Permit under the <i>Planning Act</i> )	Required	Required	Required
Section 8 (Review under the <i>Building Code Act</i> )	Required	Required	Required



# City of Mississauga

## Corporate Report



Date: January 29, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
T-18004 W11

Meeting date:  
2019/02/19

### Subject

#### **PUBLIC MEETING INFORMATION REPORT (WARD 11)**

**Application for a proposed draft plan of subdivision**

**1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980, 6990 Creditview Road**

**Owner: 2725312 Canada Inc. (Quad Real Property Group)**

**File: T-18004 W11**

**Bill 139**

### Recommendation

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the application by 2725312 Canada Inc., under File T-18004 W11, 1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980, 6990 Creditview Road, 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 subject lands are owned by Quad Real Property Group and are leased to various businesses. The applicant is seeking to create blocks on one plan of subdivision to simplify the legal descriptions of the properties and to have the ability to sell individual parcels. By doing one comprehensive plan of subdivision, the owner avoids applying for severance applications each time they wish to sell a parcel. The blocks to be created will reflect the development limits of each of site.

This area was developed by Markborough properties over several years and through a number of applications resulting in a variety of legal descriptions. The legal descriptions currently consist of parts of lots and blocks on registered plans 43M-964 and 43M-965 (registered in 1990); parts on various reference plans and some are legally described in terms of parts of lot and concessions.

The existing buildings were subject to site plan approval and were constructed between 2000 and 2007. Each development parcel was reviewed for compliance with the Zoning By-law on the basis of the “limits of development” during the site plan approval process. Prior to plan registration, the blocks will be reviewed to ensure zoning compliance. If approved, each of the properties will be assigned a block number on one plan of subdivision.

## Comments

The properties are located north of Highway 401, east of Mississauga Road, west of Old Credit Road and mostly south of Derry Road West, within the Meadowvale Business Park Corporate Centre Character Area (see aerial map below). The sites are currently occupied by various employment and commercial uses including offices, warehouse/distribution facilities, restaurants, retail and personal service establishments including Samsung, Maple Leaf Foods and Point Click Care.

Aerial image of properties





**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 conformity of this proposal with the policies of Mississauga Official Plan is under review.

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

**AGENCY AND CITY DEPARTMENT COMMENTS**

City Transportation and Works Department

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. There are some technical issues which still need to be addressed including private and access easements and grading and drainage information specifically related to Block 11 and the MTO lands. 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 Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: 2725312 Canada Inc.****Table of Contents**

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## 1. Site History

- October 31, 1988 – OZ 86/103 submitted by Markborough Properties Ltd. was approved. The subject lands were zoned for industrial and restricted commercial uses
- January 31, 1990 – Plan of subdivision 43M-964 was registered. The plan consisted of 10 lots and 5 blocks, located north of Derry Road West, south of Meadowvale Boulevard and along the east side of Financial Drive
- January 31, 1990 – Plan of subdivision 43M-965 was registered. The plan consisted of 17 blocks, located along Financial Drive
- January 14, 1994 - OZ/OPA 88-114 submitted by Markborough Properties Ltd. approved a further amendment to the official plan and rezoning of the lands. The official plan policies were amended to delete the office gross floor area requirement and the zoning was further amended
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned for employment uses with one property zoned for commercial uses. The **E1, E2-1, E2-24, E2-30** zones permit various employment uses such as manufacturing, warehouse and office. The **C3-1** zone permit various commercial and employment uses including, retail, office, manufacturing and warehouse
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Business Employment and Mixed Use in the Meadowvale Business Park Corporate Centre Character Area

## 2. Site Context

The properties are located north of Highway 401, east of Mississauga Road and west of Old Credit Road and mostly south of Derry Road West. These properties are located within the Meadowvale Business Park Corporate Centre Character Area. The properties subject to this application contain various commercial and employment uses that are consistent with their zoning and the buildings were constructed between the years 2000 and 2007. The area includes 3-5 storey office buildings, with tenants that include Samsung, Mary Kay Cosmetics, Maple Leaf Foods, and Peel Regional Police. The area also includes 2 storey office, warehouse buildings including Point Click Care and various restaurants such as Starbucks, Tim Hortons and Boston Pizza. The area is serviced by transit routes 42, 57, 61 and 108 and is in close proximity to both Highway 401 and 407.

## Aerial image of properties



Property Frontage and Size		
Address	Frontage	Size
1950 Meadowvale Blvd. (Block 1)	162.9 m (534.7 ft.)	3.8 ha (9.4 ac.)
7125 Mississauga Road (Block 2)	97.8 m (321.0 ft.)	2.2 ha (5.6 ac.)
6948-6990 Financial Drive (Block 3)	125.7 m (412.4 ft.)	4.7 ha (11.6 ac.)
7030 Royal Bank Drive (Block 4)	106.1 m (348.4 ft.)	0.8 ha (2.4 ac.)
0 Financial Drive (Block 5)	58.8 m (193.0 ft.)	0.4 ha (1.0 ac.)
6985 Financial Drive (Block 6)	138.4 (454.1 ft.)	3.1 ha (7.8 ac.)
6990 Creditview Road (Block 7)	158.8 (521.2 ft.)	4.5 ha (11.2 ac.)
6980 Creditview Road (Block 8)	133.7 m (438.7 ft.)	3.1 ha (7.8 ac.)
6950 Creditview Road (Block 9)	178.2 m (584.9 ft.)	3.0 ha (7.5 ac.)
6820 Creditview Road (Block 10)	276.3 m (906.7 ft.)	2.3 ha (5.8 ac.)
6696 Financial Drive (Block 11)	138.4 m (454.3 ft.)	1.9 ha (4.8 ac.)
6774A Financial Drive (Block 12)	90.1 m (295.6 ft.)	1.3 ha (3.3 ac.)
6775 Financial Drive (Block 13)	145.3 m (476.9 ft.)	2.1 ha (5.3 ac.)
6855 Financial Drive (Block 14)	108.8 m (357.1 ft.)	2.3 ha (5.6 ac.)
6897 Financial Drive (Block 15)	219.3 m (719.5 ft.)	2.8 ha (6.9 ac.)

6901, 6911 Creditview Road (Block 16)	455.4 m (1,494.1 ft.)	9.2 ha (22.9 ac.)
<b>Address</b>	<b>Frontage</b>	<b>Size</b>
6955 Creditview Road (Block 17)	133.5 m (438.0 ft.)	3.6 ha (9.0 ac.)
6975 Creditview Road (Block 18)	62.1 m (203.8 ft.)	3.8 ha (9.4 ac.)
<b>Existing Uses:</b> offices, warehouse/distribution facilities, restaurants, retail and personal service establishments		

The surrounding land uses are:

- North: Business employment uses including offices and warehouse/distribution facilities, Pariosse Sainte-Famille Secondary School, and detached homes which are located on the north side of Derry Road West
- East: A railway line which separates the business employment uses from the semi-detached homes located further east
- South: Highway 401 and employment uses
- West: Business employment uses including offices and warehouse/distribution facilities

### 3. Neighbourhood Context

The properties are located within the Meadowvale Business Park Corporate Centre Character Area and the majority of the subject properties have existing buildings. Corporate Areas represent major employment concentrations and contain a mix of high density employment uses with a focus on major office development. Corporate Centres are also areas where many prestigious research and manufacturing businesses are found. The Meadowvale Business Park Corporate Centre Character Area currently employs 50,183 people.

### Other Development Applications

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

### Community Services

This application will have no impact on existing services in the community.

### 4. Project Details

The application is to create blocks on a plan of subdivision and will recognize existing site development limits.

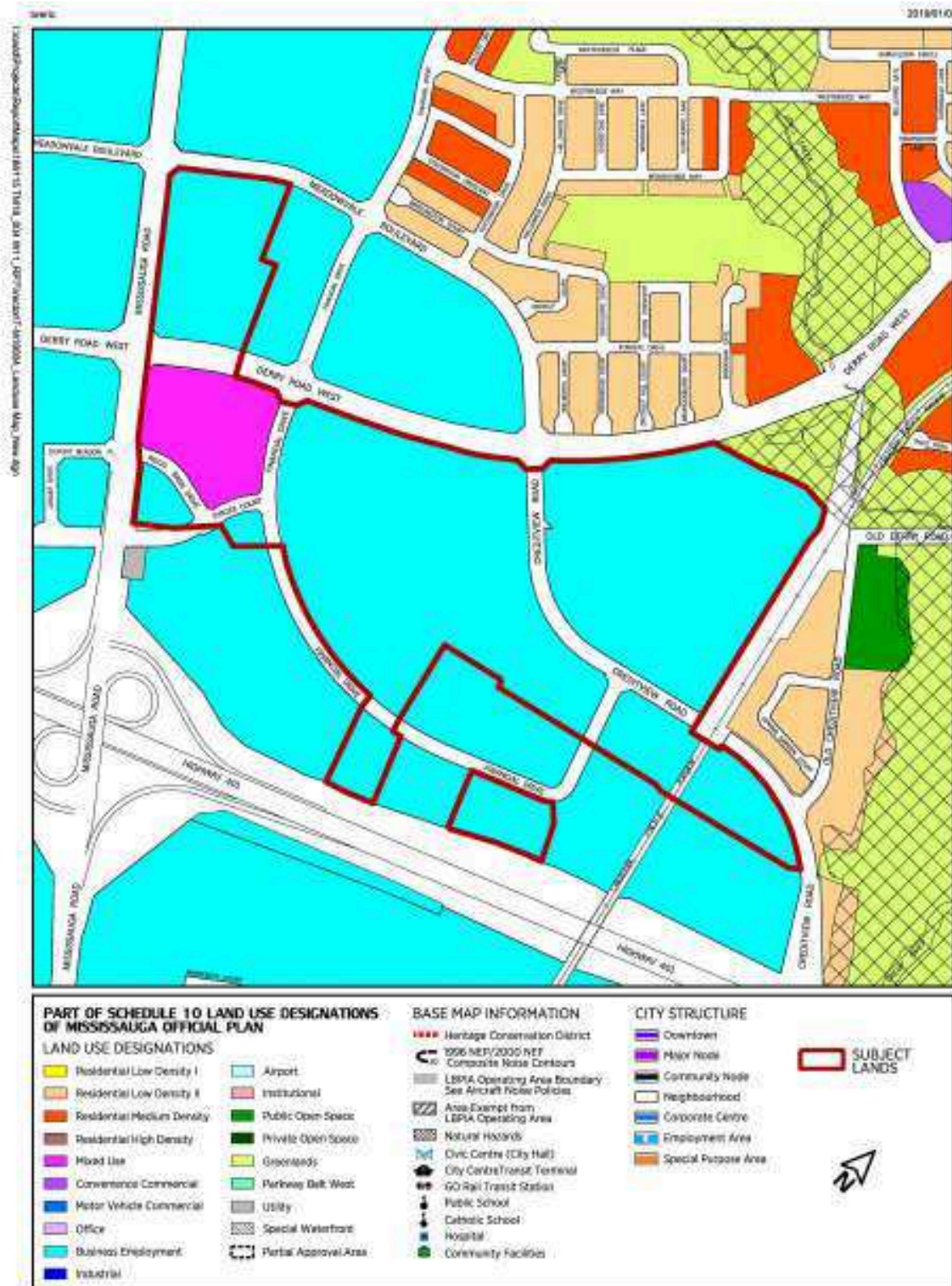
**Draft Plan of Subdivision****5. Community Comments**

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 Meadowvale Business Park Corporate Centre Character Area Land Use







**Summary of Applicable Policies**

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

<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 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 are in conformity with the <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
<b>Greenbelt Plan</b>	n/a	or n/a
<b>Parkway Belt Plan</b>	n/a	or n/a
<b>Region of Peel Official Plan</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 Meadowvale Business Park Corporate Centre Character Area and are designated <b>Business Employment</b> and <b>Mixed Use</b> which permit various employment and commercial uses including offices, warehouse/distribution facilities, restaurant, retail and personal service establishments.	No change proposed.
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>E1, E2-1, E2-24, E2-30</b> which permit various employment uses such as manufacturing, warehouse and office. The <b>C3-1</b> zone permit various commercial and employment uses including, retail, office, manufacturing and warehouse.	No change proposed.

**Existing Mississauga Official Plan Designation for the Subject Site****Existing Designation**

**Business Employment** and **Mixed Use** which permit commercial and employment uses including offices, warehouse/distribution facilities, restaurant, retail and personal service establishments.

**Proposed Designation**

No change proposed.

**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. T-M18004 W11 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 Policies (MOP)</b>	<b>T-M18004 W11 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.	The development of a Corporate Centre (as defined in Mississauga Official Plan (MOP)) through a mix of employment uses with a focus on office development and uses with high employment densities supports the general intent of the PPS with respect to building a strong employment base.	The properties have been developed for employment and commercial uses.
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.	MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment.  Corporate Centres represent major employment concentrations and contain a mix of high density employment uses with a focus on major office development	The existing development is consistent with these MOP policies.
1.1.3.4 Appropriate development standards should facilitate	The Built Form policies of MOP (MOP policies contained in section 9)	The existing development is consistent with these MOP policies.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Consistency</b>
intensification, redevelopment and compact form, while mitigating risks to public health and safety.	provide direction on appropriate standards to facilitate intensification with respect to transition, compact urban form and public realm.	
<b>1.3 Employment</b>		
<b>1.3 General Statement</b> Promote economic development and competitiveness by providing for an appropriate mix and range of employment uses to meet current and long-term needs.	MOP recognizes the importance of identifying and protecting lands for a diversity of employment uses to meet current and future needs.	The properties subject to this application have been developed for a range of employment and commercial uses.
1.3.2.1 Protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.	MOP policies recognize the need to provide an adequate supply of lands for a diversity of employment uses to meet current and future needs.	The subject properties include uses permitted within the Business Employment and Mixed Use designations of the Meadowvale Business Park Corporate Centre Character Area.
1.3.2.3 Employment areas located in proximity to major goods movement facilities and corridors.	The MOP promotes a transportation system to promote and better integrate multi-modal goods movements, including locating activities generating substantial truck traffic to be located near provincial highways and arterial road.	The application is located within close proximity to both Highway 401 and 407. Mississauga Road and Derry Road West which are designated as corridors within MOP.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	This application for a draft plan of subdivision is supported by a number of PPS and MOP policies.

**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 (i.e. T-M18004 W11 Conformity" column). Only key policies relevant to the application(s) 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 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>T-M18004 W11 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. 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.	This application is supportive of growth within the existing urban boundary.
<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 is that it will be a beautiful sustainable City that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options.	This development application will continue to support Mississauga's economic prosperity.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
	MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements.	
<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> <li>Provide different approaches to manage growth that recognize diversity of communities</li> <li>Protect natural heritage, hydrologic, landforms</li> <li>Conserve and promote cultural heritage</li> <li>Integrate climate change considerations</li> </ol>	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 Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)	The development application is supportive of many Growth Plan principles; however, the manner in which the application implements 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 confirms 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>T-M18004 W11 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.	This application was 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).	The application is located within a built-up area of the City and will continue to allow for utilization of existing infrastructure.
<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 including Corporate Centres.  MOP includes policies that speak to appropriateness including: <ul style="list-style-type: none"> <li>Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs (5.3.6.1)</li> <li>Intensification Areas will be planned to reflect their role in the City Structure hierarchy (5.5.4)</li> </ul>	The application is located within an existing and growing Corporate Centre.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 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 Meadowvale Business Park Corporate Centre is located within the existing built-up area that has access to municipal infrastructure to accommodate the development.</p> <p>Mississauga Road and Derry Road West are identified as corridors and are identified as Transit Priority Corridors (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>T-M18004 W11 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 a 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>	With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area.	The development application is supportive of policies that direct development to intensification areas that are transit supportive.
<b>2.2.5 Employment</b>		
<p><b>General Statement of Intent for this Section:</b> It is important to ensure an adequate supply of employment land</p>	MOP policies direct employment growth to strategic locations.	The development proposal will retain its employment land use designation.
<p><b>Relevant Policies:</b></p> <ul style="list-style-type: none"> <li>a. Efficient use of existing</li> </ul>	Employment growth will be encouraged in areas with existing and proposed service	The development will maintain the existing employment and commercial uses.



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>employment areas and vacant and underutilized employment lands and increasing employment densities</p> <p>b. Ensure the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth</p> <p>c. Planning to better connect areas with high employment densities to transit</p> <p>d. Major office development will be directed to urban growth centres</p> <p>e. Surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated</p> <p>f. Employment areas will be protected for appropriate employment uses over the long term</p> <p>g. Employment areas will be located adjacent to or near major goods movement facilities and corridors, including major highway interchanges</p> <p>h. Prohibit residential, institutional, and</p>	<p>and infrastructure capacity.</p> <p>Corporate Centres will provide for employment uses at greater densities and heights than Employment Areas</p> <p>Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities.</p> <p>Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.</p> <p>Residential uses and new major retail developments will not be permitted.</p>	

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>other sensitive land use</p> <p>i. Retail uses will be supported through compact built form and intensification and encouraging the integration of those uses with other land uses to support the achievement of complete communities</p>		
<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 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 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 this application, some of which are found below.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.  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.
<b>Section 5 Direct Growth Corporate Centres</b>	Section 5.3 Section 5.3.4 Section 5.3.4.3 Section 5.3.4.4	Corporate Centres are intensification areas and will provide for employment uses at higher densities and heights. Residential uses and new major retail developments will not be permitted in Corporate Centres.
<b>Section 5 Direct Growth Corridors</b>	Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6 Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	Corridors connect various elements of the city to each other. Over time, many of these corridors will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some corridors have been identified as appropriate locations for intensification and generally comprise of the road right-of-way. Development on corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding neighbourhood.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 7 Complete Communities</b>	Section 7.1.3	The official plan supports the creation of complete communities and encourages compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses.
<b>Section 8 Multi-Modal City</b>	Section 8.1.1 Section 8.1.2 Section 8.1.3 Section 8.1.4	Mississauga will create a well-connected multi-modal transportation system that priorities services and infrastructure.
<b>Section 9 Build a Desirable Urban Form</b>	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.2 Section 9.3 Section 9.4 Section 9.5	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the City structure.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>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>Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.</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>Development will be sited and massed to contribute to a comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p>
<b>Section 10 – Foster a Strong Economy</b>	Section 10.1.1 Section 10.1.2 Section 10.1.3 Section 10.1.5 Section 10.1.6 Section 10.1.7 Section 10.2 Section 10.2.1 Section 10.6 Section 10.7	<p>Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.</p> <p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.</p> <p>Major office will be encouraged to locate within the Corporate Centres.</p>
<b>Section 11 General Land Use Designation</b>	Section 11.2.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.7 Section 11.2.11	<p>The use and development of land will reflect all components of the Urban System.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 15 Corporate Centres</b>	Section 15.1.1 Section 15.1.3 Section 15.1.8 Section 15.4 Section 15.4.2	Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

### Existing Zoning

**Existing Zones – E1, E2-1, E2-24, E2-30** (Employment) which permit employment uses including office, warehouse and distribution and **C3-1** (Commercial) which permits commercial retail uses including office, restaurant, retail and personal service establishments.

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

This site would not meet the criteria for applying Section 37 as there is no request for increased height or density.

### 8. School Accommodation

As this is an employment area, there are no students generated from this development.

### 9. Development Issues

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

<b>Agency / Comment Date</b>	<b>Comment</b>
City Community Services Department – Parks and Forestry Division/Park Planning Section	In comments dated December 3, 2018, Community Services will not object to the Lot Line Adjustment. The adjustment does not impact any existing parks within the area.  Since this is only a lot adjustment, cash-in-lieu for park or other public recreational purposes is not required.
City Transportation and Works Department	In comments dated January 29, 2019, Transportation and Works will require the owner to enter into a subdivision agreement to address warning clauses, notice provisions and other technical requirements.  A number of private easements and access easements will be required between the proposed blocks and satisfactory arrangements of these easements will be required.  Additional grading and drainage information is to be provided for Block 11 (6696 Financial Drive) and the abutting MTO lands to the south. Registered Plan 43M-965 depicted external drainage from the MTO lands being accommodated through Block 11. Additional details with regard to how the MTO

Agency / Comment Date	Comment
	external drainage is being accommodated is required as it may require a municipal storm sewer easement at this location.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- City Community Services Department – Culture Division</li> <li>- City Fire Plan Examination</li> <li>- City Planning Strategies</li> <li>- City Development Services</li> <li>- Mississauga Transit</li> <li>- Credit Valley Conservation</li> <li>- Rogers Cable</li> <li>- Greater Toronto Airport Authority</li> <li>- Ministry of Transportation</li> <li>- Alectra</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- City Transportation &amp; Works</li> <li>- Region of Peel</li> <li>- Peel Regional Police</li> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Enbridge</li> </ul>

### Development Requirements

In conjunction with the proposed application, there may be technical matters to be addressed resulting from the outstanding reviewers, prior to draft approval of the plan of subdivision.

### Other Information

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

- Survey Plans
- Block Plans
- Draft Plan of Subdivision
- Context Plan
- Concept Plan
- General Servicing Plan
- Registered Plans 43M-964 & 43M-965
- Planning Justification Report
- General Grading Plan
- Grading Block Plans
- General Servicing Plan
- Servicing Block Plans
- General Easement Plan

# City of Mississauga

## Corporate Report



Date: January 25, 2019

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 18/010 W1

Meeting date:  
2019/02/19

## Subject

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

**Applications to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a common element condominium private road**

**1444, 1450, 1454 and 1458 Cawthra Road, west side of Cawthra Road, north of Arbor Road**

**Owner: 2530173 Ontario Corporation**

**File: OZ 18/010 W1**

**Bill 139**

## Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by 2530173 Ontario Corporation to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a common element condominium private road, under File OZ 18/010 W1, 1444, 1450, 1454, and 1458 Cawthra Road, 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 applications and a detailed information and preliminary planning analysis (Appendix 1).

## PROPOSAL

The official plan amendment and rezoning applications are required to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a private road. The applicant is proposing to retain the **Residential Low Density II** designation but will add a special site policy to permit the townhomes. The zoning by-law will also need to be amended, with the applicant proposing to rezone the lands from **R3-1** (Detached Dwellings – Typical Lots - Exception) to **R16 - Exception** (Detached Dwelling on a CEC – Private Road - Exception) and

**RM6 - Exception** (Townhouse Dwelling on a CEC – Private Road - Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal, if it is determined to be an acceptable development project.

## Comments

The property is located on the west side of Cawthra Road (a regional arterial roadway), south of the Cawthra Road/Queen Elizabeth Way (QEW) interchange and north of Arbor Road on the edge of the established residential Mineola Neighbourhood Character Area. The surrounding residential lands were developed primarily in the 1950s; however, the neighbourhood has experienced some change as a result of renovations, additions and new construction. In addition, townhome developments have been approved to the north at South Service Road and to the south at Atwater Road. The area is well served with community infrastructure including parks, community centres and schools. MiWay bus service, Route 8, runs on Cawthra Road from the City Centre to the Port Credit GO Station.

The subject site is a land assembly of four lots, each with a two storey detached home and individual driveways onto Cawthra Road. The land assembly has a deep rectangular configuration with a lot depth of approximately 88 m (289 ft.).

Aerial image of 1444, 1450, 1454, and 1458 Cawthra Road

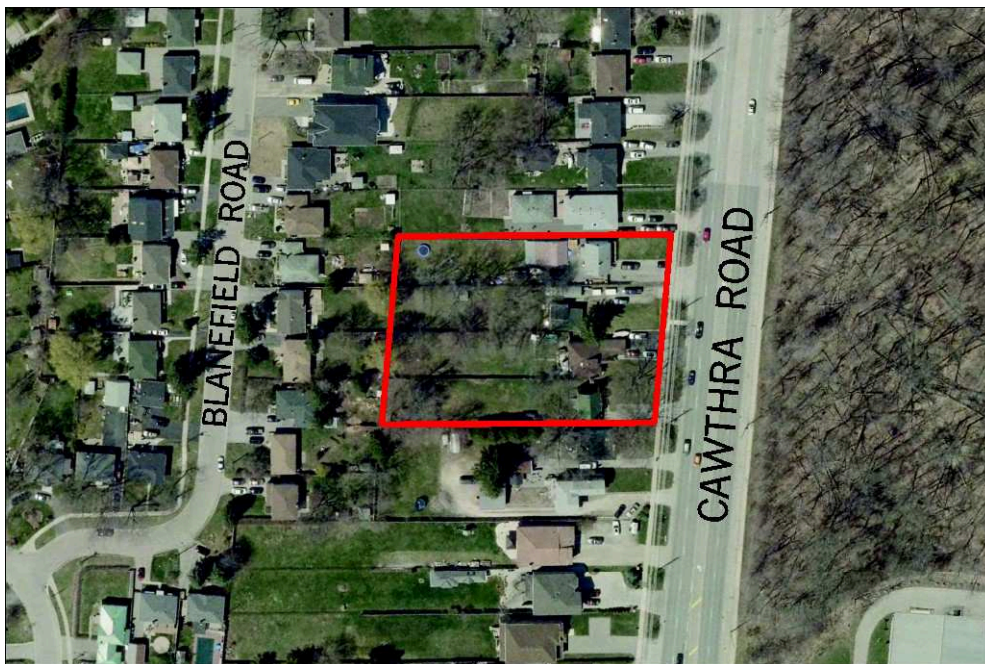




Image of existing conditions (facing west from Cawthra Road)



Applicant's conceptual illustration and selected proposed elevations



Site Plan



## LAND USE POLICIES AND REGULATIONS

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

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

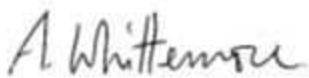
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

Most agency and City department comments have been received and reflect issues of a technical nature. Once the comments have been resolved and any concerns raised by the public have been reviewed and addressed, the Planning and Building Department will make a recommendation on this application.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis




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

Prepared by: Paul Stewart, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: 2530173 Ontario Corporation****Table of Contents**

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## 1. Site History

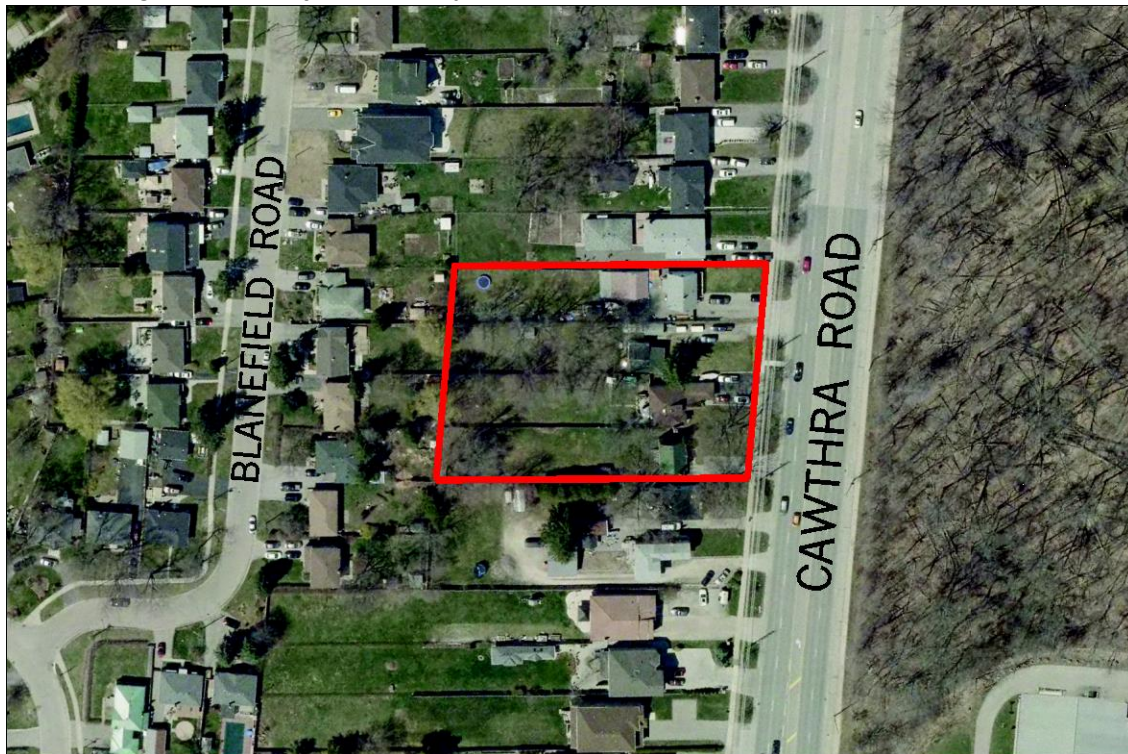
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3-1** (Detached Dwellings – Typical Lots Exception Zone) which permits detached dwellings.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. 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 Mineola Neighbourhood Character Area.

## 2. Site Context

The property is located on the west side of Cawthra Road (a Regional arterial roadway), south of the Cawthra / Queen Elizabeth Way (QEW) interchange and north of Arbor Road on the edge of the established residential Mineola Neighbourhood Character Area. Detached homes are the predominate residential built form in the immediate area; however, there are townhomes and apartment buildings further south towards Lakeshore Road East as well as north near the QEW. Retail stores and commercial services are located along Lakeshore Road which is approximately 1 km (.6 miles) to the south of the site.

The subject site is a land assembly of four (4) lots, being 1444, 1450, 1454, and 1458 Cawthra Road, each with a two storey detached home and individual driveway onto Cawthra Road. The land assembly has a deep, rectangular lot configuration.

Aerial image of the subject property – 1444 to 1458 Cawthra Road





<b>Property Size and Use</b>	
Frontages: Cawthra Road	61 m (200 ft.)
Depth:	88 m (289 ft.)
Gross Lot Area:	0.54 ha (1.3 ac.)
Existing Uses:	Detached Homes

The surrounding land uses are:

- North: Detached homes, QEW interchange  
 East: Cawthra Estate and Woodlot, Carmen Corbasson Community Centre, Mississauga Seniors Centre, Cawthra Park Secondary School and St. Paul Secondary Schools, townhouses and apartment buildings  
 South: Detached homes, St. Dominic Catholic Church  
 West: Detached homes, St. Dominic Separate School, Janet McDougald Public School, Dellwood Park

Image of existing conditions facing west onto Cawthra Road



### 3. Neighbourhood Context

Residential lands surrounding the subject property were developed mostly in the early 1950's. The broader Mineola neighbourhood is not forecast to grow significantly and is anticipated to remain stable; however, some infill redevelopment is anticipated much of which to date has been focused along Cawthra Road.

#### Demographics

The subject site is located along the edge of the larger Mineola Neighbourhood Character Area. Based on the 2011 Census this area has an existing population of 9,695 with a population density of 18 people per hectare. By 2031 and 2041 the population for this character area is forecast to be 10,500 and 10,700 respectively. Sixty-seven percent of the population is of working age (15 to 64 years of age), with 17% children (0-14 years) and 16% seniors (65 years of age or older). On average, there are 3 persons living in a typical household, with 84% of the population living in detached homes.

### Other Development Applications

There are a number of active or approved development applications in the vicinity of the subject property, including:

- 24 townhouses, at the corner of Cawthra Road and South Service Road (0.5 km north of the subject site), rezoning approved in June 2017 and site plan approved in June 2018;
- 110 units in four 3 storey stacked condo townhouse buildings at the southwest corner of Atwater Avenue and Cawthra Road (0.6 km south of the subject site). Committee of Adjustment application approved May 2017, and site plan approved in February 2018;
- 148 units in back-to-back, stacked, and back-to-back stacked townhouses on the west side of Cawthra Road, south of Atwater Avenue (0.7 km south of the subject site), official plan amendment and rezoning approved February 2018, site plan approved December 21, 2018;
- 171 stacked townhouse dwellings, at the southeast corner of Atwater Avenue and Cawthra Road (0.6 km south of the subject site). Committee of Adjustment application approved in August 2018. The site plan application is under review by City staff.
- In addition, throughout the Mineola neighbourhood there are a number of smaller applications which are predominately site plans for infill development.



## Community Facilities & Services

The area is served by a wide range of community facilities including open space and parks such as the Cawthra Estate woodlot (across the street), and Dellwood Park which is some 200 m (656 ft.) to the southwest of the site. Community facilities are located in close proximity with the Carmen Corbasson Community Centre, Mississauga Seniors Centre, and Port Credit Lawn Bowling all generally located across the street and to the south. Cawthra Park and St. Paul Secondary Schools are also located nearby along Atwater Avenue which is approximately 600 m (1969 ft.) from the site.

There is bus service via Route 8, that runs on Cawthra Road, which connects the site to the City Centre as well as the Port Credit Go Station. Cawthra Road is also identified in the Mississauga Official Plan as a primary on-road cycling route (regional).

## 4. Project Details

The applications are to permit four detached dwellings and twelve townhouse dwelling units all fronting onto a common element condominium road.

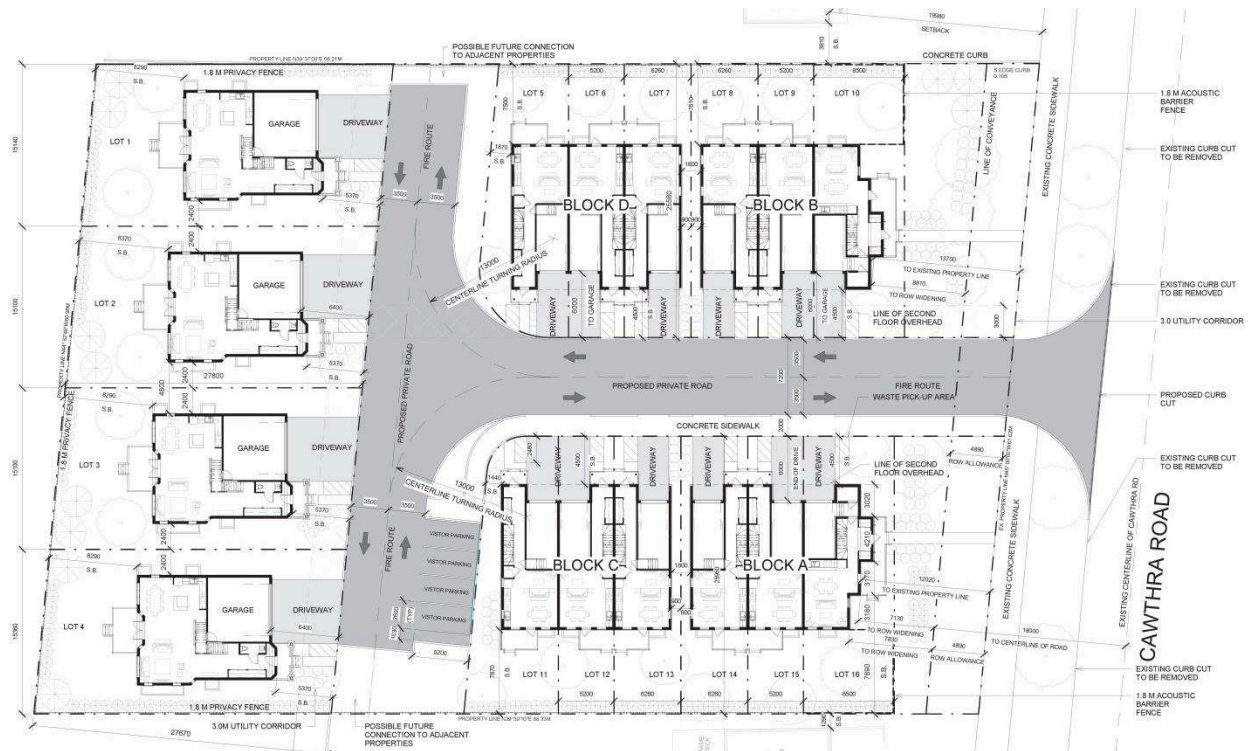
Development Proposal		
Application submitted:	Received: October 2, 2018 Deemed complete: November 1, 2018	
Developer/ Owner:	2530173 Ontario Corporation	
Applicant:	KFA Architects and Planners	
Number of units:	4 detached homes on a CEC private road <u>12</u> townhomes on a CEC private road 16 total	
Height:	2 storey detached homes - 9.0 m (29.5 ft.) to ridge 3 storey townhomes - 9.5 m (31.2 ft.) to ridge	
Lot Coverage:	27%	
Landscaped Area:	49%	
Road Type:	T-shape common element condominium (CEC) private road	
Anticipated Population:	50* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required 32 <u>4</u> 36	Proposed 32 <u>4</u> 36
Green Initiatives:	<ul style="list-style-type: none"> <li>• Low impact development features (e.g. proposed grading will improve drainage, 5 mm of rainfall to be retained on-site)</li> <li>• 32 of a required 42 trees are proposed to be planted on-site with cash-in-lieu being paid for remaining 10 trees</li> <li>• 35 trees are proposed to be retained</li> <li>• 40 trees are to be removed</li> </ul>	

## Concept Plan and Elevations

Conceptual illustration of the 4 detached and 12 townhomes proposed on the subject lands



## Site Plan



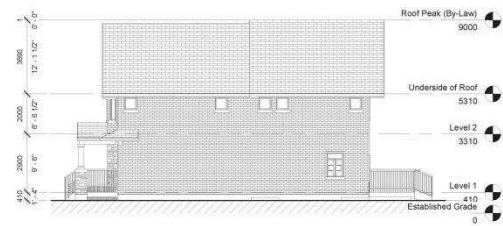


## Elevations

## ELEVATIONS - DETACHED DWELLINGS



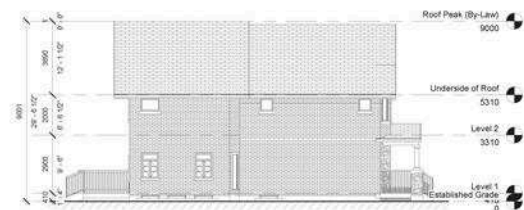
3 EAST ELEVATION  
1: 100



1 NORTH ELEVATION  
1: 100



4 WEST ELEVATION  
1: 100



2 SOUTH ELEVATION  
1: 100

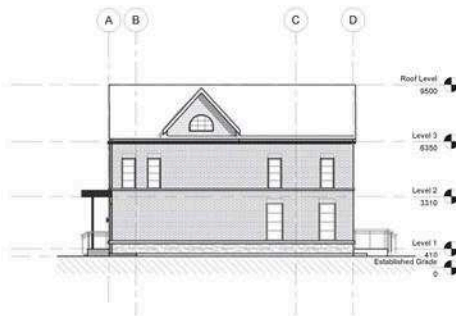
## ELEVATIONS - TOWNHOUSES



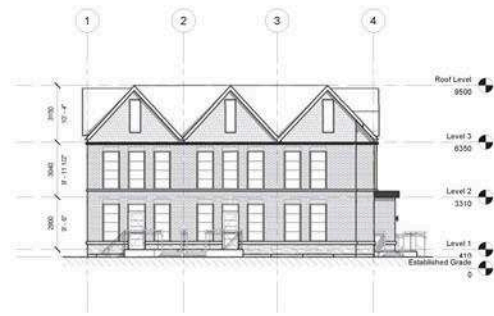
3 BLOCK A EAST ELEVATION (BLOCK B EAST ELEVATION MIRRORED)  
1: 100



1 BLOCK A NORTH ELEVATION (BLOCK B SOUTH ELEVATION SIMILAR)  
1: 100



4 BLOCK A WEST ELEVATION (BLOCK B WEST ELEVATION MIRRORED)  
1: 100



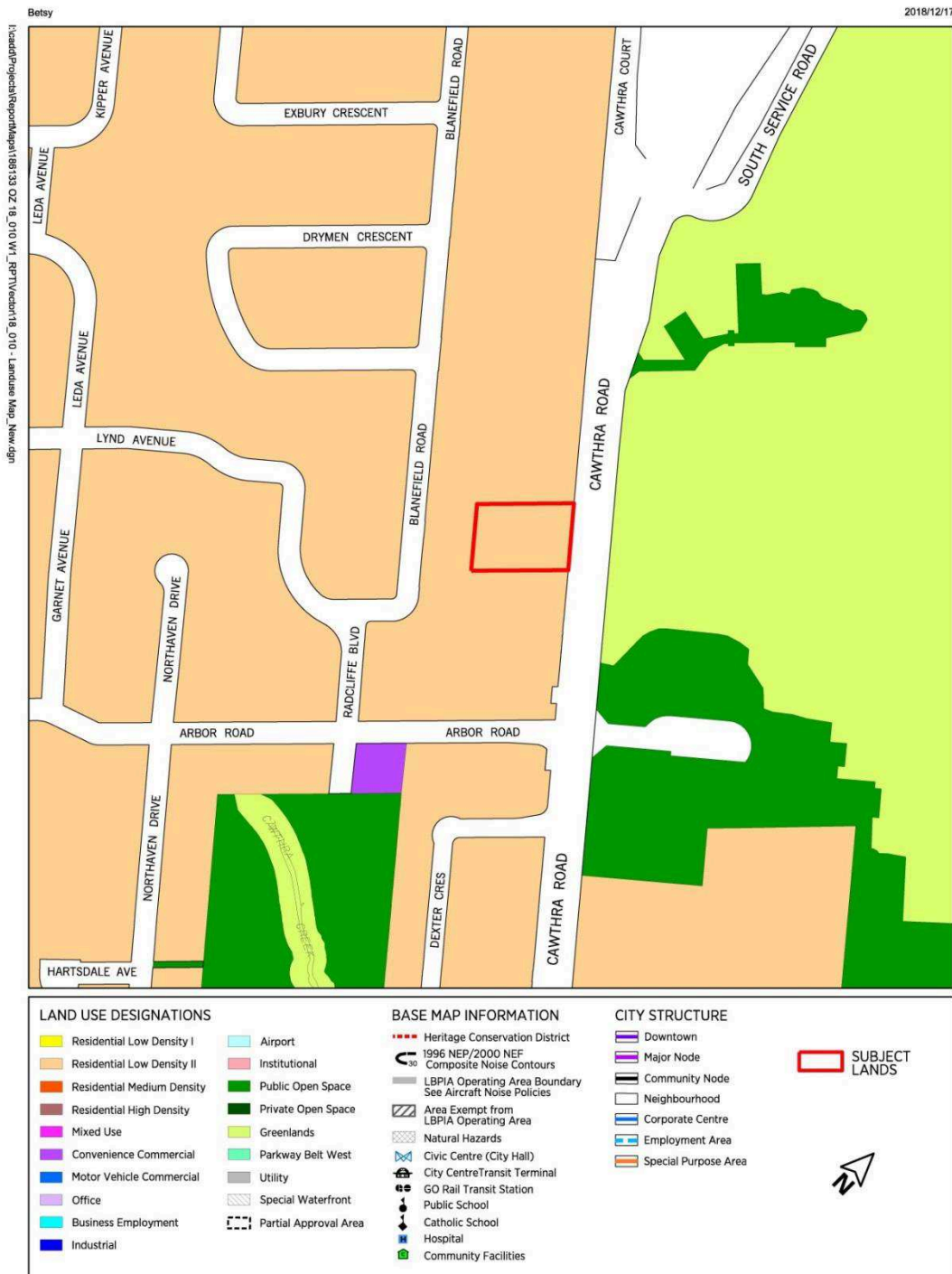
2 BLOCK A SOUTH ELEVATION (BLOCK B NORTH ELEVATION SIMILAR)  
1: 100

## 5. Community Comments

No community meetings were held and no written comments were received by the Planning and Building Department. The purpose of the Public Information report is to inform and obtain input from the community.

## 6. Land Use Policies and Regulations

### Excerpt of Mineola Neighbourhood Character Area Land Use



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

### 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 <i>Growth Plan</i>	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 consistent with the ROP	The application is exempt from Regional Approval and no Regional Official Plan Amendment is required.
<b>Mississauga Official Plan</b>	<p>The lands are located within the Mineola Neighbourhood Character Area and are designated <b>Residential Low Density II</b> which permits detached dwellings.</p> <p>Neighbourhoods are intended to focus on residential uses and associated services and facilities. 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>The applicant is proposing to retain the <b>Residential Low Density II</b> designation, and add a special site policy to permit townhouse dwellings.</p> <p>The applicant will need to address amongst other things, the built form policies as outline in the Development Issues section.</p>
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>R3-1</b> (Detached Dwellings – Typical Lots - Exception), which permits detached dwellings, with additional regulations pertaining to infill development (e.g. side yards, height, garage projection, dwelling depth)	<p>The applicant is proposing a rezoning to the following:</p> <ul style="list-style-type: none"> <li>• <b>R16-Exception</b> (Detached Dwelling on a CEC – Private Road) to permit 4 detached homes at the rear of the subject lands on a private road</li> <li>• <b>RM6 – Exception</b> (Townhouse Dwelling on a CE – Private Road) to permit 12 townhomes at the front of the subject lands on a private road</li> </ul>

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

**Residential Low Density II** which permits detached dwellings.

**Proposed Designation**

**Residential Low Density II – Special Site** to provide site specific permission for townhouse dwellings in addition to detached dwellings on the subject site.

Should staff determine that this proposal is acceptable, to be consistent with other developments approved by the City in the immediate area, staff may recommend that the site be redesignated to **Residential Medium Density** which permits townhomes, with a special site policy to permit detached dwellings. This will be discussed in the next 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 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 18/010 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 Policies (MOP)</b>	<b>OZ 18/010 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, 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	The proposed redevelopment represents intensification that promotes an efficient land use pattern.  As part of the next staff report, the applications will be assessed with regard to whether the proposed built form represents sensitive infill.



<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Consistency</b>
	to the existing and planned character and will include appropriate transition in use, built form, density and scale. (5.3.5 Neighbourhoods).	
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons),</li> <li>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</li> </ul>	<p>MOP recognizes the importance of directing growth to appropriate locations to ensure that resources and assets are managed in a sustainable manner including the protection of ecological functions, public health and safety. (5.1.3 Direct Growth)</p> <p>MOP recognizes the importance of providing suitable housing and a range of choices (7.2 Housing)</p> <p>MOP encourages compact development (5.1.6 Direct Growth)</p>	<p>Intensification on the subject lands will help achieve an efficient land use pattern.</p> <p>The lots are smaller than the immediate surrounding area, and could provide for a greater mix of dwellings in the neighbourhood.</p> <p>The proposed development is within a residential urban area and does not create environmental health or public safety concerns.</p> <p>However, 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 further analysis will be included in the next staff report.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <ul style="list-style-type: none"> <li>a) Densities and a mix of land uses which: <ul style="list-style-type: none"> <li>1. efficiently use land and resources</li> <li>2. are appropriate for and efficiently use infrastructure and public service facilities</li> <li>3. minimize negative impacts to air quality and climate change and promote</li> </ul> </li> </ul>	<p>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 Growth).</p> <p>MOP policies recognize the City's urban system is comprised of a Green System, City Structure and Corridors. These policies provide for appropriate densities and mix of land uses and range of opportunities for intensification and</p>	<p>The proposed development represents intensification.</p> <p>The appropriateness of the built form in achieving PPS and MOP policies will be assessed in the next staff report.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Consistency</b>
<p>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>redevelopment (5.0 Direct Growth).</p> <p>The subject lands are located within the Mineola Neighbourhood, an element in the City's urban structure.</p> <p>Neighbourhoods are to be stable but not static (5.3.5 Direct Growth).</p> <p>Lands adjacent to Cawthra Road are located within the Corridor component of Mississauga's Urban System. Corridors are important elements of the public realm, as they link communities together and are locations where people experience the city on a day-to-day basis (5.4 Corridors)</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.</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 character (5.3.5 Neighbourhoods).</p> <p>Cawthra Road is identified as a corridor where development should be compact, and appropriate to the context of the surrounding area (5.4.4 Direct Growth)</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transition 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 18/010 W1 Consistency</b>
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 facilitate intensification with respect to issues such as transition, sun/shadow impacts, compact urban realm and public realm (9.0 Desirable Urban Form).</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 transition to adjacent land uses. These issues will be discussed in the next 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 policies state that new growth will be accommodated through redevelopment and intensification within developed areas (Section 5.1).</p>	<p>Mississauga has sufficient underutilized sites to accommodate allocated growth, with the subject lands representing a potential opportunity for intensification.</p> <p>The proposed development will help achieve growth targets, should it be determined to represent good planning with an appropriate built form.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that can accommodate residential growth for a minimum of ten years through intensification, redevelopment, and lands that are designated and available.</p>	MOP policies state that the city will ensure there is adequate land capacity to accommodate population and employment growth to 2031 (5.1.2 Direct Growth) and that forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner (5.1.3 Direct Growth).	The proposed development with its smaller lot and dwelling sizes will help improve the range and variety of housing in the neighbourhood, 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 18/010 W1 Consistency</b>
1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that implement targets for affordable housing, permitting all forms of residential intensification, in accordance with 1.1.3.3, directing new housing towards locations where appropriate levels of infrastructure are available, promoting densities for new housing which efficiently use land and infrastructure, establish development standards for residential intensification, which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.	MOP policy 7.2.2 Complete Communities notes that Mississauga will provide opportunities for: <ol style="list-style-type: none"> <li>The development of a range of housing choices in terms of type, tenure and price</li> <li>The production of a variety of affordable dwelling types for both the ownership and rental markets</li> </ol>	
1.6.7 Transportation System  1.6.7.2 Efficient use shall be made of existing and planned infrastructure  1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9 Direct Growth)  Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas. (8.1.7 Multi-Modal City)	Although the proposed development is not located within an intensification area (where the city is focusing growth), its proximity to Cawthra Road and existing MiWay bus service makes it a transit supportive use.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	The application to permit the development of 4 detached dwellings and 12 townhomes on a CEC (private) road is supportive of a number of PPS and MOP policies.  However, the applications require further analysis with

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Consistency</b>
<p>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>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 Growth Plan and MOP policies (i.e. "OZ 18/10 W1 Conformity" column). Only key policies relevant to the application(s) 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 application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

### **Conformity Analysis**

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<p><b>General Statement of Intent:</b></p> <p>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</p>	<p>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.</p> <p>Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.</p>	<p>The development applications represent growth within the existing urban boundary.</p> <p>Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
<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 of housing and community infrastructure to create distinct, complete communities.	Any potential issues associated with negative impacts on the established stable neighbourhood and the quality of the urban area will be further evaluated and discussed in the subsequent staff report.
<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> <li>Provide different approaches to manage growth that recognize diversity of communities</li> <li>Protect natural heritage, hydrologic, landforms</li> <li>Conserve and promote cultural heritage</li> <li>Integrate climate</li> </ol>	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 other city guidelines.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
change considerations		
<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>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).	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 partially within a Corridor and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.  It is important, however, to ensure the manner in which this intensification occurs is planned and designed appropriately. The applications are subject to further analysis.
<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 is within a Corridor while also being located within a Neighbourhood Character (not intended to be the focus of intensification) (Section 5 -	The subject site is located within a Neighbourhood Character Area, which is not intended to be a major focus of intensification. The site, however, is also partially located within a Corridor where higher density uses may be directed.  The next step in the planning

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
	<p>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 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>process will determine whether the development applications are accommodating growth in a built form that appropriately responds to the existing and planned character for the area.</p>
<p>Relevant Policies: 2.2.1.2</p> <p>a. Growth should be primarily directed to settlement areas that:</p> <p>i. Are within the built boundary and have planned municipal water and</p>	<p>The Mineola Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.</p> <p>Cawthra Road is identified as a Corridor on Schedule 1C,</p>	<p>The proposed development represents intensification along Cawthra Road that will contribute to the diversity of land uses and housing (smaller lots, condominium tenure) in an area where existing infrastructure can be utilized to support new development (e.g. transit, active</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
<p>wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>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),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p> <p>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)</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 <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse</p>	<p>where development should be compact and appropriate to the context of the surrounding Neighbourhood (5.4.4)</p> <p>Schedule 7 (Long Term Cycling Routes) identifies Cawthra Road as a Primary On-Road / Boulevard Routes (Regional)</p> <p>MOP includes policies that speak to appropriately utilizing infrastructure, including:</p> <ul style="list-style-type: none"> <li>• 10.6.8 which states that Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged</li> <li>• 10.1.11 which states infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.</li> </ul> <p>MOP includes policies that address complete communities, including:</p> <p>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage</p>	<p>transportation, water systems are available). The applicant has identified green initiatives for the proposed development.</p> <p>The manner, however, in which the proposed development contributes to the built form will be subject to further evaluation.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
<ul style="list-style-type: none"> <li>ii. mix of land uses</li> <li>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>	<p>compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.</p>	
<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>2.2.6 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 proposed development includes 4 detached homes and 12 townhomes on a CEC private road.</p>



<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/010 W1 Conformity</b>
<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 in terms of type, tenure and price.</p>	<p>The proposed development includes detached homes and townhouses on CEC private road which increases the variety of housing types available in the neighbourhood.</p>
<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 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 9 of this Report.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services, and achieve an urban form and densities which are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications.

**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 4 Vision</b>	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.7 Section 5.1.9	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth.</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner</p> <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.</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>Subject lands are within the Neighbourhood Element of the Urban System – City Structure</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5.4.4 Corridors</b>	5.4 5.4.1 5.4.4 5.4.5 5.4.7 5.4.8	<p>Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.</p> <p>A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</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 transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element.</p>
<b>Section 7 Complete Communities</b>	7.1.1 7.1.10 7.2.1 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</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> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price; and the production of a variety of affordable dwelling types for both the ownership and rental markets;</p>
<b>Section 8 Multi-Model City</b>	8.2.2.1a 8.2.2.7	<p>Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and</p>

	Specific Policies	General Intent
		<p>pedestrian/cycling routes and to achieve operational objectives.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p>
<b>Section 9 Desirable Urban Form</b>	9.1 9.1.1 9.1.3 9.1.5 9.1.10 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>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</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>The city vision will be supported by site development that: respects the urban hierarchy; utilizes best sustainable practices; demonstrates context sensitivity, including the public realm; promotes universal accessibility and public safety; and employs design excellence.</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>Section 9.2.2 Desirable Urban Form Non-Intensification Areas (includes Neighbourhoods)</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>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. incorporate stormwater best management practices;</li> <li>f. preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul>

	Specific Policies	General Intent
		<p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominate development patterns dictate otherwise;</li> <li>c. not locate parking between the building and the street;</li> <li>d. site buildings to frame the street;</li> <li>f. support transit and active transportation modes;</li> <li>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and</li> <li>h. provide concept plans that show how the site can be developed with surrounding lands.</li> </ul>
<b>Section 9</b> <b>Desirable Urban Form</b>  <b>Various Policies That Address</b>  <b>- Public Realm</b>  <b>- Movement</b>  <b>- Site Development</b>  <b>- Buildings</b>	9.3.1.8 9.3.11 9.5.1.1 9.5.1.2 9.5.1.9 9.5.2 9.5.3 9.5.4 9.5.6	<p>Buildings and site design will be compatible and integrate with site conditions, the surrounding context and surrounding landscape of the existing or planned character area.</p> <p>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> <p>Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.</p>
<b>Section 11</b> <b>Land Use</b>	11.2.5.4	<p>Lands designated Residential Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. detached dwelling;</li> <li>b. semi-detached dwelling;</li> <li>c. duplex dwelling; and</li> <li>d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.</li> </ul> <p>NOTE: Neighbourhood policies further restrict uses.</p>
<b>Section 16</b> <b>Neighbourhood</b>  <b>- General</b>	16.1.1.1 16.1.2.1	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply.</p> <p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:</p> <ul style="list-style-type: none"> <li>a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m</li> </ul>

	Specific Policies	General Intent
		<p>of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or</p> <p>b. the requirements of the Zoning By-law. 16.1.2.2</p> <p>Notwithstanding 16.1.2.1, where the average lot frontage or lot area of residential lots determined pursuant to 16.1.2.1.a is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance.</p>
<b>Section 16 Neighbourhoods Mineola Character Area Policies</b>	16.18.1.1 16.18.2.1	<p>Infill housing policies require development of detached dwellings to address, amongst other things, setbacks, grades, height, scale and character, minimizing impacts on neighbours.</p> <p>Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.</p>
<b>Section 19 Implementation</b>	19.5.1	<p>The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:</p> <ul style="list-style-type: none"> <li>• that the proposed redesignation would not adversely impact or destabilize the following: the overall intent, goals, objectives, and policies of this Plan; and the development or functioning of the remaining lands that have the same designation, or neighbouring lands;</li> <li>• that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;</li> <li>• land use compatibility with the existing and future uses of surrounding lands; and</li> <li>• the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.</li> </ul>

**Existing and Proposed Zoning**

**Existing Zone – R3-1** (Detached Dwellings – Typical Lots – Exception) which permits detached dwellings, and provides additional regulations pertaining to infill development (e.g. side yards, height, garage projection, dwelling depth)

**Proposed Zoning Regulations:**

- **R16 – Exception** (Detached Dwelling on a CEC-Private Road – Exception) and
- **RM6 – Exception** (Townhouse Dwelling on a CEC-Private Road – Exception)

Should staff determine that this proposal is acceptable, a more appropriate approach, consistent with other developments approved by the City, may be to rezone the entire site to

**RM6 - Exception** with an exception to allow four detached dwellings in a townhouse zone. This will be discussed in the next report.

<b>Selected Zone Regulations</b>	<b>R3-1 Zone Regulations</b>	<b>R16 Zone Regulations</b>	<b>Proposed R16 Exception Zone Regulations<sup>(1)</sup></b>
Min. Lot Area - Interior Lot - Corner Lot	550 m <sup>2</sup> (5,920 ft <sup>2</sup> ) 720 m <sup>2</sup> (7,750 ft <sup>2</sup> )	550 m <sup>2</sup> (5,920 ft <sup>2</sup> ) 720 m <sup>2</sup> (7,750 ft <sup>2</sup> )	415 m <sup>2</sup> (4,467 ft <sup>2</sup> ) Same as R16
Min. Lot Frontage - Interior Lot - Corner Lot	15.0 m (49 ft.) 19.5 m (64 ft.)	15.0 m (49 ft.) 19.5 m (64 ft.) <sup>(2)</sup>	Same as R16
Max. Lot Coverage	35%	35%	Same as R16
Min. Front Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 6.0 m (20 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	5.3 m (17 ft.) Same as R16
Min. Exterior Side Yard	6.0 m (20 ft.)	6.0 m (20 ft.)	Same as R16
Min. Interior Side Yard - Interior Lot - Corner Lot	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	Same as R16
Min. Rear Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.) <sup>(2)</sup>	Same as R16
Max. Height – highest ridge (frontage less than 22.5 m)	9.0 m (30 ft.)	10.7 m (35 ft.)	Same as R16
Minimum setback from a front garage face to a street, CEC-private road or CEC -sidewalk	7.5 m (25 ft.) – interior lot 6.0 m (20 ft.) – corner lot	6.0 m (20 ft.)	Same as R16
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	1.6 m (5.2 ft.)	1.5 m (5 ft.)	2.4 m (8 ft.)
<sup>(1)</sup> In some cases dimensions of proposed development are less than regulations (e.g. maximum height of proposed detached dwellings is 9.0 m to ridge as opposed to 10.7 m as permitted in an R16 Zone) <sup>(2)</sup> Regulation is for a CEC lot <b>Note:</b> The provisions listed are based on information provided by the applicant (draft zoning by-law), which is subject to revisions as the applications are further refined.			

<b>Selected Zone Regulations</b>	<b>R3- 1 Zone Regulations</b>	<b>RM6 Zone Regulations<sup>(2)</sup></b>	<b>Proposed RM6 Exception Zone Regulations<sup>(1)</sup></b>
Min. Lot Area - Interior Lot - Corner Lot	550 m <sup>2</sup> (5,920 ft <sup>2</sup> ) 720 m <sup>2</sup> (7,750 ft <sup>2</sup> .)	115 m <sup>2</sup> (1,239 ft <sup>2</sup> ) 190 m <sup>2</sup> (2,045 ft <sup>2</sup> )	Same as RM6
Min. Lot Frontage - Interior Lot - Corner Lot	15.0 m (49 ft.) 19.5 m (64 ft.)	5.0 m (16 ft.) 8.3 m (27 ft.)	Same as RM6 7.0 m (23 ft.)
Min. Front Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 6.0 m (20 ft.)	4.5 m (15 ft.) 4.5 m (15 ft.)	Same as RM6
Min. Exterior Side Yard	6.0 m (20 ft.)	n/a	n/a
Min. Exterior Side Yard - lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater	n/a	7.5 m (25 ft.)	7.1 m (23 ft.)
Min. Exterior Side Yard - lot with an exterior side lot line abutting a CEC-private road	n/a	4.5 m (15 ft.)	1.4 m (5 ft.)
Min. Interior Side Yard - Interior Lot - Corner Lot	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey of portion thereof above one storey	1.5 m (5 ft.) (unattached side)	0.9 m (3 ft.)
Min. Rear Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	Same as RM6
Max. Height – highest ridge (lots having frontage less than 22.5 m)	9.0 m (30 ft.)	10.7 m (35 ft.) and 3 storeys	9.5 m (31 ft.) and 3 storeys
Minimum setback of a townhouse dwelling to a CEC – visitor parking space	n/a	3.3 m (11 ft.)	1.9 m (6 ft.)
<sup>(1)</sup> In some cases dimensions of proposed development are less than regulations (e.g. maximum height of proposed detached dwellings is 9.0 m to ridge). Exceptions from planning justification report (pg. 24) <sup>(2)</sup> Unless stated, the regulation is applicable for a CEC lot Note: The provisions listed are based on information provided by the applicant (draft zoning by-law), 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 Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Kindergarten to Grade 5</li> <li>1 Grade 6 to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Janet I. Mc.Dougald <ul style="list-style-type: none"> <li>Enrolment: 450</li> <li>Capacity: 552</li> <li>Portables: 0</li> </ul> </li> <li>Allan A. Martin <ul style="list-style-type: none"> <li>Enrolment: 497</li> <li>Capacity: 538</li> <li>Portables: 1</li> </ul> </li> <li>Cawthra Park S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,297</li> <li>Capacity: 1,044</li> <li>Portables: 5</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Junior Kindergarten to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Dominic <ul style="list-style-type: none"> <li>Enrolment: 326</li> <li>Capacity: 271</li> <li>Portables: 5</li> </ul> </li> <li>St. Paul <ul style="list-style-type: none"> <li>Enrolment: 475</li> <li>Capacity: 807</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

**9. Development Issues**

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

Agency / Comment Date	Comment
<p>Region of Peel (December 17, 2018)</p>	<p>We can advise that in its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required.</p> <p>There is an existing 300 mm (12 in.) diameter watermain and 350 mm (14 in.) diameter sanitary sewer located on Cawthra Road. Servicing must comply with local requirements, Ontario Building Code, and Regional standards.</p> <p>Revisions to the Functional Servicing Report and Storm Water Management Report are required. Private servicing easements maybe required. The Traffic Impact Study is currently under review. Property dedication will be required and encroachments are not permitted within the Region's right-of-way. The Region will provide curbside collection of garbage, recyclable material, organics and yard waste.</p> <p>Additional information, fees, conditions, securities, will be required at subsequent stages of the approval process (e.g. site plan and/or prior to commencement of work).</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (November 27, 2018) (November 29, 2018)</p>	<p>In comments, dated November 27, 2018, and November 29, 2018 the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application. In addition, the Peel District School Board and Dufferin-Peel Catholic School Board also requires certain conditions be added to any purchase and sale agreements or Servicing and/or Subdivision Agreement.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (January 10, 2019)</p>	<p>In comments dated January 10, 2019, the Community Services Department indicated that the subject property is adjacent to City owned lands identified as Cawthra Park (P-074) which is approximately 37 m (121 ft.) from the proposed development and includes the Cawthra Arena, Cawthra Senior Centre, lawn bowling and a soccer field (11V11).</p> <p>Prior to the issuance of building permits for all lots and blocks,</p>

Agency / Comment Date	Comment
	<p>satisfactory arrangements shall have been made with the Park Planning Section, Community Services Department and the Realty Services Section of the Corporate Services Department with respect to the payment of cash-in-lieu for park or other public recreational purposes. The owner is advised that the City will require the payment of cash-in-lieu for park or other public recreational purposes as a condition of development prior to the issuance of building permits, and valued as of the day before the day of building permit issuance pursuant to Section 42(6) of the Planning Act and City of Mississauga by-laws and policies.</p> <p>The developer will be required to provide securities for tree preservation and arrangements shall be made for the preservation of as many of the existing trees on the public boulevard as possible. Tree removal permission is required to injure or remove trees.</p>
City Community Services Department – Culture Division (November 9, 2018)	The property has archaeological potential and the proponent shall carry out an archaeological assessment. No grading or other soil disturbance shall take place prior to the approval authority and the Ministry of Tourism Culture and Sport confirming that all concerns have met licensing and resource conservation requirements.
City Community Services Department – Fire and Emergency Services Division (December 17, 2018)	Fire has reviewed the application and has no concerns from an emergency response time or accommodating fire trucks given the layout of the road pattern; however, confirmation from the Region is required indicating the proposed water main system for this area will be adequate. Hydrants should be installed and in service prior to construction.
City Transportation and Works Department (December 20, 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>Noise Study: The Noise Impact Study is to be updated to provide further analysis of noise levels impacting the site. As this site is fronting Cawthra Road, final written approval of the Noise Study and location of noise barrier(s) fronting Cawthra Rd. is to be obtained by the Region of Peel.</p> <p>Servicing / Grading: Revised engineering drawings to add additional technical details, including private condominium road standard details.</p> <p>Storm Drainage: The Functional Servicing Report is to be updated to include external drainage and internal site drainage/servicing details</p>

Agency / Comment Date	Comment
	<p>and final review by CVC. In addition, as Cawthra Road is a Regional Road, the review of the FSR is to be approved by the Region of Peel.</p> <p>Traffic: The Traffic Impact Study will require additional coordinated comments with the Region of Peel with respect to the access as Cawthra Road is under their jurisdiction. The study is to be revised to include turning movement details/diagrams.</p> <p>The above aspects are to be addressed prior to the Recommendation Meeting.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Enbridge Rogers Cable CVC Greater Toronto Airport Authority</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments, as of the writing of this report:</p> <p>Ministry of Transportation Bell Canada Conseil Scolaire Viamonde Conseil Scolaire De District Catholique Centre-Sud Alectra Utilities</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 traffic impacts?
- The provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues.

**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 application:

- Survey
- Site Plan Details
- Parcel Registry documents
- Landscape Plan
- Tree Protection Plan
- Arborist Report and Tree Preservation Plan
- Plans for basement, levels 1 to 3 and roof plan
- Elevations – Detached Homes
- Elevations - Townhomes
- Site Grading Plan
- Site Servicing Plan
- Engineering Drawing Details
- Planning Report
- Functional Servicing and Stormwater Management Report
- Noise Impact Study
- Traffic Impact Study
- Stage 1&2 Archaeological Assessment
- Draft Official Plan and Zoning Amendment



City of Mississauga  
**Corporate Report**



Date: 2019/01/29

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 18/011 W5

Meeting date:  
 2019/02/19

## Subject

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

**Applications to permit five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50, and 50 storeys with retail and office commercial uses in the podiums**

**0 and 5044 Hurontario Street**

**Northwest corner of Eglinton Avenue West and Hurontario Street**

**Owner: Pinnacle International (Ontario) Ltd.**

**File: OZ 18/011 W5**

**Bill 139**

## Recommendation

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Pinnacle International (Ontario) Ltd. to permit five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50, and 50 storeys with retail and office commercial uses in the podiums, under File OZ 18/011 W5, 0 and 5044 Hurontario Street, be received for information.

## Background

The subject lands were part of a larger Master Planning exercise that started in 2007 and concluded in 2012 with the approval of a draft plan of subdivision, Official Plan Amendment, and implementing Zoning By-law. Since 2012 there have been a number of revisions to the Master Plan, as outlined in the site history (Appendix 1).

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. This report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).



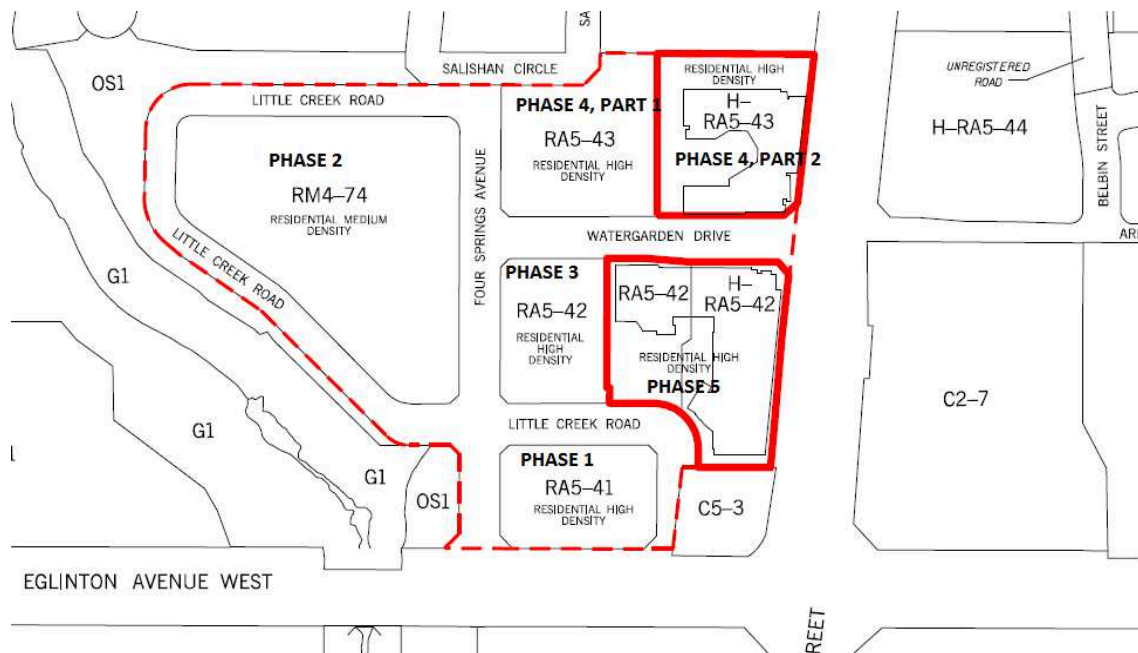
## PROPOSAL

The subject lands constitute the two remaining vacant properties shown in red on the map below within the Pinnacle Master Plan community, one property to the north, and one property to the south of Watergarden Drive. The applicant is proposing an official plan amendment and rezoning to permit five apartment buildings with heights of 30, 35, 38, 50, and 50 storeys, and retail and office commercial uses in the podiums. Three of the apartment buildings are proposed on the north parcel (Phase 4, Part 2, 0 Hurontario Street), and two of the apartment buildings are proposed on the southerly parcel (Phase 5, 5044 Hurontario Street).

The applicant is proposing to amend the **Residential High Density – Special Site 6** policies to:

- increase the maximum number of apartment dwellings from 1,969 to 3,109
- decrease the minimum amount of required retail and office commercial space from 11 000 m<sup>2</sup> (118,403 sq.ft.) to 10 230 m<sup>2</sup> (115,175 sq.ft.)
- increase the maximum floor space index (FSI) from:
  - 5.19 to 6.99 in Area 6A, north parcel, (Phase 4, Parts 1 and 2); and
  - 7.11 to 8.23 in Area 6B, southerly parcel, (Phases 3 and 5)
- permit a maximum height of 50 storeys

Phasing plan of overall development



The zoning by-law will also need to be amended from **RA5-42** (Apartment Dwellings), **H-RA5-42** (Apartment Dwellings) and **H-RA5-43** (Apartment Dwellings) to **RA5-Exception** (Apartment Dwellings) to implement this development proposal.

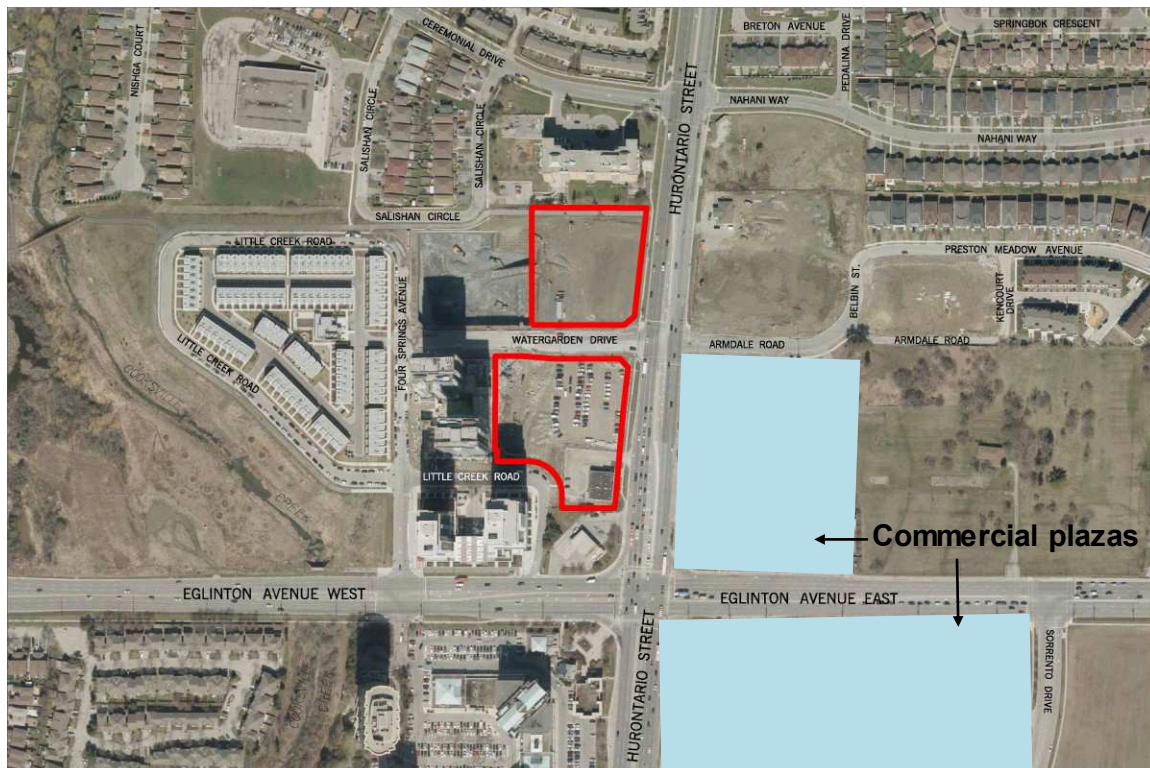
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The properties are located on the west side of Hurontario Street, north of Eglinton Avenue West within the Uptown Major Node Character Area. The site is currently vacant. The surrounding neighbourhood contains apartment buildings and townhomes, with a commercial plaza located across Hurontario Street, and a gas station to the south.

The northern portion of the site is subject to a holding provision to deal with the development of the future Light Rail Transit (LRT) line. The southern portion of the site is subject to a holding provision that requires a satisfactory agreement with the City of Mississauga for a \$375,000 public art contribution for Area 'A2' (Phase 4, Part 2).

Aerial image of 0 and 5044 Hurontario Street



Applicant's rendering of the proposed development



### **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 conformity of this proposal with the policies of Mississauga Official Plan (MOP) is under review.

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

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. Major issues to be addressed include: confirmation of the adequacy of the existing sewer and water services; review of impacts on traffic, provision of information to NAV CANADA; ensuring appropriate transition in heights; provision of affordable housing, and the mix of uses on the site.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Caleigh McInnes, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: Pinnacle International (Ontario) Ltd.****Table of Contents**

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## 1. Site History

Since 2012 there have been a number of revisions to the Master Plan, as outlined below:

- March 5, 2003 – The Region of Peel approved the Mississauga Plan policies for the Hurontario District, designating the subject lands as "Residential Low Density I", "Residential Medium Density I", "Residential High Density II", and "Public Open Space"
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed. The matter was originally appealed by the applicant (Appeal No. 18) and was withdrawn in November 2008. The subject lands were initially zoned D (Development) which only permits legally existing uses
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals were filed, the policies of the new Mississauga Official Plan apply. The subject lands were designated **Residential High Density – Special Site 6** in the Uptown Major Node Character Area
- December 12, 2012 – City Council enacted By-law 0276-2012 to amend Mississauga Official Plan (MOPA 3) from **Residential Low Density II, Residential Medium Density I, Residential High Density II and Public Open Space** to **Residential Medium Density I and Residential High Density: Special Site 6, Public Open Space and Greenbelt**
- December 12, 2012 – City Council enacted By-law 0275-2012 which changed the zoning of the entire property from **D** (Development) to **RA5-43** (Apartment Dwellings – Exception) and **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) under file OZ 07/025 W5
- March 6, 2013 - The Draft Plan of Subdivision was approved under file T-M07006 W5
- September 10, 2014 – City Council enacted By-law 0243-2014 to amend Zoning By-law 0225-2007 which changed the zoning of Phase 3 from **H-RA5-42** (Apartment Dwellings – Exception with Holding Provision) to **RA5-42** (Apartment Dwellings – Exception) under file OZ 13/020 W5. This rezoning application reduced the number of proposed apartment buildings from three to two, while increasing the proposed building heights of both buildings. It also transferred the minimum 1 000 m<sup>2</sup> (10,764 sq. ft.) gross floor area non-residential (commercial) use requirement from the proposed building located in Phase 3 to the podium of the proposed building in Phase 5. A site plan was subsequently approved on August 19, 2016, under file SP 16/001 W5
- October 25, 2017 – City Council enacted By-law 0202-2017 to amend Mississauga Official Plan (MOPA 74) and Zoning By-law 0225-2007 from **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) and **RA5-43** (Apartment Dwellings – Exception) to **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) and **RA5-43** (Apartment Dwellings – Exception) under file OZ 16/010 W5. This application



reduced the number of permitted apartment buildings from three to two while increasing the proposed heights to 15 and 34 storeys on this parcel (Phase 4, Parts 1 and 2). It also transferred the minimum 4 770 m<sup>2</sup> (51,344 sq. ft.) gross floor area non-residential (commercial) use requirement from Phase 4, Part 1 and Phase 4, Part 2 to Phase 4, Part 2. A minimum gross floor area non-residential of 230 m<sup>2</sup> (3,476 sq. ft.) remained on Phase 4, Part 1.

<b>Original and Revised Zoning Permissions within previous Phases of the Pinnacle Development</b>							
Phase and File Number	Area	Originally Permitted Height	Subsequently Approved Height	Permitted # of Units	Proposed # of Units	Permitted FSI	Proposed FSI
1	0.53 ha (1.3 ac.)	25 and 28 storeys	25 and 28 storeys	463	463	7.5	7.5
2	1.95 ha (4.83 ac.)	3 storeys	3 storeys, 12.5 m (41 ft.)	100 townhomes	100 townhomes	0.97	0.97
3	0.51 ha (1.3 ac.)	15, 20 and 20 storeys	23 and 26 storeys	454	446	7.11	6.94
4, Part 1	0.73 ha (1.80 ac.)	10, 15 and 20 storeys and 10 townhomes	15 and 34 storeys	468	468	5.19	5.12
Totals	2.97 ha (7.39 ac.)	28 storeys	34 storeys	1,385 apartments 100 townhomes	1,376 apartments 100 townhomes	0.97 to 7.11	0.97 to 7.5

<b>Existing and Proposed Zoning Permissions in last two Phases of the Pinnacle Development</b>							
Phase and File Number	Area	Originally Permitted Height	Proposed Height	Permitted # of Units	Proposed # of Units	Permitted FSI	Proposed FSI
4, Part 2	0.73 ha (1.80 ac.)	10 to 25 storeys	38 and 50 storeys	280	935	5.19	8.87
5	1.03 ha (2.54 ac.)	3 to 34 storeys	30, 35 and 50 storeys	676	1,160	7.11	8.88
Totals	1.76 ha (4.34 ac.)	3 to 34 storeys	30 to 50 storeys	956	2,095	5.19 to 7.11	8.87 to 8.88

## 2. Site and Neighbourhood Context

The property is located on the west side of Hurontario Street, north of Eglinton Avenue West, within the Uptown Major Node Character Area. The site is currently vacant, with the exception of a temporary sales presentation centre located on the southerly parcel, but is zoned to permit apartment buildings with retail and office commercial uses. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue West, just south of the subject property. Land uses within the node consist of



apartment buildings, retail and office commercial, with some vacant parcels. Generally, there is a transition from high density to medium and low density residential buildings further from the Hurontario/ Eglinton intersection.

The population of this Major Node is forecast to more than double between 2011 (9,465) and 2041 (19,700), with a population density of 96.54 people/ha. Seventy percent of the population within this area are working age (15 to 64 years of age), 17% are children (0-14 years) and 13% are seniors (65 years and over). There are slightly fewer children and more seniors living in the Uptown Major Node Character Area when compared to the City as a whole. On average, the total number of persons within a household in this area is 2. Approximately 87% of the population living in apartments of five storeys or higher, which is significantly greater than the City's average (25%). The mix of housing tenure for the node is 2,665 units (67%) owned and 1,290 units (33%) rented, with a vacancy rate of approximately 0.8%.

The node contains the Emerald Centre (west side of Hurontario, north of Highway 403), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, northeast of the subject property, approximately 2 km (1.24 miles) away from the site.

There are several bus service routes (19, 19A, 19B, 19C, and 103) which provide access directly to the Downtown Transit Terminal, which connects to the Cooksville GO station and to the Transit Way. There are also bus service routes on Eglinton Avenue (35 and 35A) which provide access to the Islington (TTC) Station.

## Aerial Photo



Property Size and Use	
Frontages:	
0 Hurontario Street (north parcel)	79 m (259 ft.)
5044 Hurontario Street (south parcel)	113 m (371 ft.)
Depth:	
0 Hurontario Street (north parcel)	85 m (278.87 ft.)
5044 Hurontario Street (south parcel)	107 m (351.1 ft.)
Gross Lot Area:	
0 Hurontario Street	0.73 ha (1.80 ac.)
5044 Hurontario Street	1.03 ha (2.54 ac.)
Total	1.76 ha (4.32 ac.)
Existing Uses:	Vacant

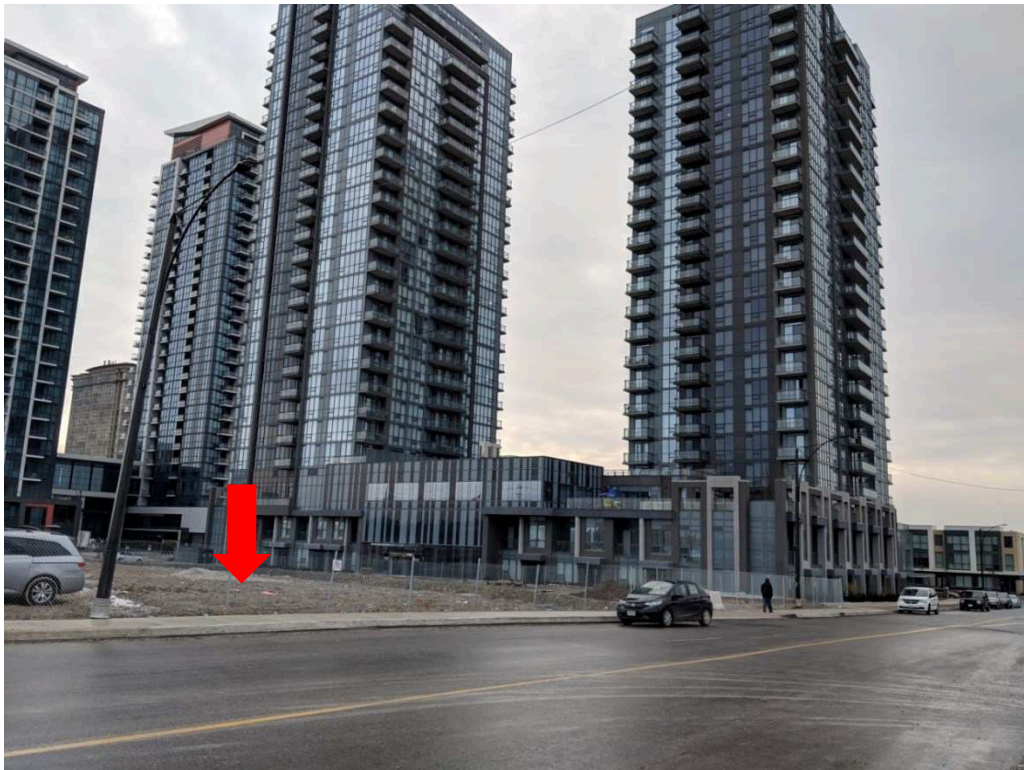
The surrounding land uses are:

- North: Ten storey apartment building, Gardenview Court (Peel Non-Profit)
- East: Vacant lands zoned for three apartment buildings with maximum heights of 21, 27 and 30 storeys and an existing commercial plaza across Hurontario Street
- South: Gas station, and two apartment buildings with heights of 25 and 28 storeys
- West: Vacant lands zoned for 15 and 34 storey apartment buildings, 23 and 26 storey apartment buildings and townhomes farther west

Image of existing conditions looking north from Watergarden Drive (Phase 4, Part 2)



Image of existing conditions looking south from Watergarden Drive (Phase 3 and 5)





**Other Development Applications**

There is an active site plan for two apartment buildings with heights of 15 and 34 storeys on Phase 4, Part 1 of the Master Plan, located on the north side of Watergarden Drive, east of Four Springs Avenue, and abutting the Part 2 lands.

There is an active site plan for a 33 storey apartment building, located at the southeast corner of Hurontario Street and Nahani Way, which is currently under construction.

There is also active development applications for six apartment buildings with proposed heights ranging between 30 to 45 storeys located on the vacant lands on the north side of Eglinton Avenue East, east of Hurontario Street.

**Community Services**

Servicing and parkland provision was addressed through the original development application approvals. Should this application be approved, with a total of 2,095 residential units, Cash in Lieu of Parkland will be required for 460 of these units prior to the issuance of building permits.

Kingsbridge Common Park is located on the east side of Regents Terrace, south of Eglinton Avenue, which is less than 1 275 m (4,183 ft.) from the subject lands. There are also new parks that have not yet been named, located west of the subject property along Little Creek Road, less than 127.5 m (418.3 ft.) from the subject lands.

Cooksville Creek Public School is located on the west side of Salishan Circle, south of Ceremonial Drive. Fairwind Senior Public School is located on the east side of Fairwind Drive, north of Ceremonial Drive, and Rick Hansen Secondary School is located to the northwest of Eglinton Avenue West and Mavis Road.

**3. Project Details**

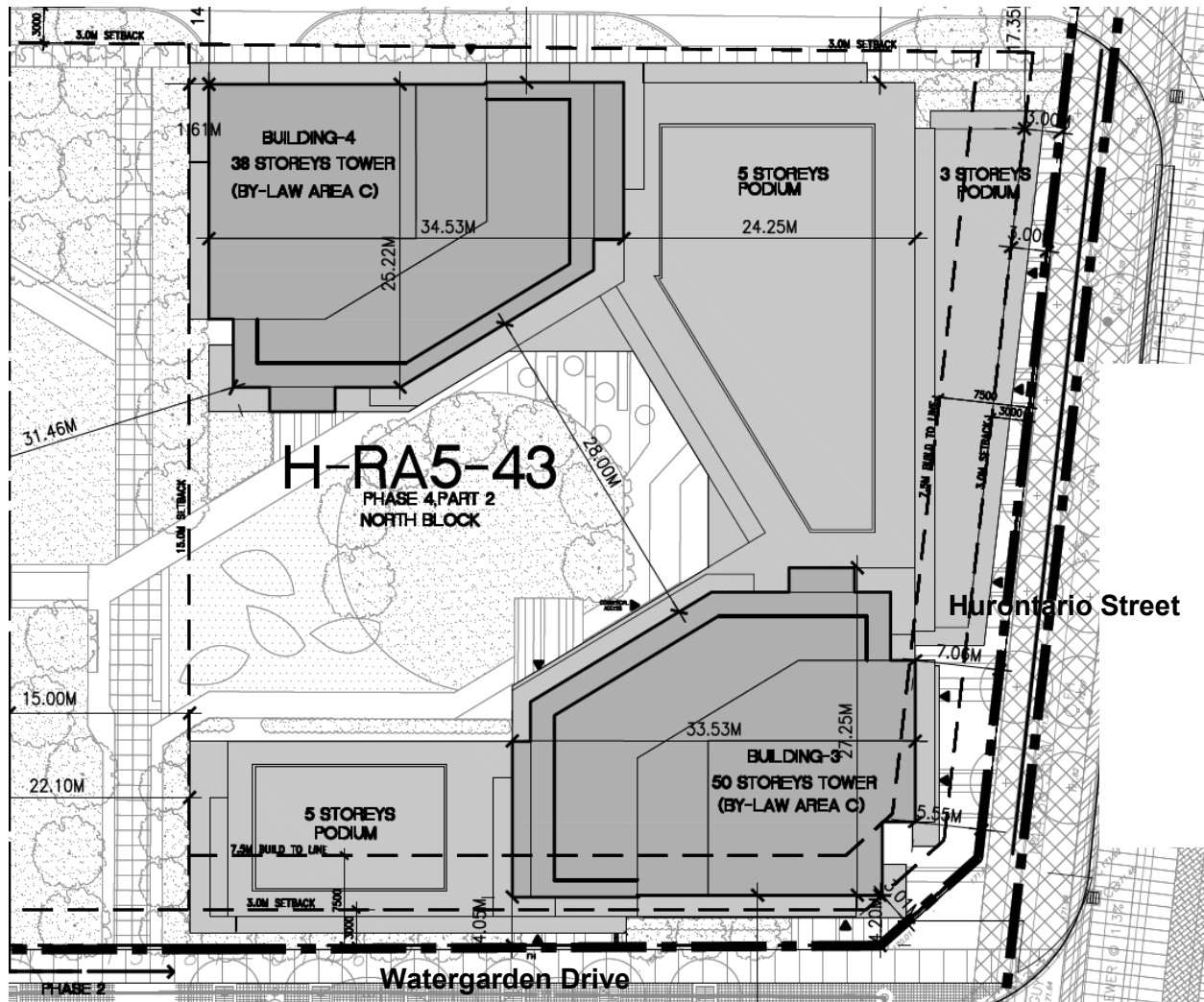
The applications are to permit five apartment buildings with heights of 30, 35, 38, 50 and 50 storeys with retail and office commercial uses permitted in the first three floors of the buildings facing Hurontario Street.

<b>Development Proposal</b>	
Applications submitted:	Received: June 1, 2018 Deemed incomplete: June 28, 2018 Deemed complete: July 4, 2018
Developer/Owner/Applicant:	Pinnacle International (Ontario) Ltd.
Number of units: 0 Hurontario Street (north parcel) 5044 Hurontario Street (south parcel) Total	935 1,160 2,095
Proposed Residential Gross Floor Area:	145 378.7 m <sup>2</sup> (1,564,843 sq.ft.)
Proposed Non-Residential Gross Floor Area:	10 663.5 m <sup>2</sup> (114,781 sq.ft.)
Total Gross Floor Area (GFA)	156 042.2 m <sup>2</sup> (1,679,624 sq.ft.)

<b>Development Proposal</b>	
Height:	30, 35, 38, 50 and 50 storeys
Lot Coverage:	49.0% (north parcel) and 57.5% (south parcel)
Floor Space Index:	6.99 (north parcel) and 8.23 (south parcel)
Landscaped Area:	38.5% (north parcel) and 37.0% (south parcel)
Net Density:	2,578 people/ha and 1,062 people/ac
Anticipated Population:	4,588 people* *Average household sizes for all units (by type) based on the 2016 Census
Parking:	Required      Proposed
resident spaces	2316          2367
shared visitor/commercial spaces*	512          512
Total	2828          2879
Green Initiatives:	<ul style="list-style-type: none"> <li>• Below grade rainwater detention facilities</li> <li>• Permeable pavers</li> <li>• Planting large shade trees along street frontages</li> <li>• Native vegetation</li> </ul>

\*Note: greater of visitor parking required or all non-residential parking required

## North Parcel Site Plan – 0 Hurontario Street



PHASE 5

43.21

37.4

Watergarden Drive

3 STOREYS PODIUM

30.00M

4.47M

7.9M BUILD TO LINE

8.65M

6.47M

BUILDING-1  
30 STOREYS TOWER  
(BY-LAW AREA D)

25.22M

33.53M

1 STOREYS

3 STOREYS

5 STOREYS PODIUM

27.90M

BUILDING-2  
35 STOREYS TOWER  
(BY-LAW AREA D)

25.45M

38.11M

18.87M

H-RA5-42

PHASE 5  
SOUTH BLOCK

8.83M

21.58M

3 STOREYS

10 STOREYS PODIUM

30.47M

5.03M

3.00M

3 STOREYS

Hurontario Street

6.55M

27.71M

40.02M

BUILDING-3  
50 STOREYS TOWER  
(BY-LAW AREA D)

9.10M

7.90M

10 STOREYS PODIUM

3 ST. PODIUM

18 STOREYS

14.65M

8.00M

7.76M

3.00M

41.54M

LITTLE CREEK ROAD

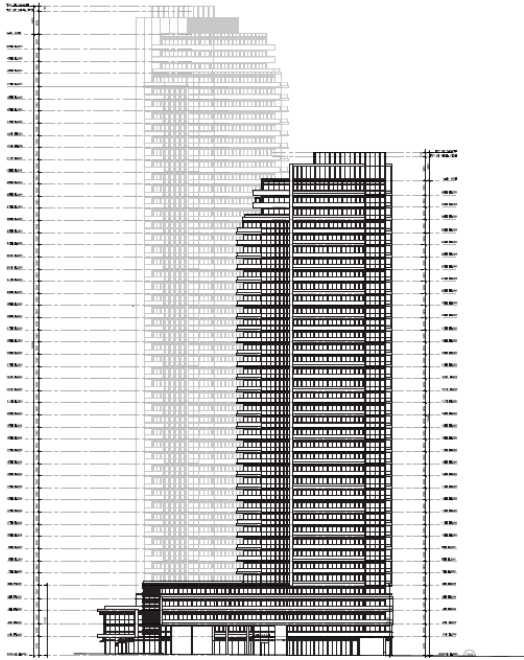
PHASE 5

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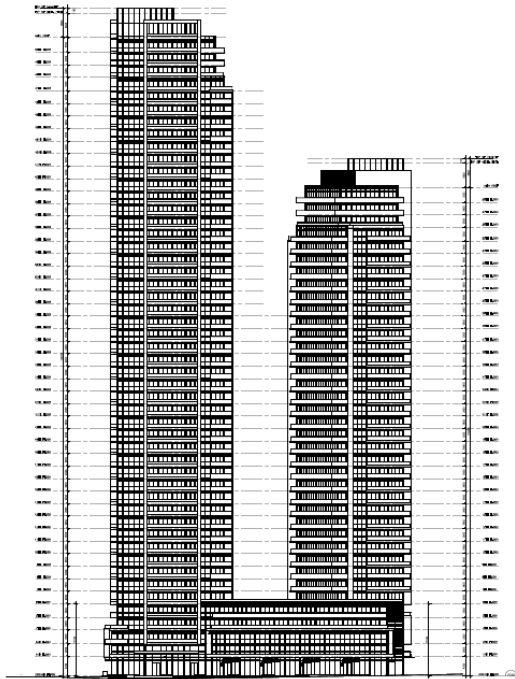


## Elevations

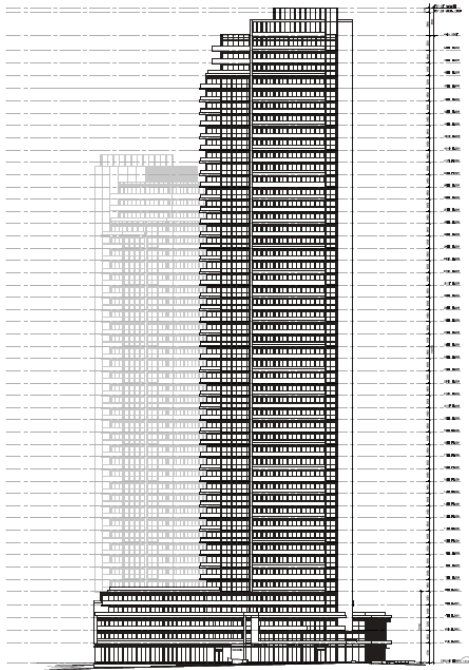
## Phase 4, Part 2 - North



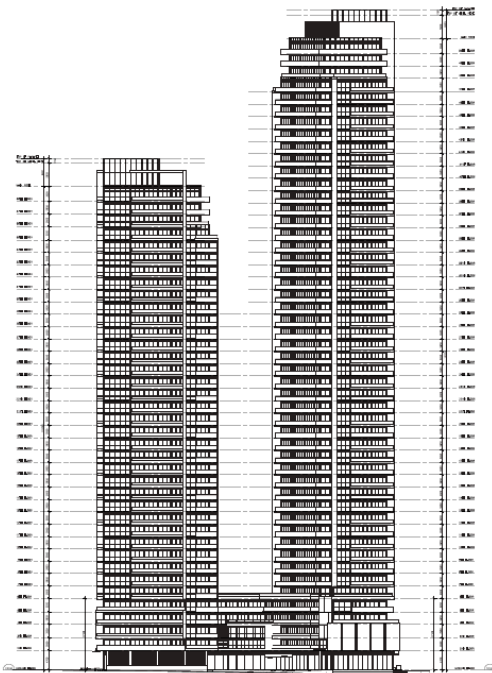
## Phase 4, Part 2 – East



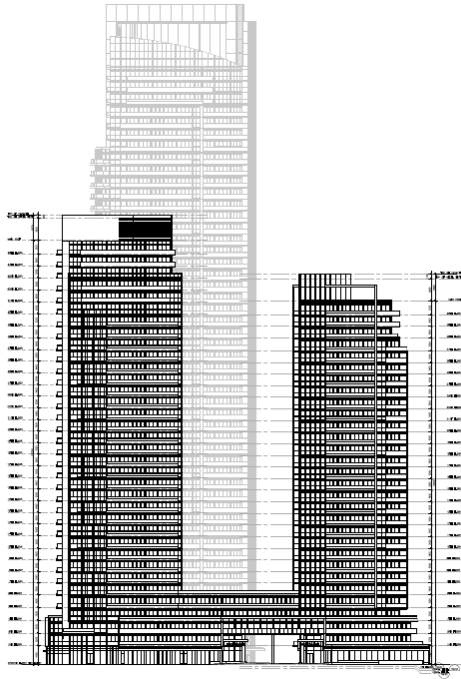
Phase 4, Part 2 – South



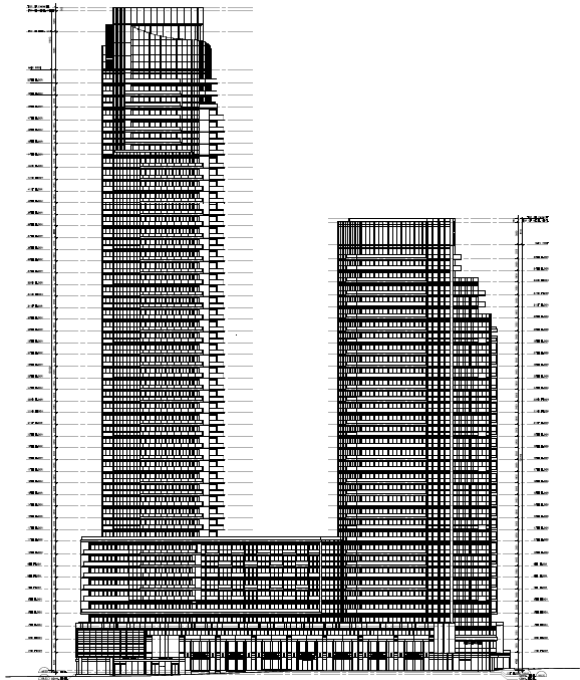
Phase 4, Part 2 – West



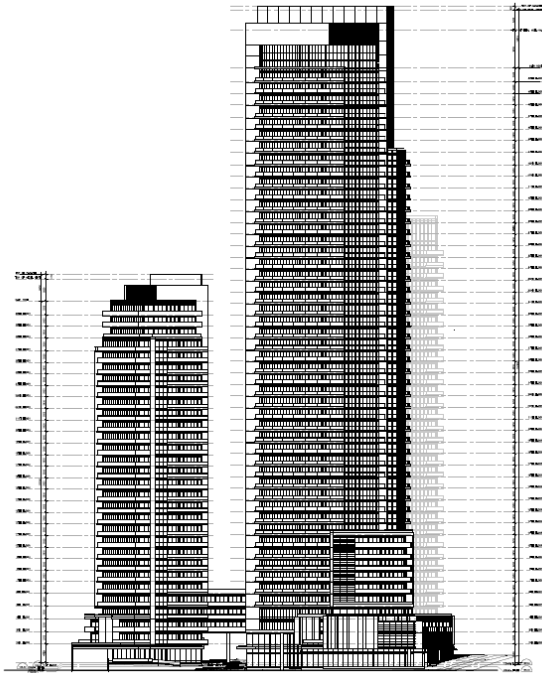
Phase 5 – North



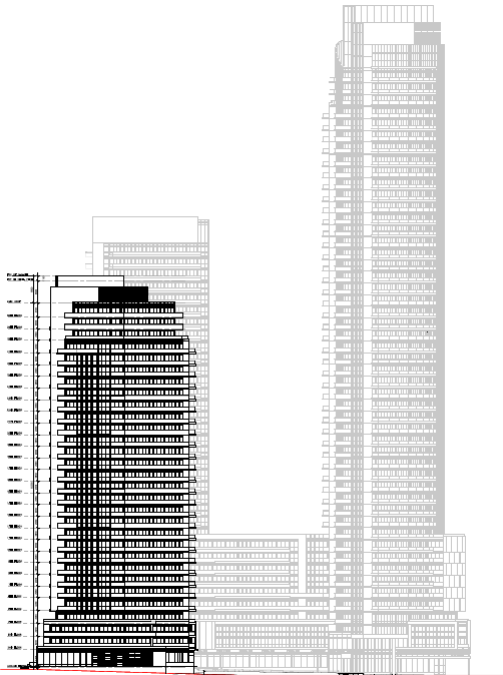
Phase 5 – East



Phase 5 – South



Phase 5 – West



Applicant's rendering



#### **4. Community Comments**

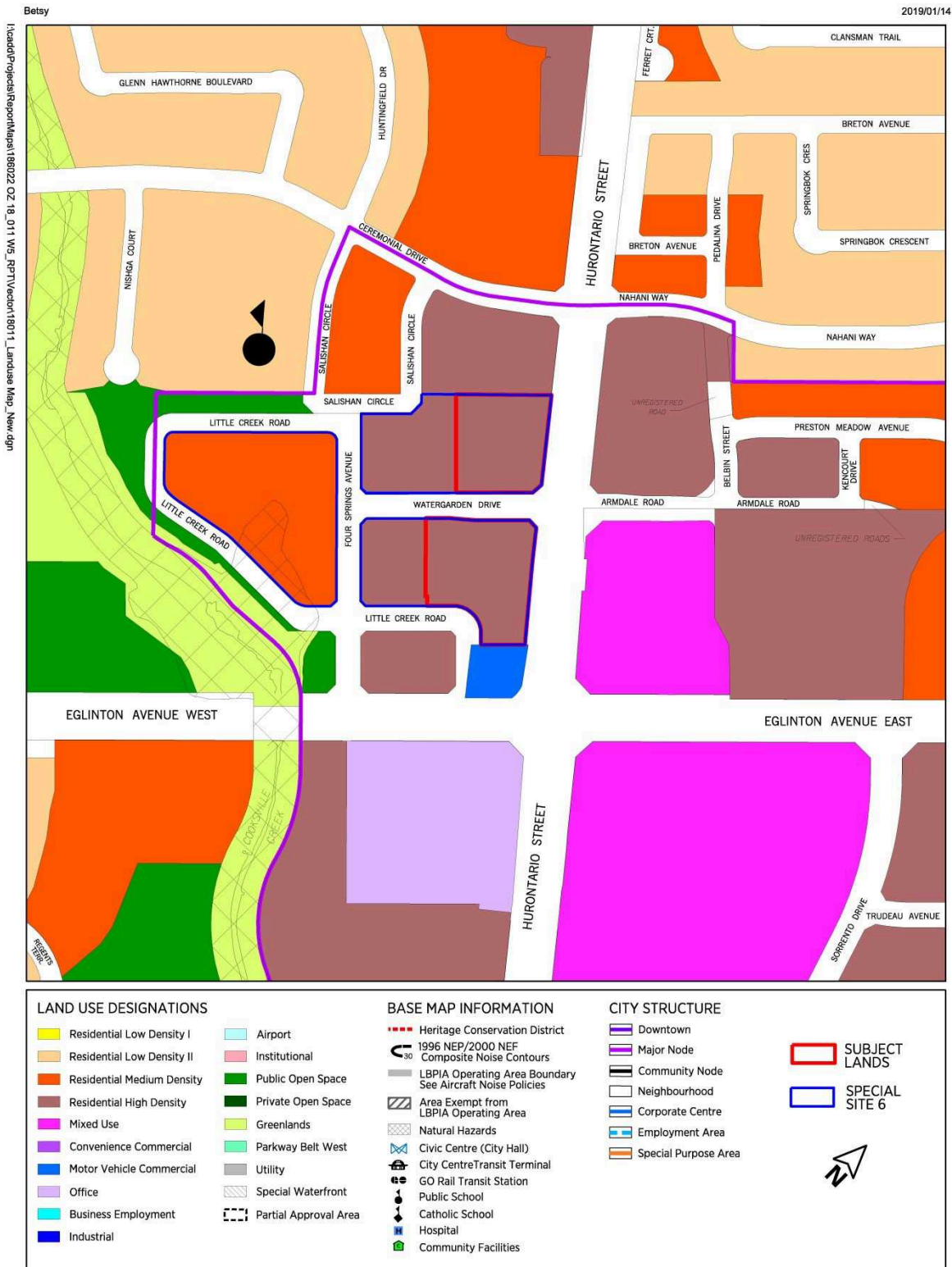
The following comments received through letters and emails as well as any other issues raised at the public meeting, will be addressed in the Recommendation Report, which will come at a later date.

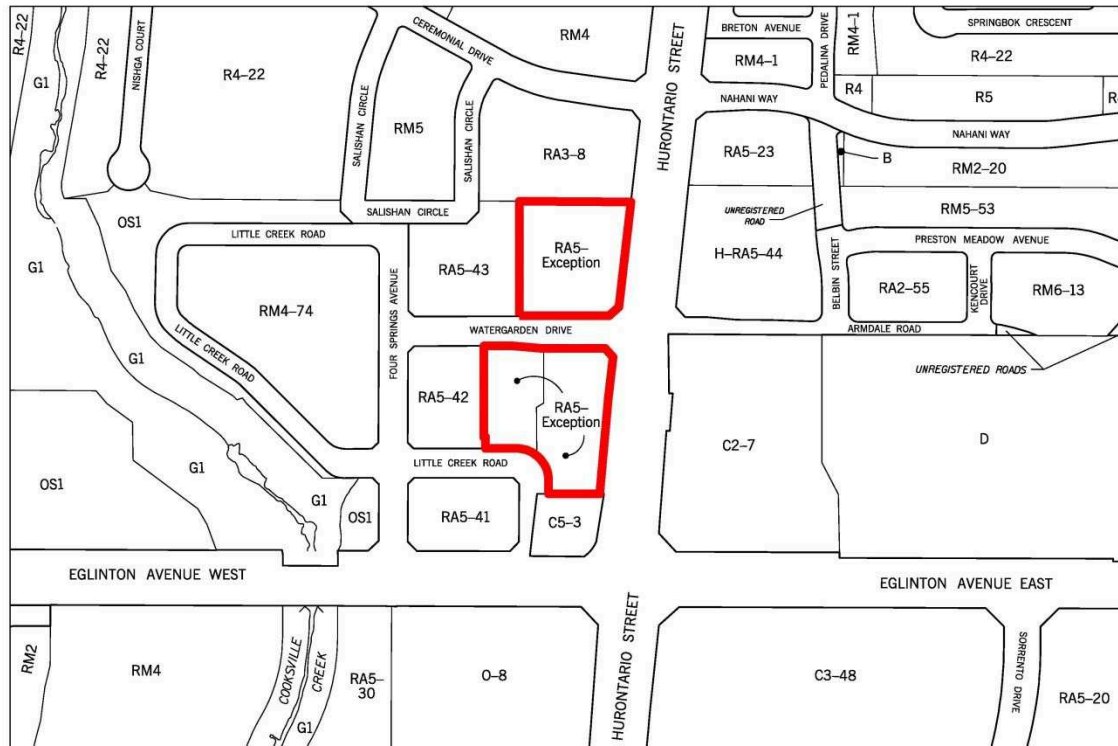
- Concern with proposed height and density
- Additional traffic generated by the development will impact the entire neighbourhood and in particular, the intersections of Four Springs Avenue and Eglinton Avenue West and Watergarden Drive and Hurontario Street
- Concerns were expressed for pedestrian safety
- Insufficient visitor parking spaces in the neighbourhood
- Concern with lack of green space and/or parkland
- Concern with stormwater management

No community meetings have been held.

## 5. Land Use Policies and Regulations

### Excerpt of Uptown Major Node Land Use



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



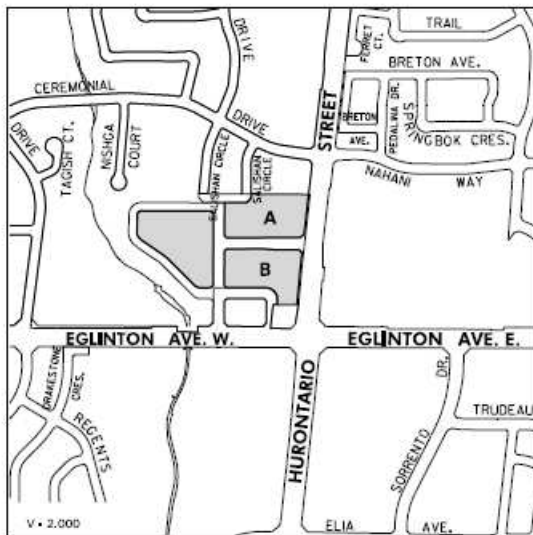
**Summary of Applicable Policies**

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

<b>Policy</b>	<b>Mississauga Official Plan (MOP) Policies</b>	<b>Proposal</b>
<b><i>Provincial Policy Statement (PPS)</i></b>	The existing policies of MOP are consistent with the PPS	The proposed development is being reviewed for consistency with the PPS.
<b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b>	The existing policies of MOP conform with the <i>Growth Plan</i>	The proposed development is being reviewed for 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 consistent with the ROP	The proposed application is exempt from Regional approval
<b>Mississauga Official Plan</b>	<p>The lands are located within the Uptown Major Node Character Area and are designated <b>Residential High Density – Special Site 6</b> which permits apartment dwellings.</p> <p>Major Node policies are intended to ensure they develop as a prominent centre with a regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups. Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>	The applicant is proposing to amend the <b>Residential High Density – Special Site 6</b> designation to permit apartment buildings. This designation is consistent with the intent of the official plan but will need to address transitions, the City Structure hierarchy, as well as servicing and built form policies, as outlined in the Development Issues section below
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>RA5-42</b> (Apartment Dwellings), <b>H-RA5-42</b> (Apartment Dwellings) and <b>H-RA5-43</b> (Apartment Dwellings)	The applicant is proposing to change the existing zoning to increase the number of apartment buildings, dwelling units, and proposed heights, and to redistribute office and retail commercial uses on-site.

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

**Residential High Density – Special Site 6** includes Phases 2 through 5 of the Pinnacle Master Plan (see Page 3 of the report) and permits apartment buildings.

**13.4.4.6 Site 6**

13.4.4.6.1 The lands identified as Special Site 6 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

Notwithstanding the provisions of MOP, the following additional policies also apply:

- a. A maximum of 1,969 dwelling units will be permitted
- b. A minimum of 11 000 m<sup>2</sup> (118,403 sq. ft.) and a maximum of 25 200 m<sup>2</sup> (271,251 sq.ft.) of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area 6A and 6B
- c. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6A will be permitted to develop to a maximum *floor space index (FSI)* of 5.19 and a height of 34 storeys
- d. Notwithstanding the provision of the Residential High Density designation, the lands identified as Area 6B will be permitted to develop to a maximum *floor space index (FSI)* of 7.11 and a height of 34 storeys

**Proposed Designation**

**Residential High Density – Special Site 6** which permits apartment buildings, however, the following additional policies will apply:

- a. a maximum of 3,109 dwelling units
- b. a minimum combined total of 10 230 m<sup>2</sup> (115,175 sq.ft.) of retail commercial and office uses within the first three floors of the buildings fronting onto Hurontario Street

- c. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6A will be permitted to develop to a maximum Floor Space Index (FSI) of 6.99, and a height of 50 storeys
- d. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6B will be permitted to develop to a maximum Floor Space Index (FSI) of 8.23 and a height of 50 storeys

### **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 18/011 W5 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 Policies (MOP)</b>	<b>OZ 18/011 W5 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).	The proposed redevelopment represents a significant intensification.  As part of the next staff report, the applications will be assessed with regard to whether the proposed built form appropriately addresses the City Structure.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ul style="list-style-type: none"> <li>a) Densities and a mix of land uses which: <ul style="list-style-type: none"> <li>1. efficiently use land and resources</li> <li>2. are appropriate</li> </ul> </li> </ul>	The Uptown Major Node is identified as a Major Node which is an element in the City's urban structure that is intended for intensification and provides a mix of uses (as identified on Schedule 10 Land Uses of MOP) and allows for higher density	The proposed redevelopment efficiently uses land and resources, infrastructure and public service facilities; it supports active transportation and is transit supportive. A range of uses has been proposed through this development application.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Consistency</b>
<p>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>housing). As described in policy 5.3.2, Major Nodes among other things are intended to:</p> <ul style="list-style-type: none"> <li>• Be a prominent centre with a regional and city focus</li> <li>• Provide access to a mix of uses including employment, commercial, residential, educational and open space and a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups</li> <li>• Achieve a targeted gross density of between 200 and 300 residents plus jobs per hectare.</li> </ul>	<p>An evaluation of the mix of jobs and people will be provided in the recommendation report.</p> <p>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.</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>The Uptown Major Node is an area intended for intensification (MOP policy 5.3.2). The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities).</p> <p>Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses, as well as the overall capacity of the Uptown Major Node. These issues will be discussed in the next staff report.</p>
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. The proposed</p>	<p>The proposed development responds to intensification policies. The proposed transitions to adjacent properties are being evaluated. These issues will be discussed in the subsequent staff report.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Consistency</b>
	development provides significant intensification within the Major Node and is being evaluated with respect to providing appropriate transitions to the surrounding properties. 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).	
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Major Nodes are intended to provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups (5.3.2)	The proposed development may improve the range and variety of housing in the City, should it be determined to represent good planning with an appropriate built form.  The applicant has not yet indicated the level of affordable housing proposed.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	These applications are generally supportive of a number of PPS and MOP policies.  The applications are also being further evaluated with respect to MOP policies concerning traffic, servicing capacity, height and transition to surrounding land uses.

**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 18/011 W5 Conformity" column). Only key policies relevant to the application(s) 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 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 18/011 W5 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 is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4).  The City is planning for a	The site location on Hurontario Street is supportive of existing and future public transit (LRT).  The appropriateness of the built form as it relates to implementing the Vision is being further evaluated.



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Conformity</b>
	<p>strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP Section 4.5).</p> <p>The intent is to further develop the Uptown Major Node as a prominent centre with a regional and city focus, by serving it with higher order transit, providing access to a mix of uses, and by promoting an urban form and development that supports and encourages active transportation.</p>	
<b>1.2.1 Guiding Principles</b>		
<p><b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles:</p> <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</li> </ul>	<p>MOP policies include but are not limited to:</p> <ul style="list-style-type: none"> <li>a. Providing for a mix of uses including employment, commercial, residential, educational and open space.</li> <li>b. Identifying the area as a Major Node which is intended to accommodate intensification with a gross density of between 200 and 300 residents plus jobs (MOP Section 5.3.2);</li> <li>c. Providing for a variety of higher density housing for people in different phases of their lifecycle and for a variety of income</li> </ul>	<p>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.</p> <p>The mix of uses and housing affordability will need further review through the processing of this application.</p> <p>The population for the site is proposed to be 2,578 people/ha (1,062 people/ac).</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Conformity</b>
of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations	groups. d. Ensuring that development in Major Nodes will be in a form and density that achieves a high quality urban environment.	
<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, the application must conform to the Growth Plan 2017.
<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.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.
<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).	The Uptown Major Node is planned as a complete community and identified as a Major Node which is an area for intensification that provides for a mix of uses including employment, commercial, residential, educational and open space. This node is situated on existing transit routes, as well as the future LRT, and is in proximity to existing community infrastructure (schools, parks, libraries, community centres, emergency services and places of religious assembly).
<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	The Uptown Major Node is designated as an area for intensification to be a prominent centre with a	The next step in the planning process is to determine whether the development applications are accommodating growth in a built



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Conformity</b>
locations that support complete communities and infrastructure, as directed by the upper tier municipality.	regional and city focus. This will include a variety of higher density housing, employment, commercial, residential, educational and open space.	form that appropriately responds to the existing and planned character for the area.
<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</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a. The Uptown Major Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community.</li> <li>b. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made.</li> </ul> <p>The Node includes a mix of land uses and housing types. MOP includes polies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Developing vacant and underutilized lots appropriately and providing for a variety of higher density housing will help to establish the Node as a prominent centre.</p>	<p>Given the number of development applications in the Uptown Major Node, staff is undertaking a limited capacity study to determine if there is sufficient infrastructure to accommodate the growth that is being proposed.</p> <p>The proposed development will be evaluated against the applicable MOP policies.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Conformity</b>
<p>(2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> 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>		
<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>The Uptown Major Node is located within the delineated built-up area and will assist in achieving intensification targets.</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</p>	<p>Hurontario Street is identified in the Growth Plan as a transit priority corridor.</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 18/011 W5 Conformity</b>
for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)	MOP identifies Hurontario Street as an intensification / higher order transit corridor. The site is also located within a Major Transit Station Area. 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).	
<b>2.2.5 Employment</b>		
<b>General Statement of Intent for this Section:</b> It is important to ensure an adequate supply of employment land.	The Major Node policies encourage a variety of uses including employment, commercial, residential, educational and open space.	The applications propose to provide some office and retail commercial uses within the apartment buildings.
<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/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>	The Region of Peel and the City of Mississauga are working together to address housing issues. A diverse range of housing options is encouraged by MOP (Section 7.2.2).  Through the next step in the planning process, staff will assess whether the proposed applications contribute to the range of housing options and affordable housing in the City.
<b>Relevant Policies:</b> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and	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 (Section 7.2.2).	The Region of Peel and the City of Mississauga are working together to address affordable housing issues.  Through the next step in the planning process, staff will assess whether the proposed applications contribute to affordable housing in the City.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/011 W5 Conformity</b>
planning to diversify the housing stock. (2.2.6.2)		
<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>	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.	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.

### **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 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. 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.
<b>Section 5 Direct Growth-Major Nodes</b>	Section 5.3 Section 5.3.2	<p>MOP will ensure that Major Nodes develop as prominent centres with regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs per hectare (81 and 121 residents and jobs combined per acre), and an average employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site will not be permitted unless considered through a municipal comprehensive review.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
<b>Section 5 Direct Growth-Corridors</b>	Section 5.4.1 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6	Corridors connect various elements of the city to each other. Over time, many of these <b>Corridors</b> will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some <b>Corridors</b> have been identified as appropriate locations for intensification. A corridor is generally comprised of the road right-of-way as

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	well as the lands on either side of the road. Development on <b>Corridors</b> should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.
<b>Section 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 Section 7.1.6  Section 7.2 Housing  Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</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> <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.</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</p> <p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>
<b>Section 9 Building a Desirable Urban Form</b>	Section 9.1 Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.6 Section 9.1.10 Section 9.1.15 Section 9.2.1 Section 9.3 Section 9.4	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>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>



	<b>Specific Policies</b>	<b>General Intent</b>
	Section 9.5	<p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. 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.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
<b>Section 9 Intensification Areas</b>	Section 9.2.1.1 Section 9.2.1.2 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.25 through to Section 9.1.2.39	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant forms and tenures. It is important that infill "fits" within the existing building context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a safe and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p> <p>Buildings will minimize undue negative physical and visual impacts relating to noise, sun, shadow, views, skyview and wind.</p>
<b>Section 9 Site Development Buildings</b>	Various Sections	<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p>
<b>Section 13 Major Nodes</b>	Section 13.1 Section 13.4	<p>In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impact a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings.</p>



	Specific Policies	General Intent
<b>Section 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <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 Zones – RA5-42** (Apartment Dwellings), **H-RA5-42** (Apartment Dwellings) and **H-RA5-43** (Apartment Dwellings), which permits apartment dwellings. The applicant has proposed to add the additional permitted use of veterinary clinic.

### Proposed Zoning Regulations – RA5-Exception (Apartment Dwellings)

The lands zoned **RA5-42** and **H-RA5-42** are located on the south side of Watergarden Drive (Phases 3 and 5).

Zone Regulations	H-RA5-42 and RA5-42 Zone Regulations		Proposed RA5-Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	7.11		8.23
Minimum Total Gross Floor Area (GFA) – non residential	Area C	2 000 m <sup>2</sup> (21,527.8 sq. ft.)	0 m <sup>2</sup> (0 sq. ft.) in Area A1
	Area D	4 000 m <sup>2</sup> (43,055.6 sq. ft.)	8 000 m <sup>2</sup> in Area A2 (86,111.3 sq.ft.)
Minimum and Maximum Building Height	Area A	5 storeys/23 storeys	10 storeys/26 storeys in Area A1
	Area B	5 storeys/26 storeys	
	Area C	3 storeys/5 storeys	20 storeys/50 storeys in Area A2
	Area D	10 storeys/34 storeys	
Maximum Number of Dwelling Units on all lands zoned RA5-42	1,121		1,606

Maximum length of a streetwall may be set back beyond the build-to-line up to a maximum of 7.5 m	20%	76%
Maximum length of a streetwall may be set back beyond the build-to-line	5%	15%
Maximum projection of a balcony from the exterior wall of a tower	1.75 m (5.74 ft.)	2.5 m (8.2 ft.)
Maximum projection of architectural elements, fins and cornices from the exterior building wall	1.75 m (5.74 ft.)	2.5 m (8.2 ft.)
Maximum projection of a canopy from the exterior building wall of bottom 3 storeys	2.5 m (8.2 ft.)	3.0 m (9.8 ft.)

The lands zoned **RA5-43** and **H-RA5-43** are located on the north side of Watergarden Drive (Phase 4, Parts 1 and 2).

<b>Zone Regulations</b>	<b>RA5-43 and H-RA5-43 Zone Regulations</b>	<b>Proposed RA5-Exception Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	5.19	6.99
Minimum Total Gross Floor Area (GFA) – non residential	A2: 4 770 m <sup>2</sup> (51,343.9 sq.ft.)	2 000 m <sup>2</sup> (21,527.8 sq.ft.)
Minimum and Maximum Building Height	A2:10 storeys/25 storeys	10 storeys/50 storeys in Area A2
Maximum Number of Dwelling Units on all lands zoned RA5-43	748	1,403
Maximum length of a streetwall may be set back beyond the build-to-line up to a maximum of 7.5 m	20%	37%

Maximum length of a streetwall that may be set back beyond the build-to-line	5%	6%
Maximum encroachment into a required yard of a balcony or canopy located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)
Maximum projection of a balcony or canopy located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)

**6. 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.

**7. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>218</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>67</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>47</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Cooksville Creek Public School</p> <table> <tr> <td>Enrolment:</td><td>445</td></tr> <tr> <td>Capacity:</td><td>552</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Fairwind Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>661</td></tr> <tr> <td>Capacity:</td><td>671</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Rick Hansen Senior School</p> <table> <tr> <td>Enrolment:</td><td>1556</td></tr> <tr> <td>Capacity:</td><td>1725</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul>	218	Kindergarten to Grade 6	67	Grade 7 to Grade 8	47	Grade 9 to Grade 12	Enrolment:	445	Capacity:	552	Portables:	0	Enrolment:	661	Capacity:	671	Portables:	0	Enrolment:	1556	Capacity:	1725	Portables:	0	<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>35</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>29</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Hilary Elementary School</p> <table> <tr> <td>Enrolment:</td><td>254</td></tr> <tr> <td>Capacity:</td><td>533</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Francis Xavier Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1876</td></tr> <tr> <td>Capacity:</td><td>1500</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul>	35	Junior Kindergarten to Grade 8	29	Grade 9 to Grade 12	Enrolment:	254	Capacity:	533	Portables:	0	Enrolment:	1876	Capacity:	1500	Portables:	17
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**8. Development Issues**

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

<b>Agency / Comment Date</b>	<b>Comment</b>
Region of Peel (September 13, 2018)	<p>A satisfactory Functional Servicing Report (FSR) and multi-use demand table will be required to determine the adequacy of the existing services for the proposed development prior to the approval of the Zoning and Official Plan Amendments.</p> <p>The number of proposed dwelling units for both phases is a significant increase from the original FSR modelled with the subdivision. Modelling will be required for both phases to determine if any of the planned capital projects are required to be in place prior to the servicing of these phases.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense.</p> <p>The applicant must submit a satisfactory Site Plan or Waste Collection Plan through the site plan process adhering to all Region of Peel requirements for front-end collection from residential units.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (June 25, 2018 and July 15, 2018)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for the subject development."</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</p>

Agency / Comment Date	Comment
	<p>arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreement.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (January 8, 2018)</p>	<p>Future residents on this property will be served by Kingsbridge Common (P-195), zoned OS1, located on the east side of Regents Terrace, south of Eglinton Avenue, which is less than 1 275 m (4,183 ft.) from the subject lands. This 2.51 ha (6.20 acre) park contains a playground, 11v11 soccer field, and a parking lot.</p> <p>Furthermore, there are also new parks (P-525 and P-524), not yet named, zoned OS1 and G1 located west of the subject property along Little Creek Road, which is less than 127.5 m (418.3 ft.) from the subject lands. Currently the park includes a multi-use trail and the completion of this park is scheduled for 2020.</p> <p>Under registered plan of subdivision M-1957, Cash-in-Lieu (CIL) of Parkland Dedication has been satisfied for 1 473 residential units. As of August 22, 2018, CIL credits have been applied toward 1 013 residential units under this plan of subdivision. As such, 460 residential units are eligible for remainder CIL credits. 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 Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with the City's Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (January 8, 2019)</p>	<p>The Stage 1-2 Archaeological Assessment recommended further archaeological assessment prior to any development or land alteration.</p> <p>A letter from the Archaeological Program Unit at the Ministry of Tourism, Culture and Sport stating that there are no further archaeological concerns is required.</p>
<p>City Community Services Department – Fire and Emergency Services Division (July 20, 2018)</p>	<p>Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable.</p>

Agency / Comment Date	Comment
City Transportation and Works Department (January 14, 2019)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Grading/Servicing Plan</li> <li>• Functional Servicing Report</li> <li>• Environmental</li> <li>• Traffic Impact Study</li> </ul> <p>In addition, clearance from Fire and the Region of Peel will be required regarding the proposed fire and waste collection routes.</p> <p>The above aspects are to be addressed prior to the preparation of the recommendation report.</p>
Greater Toronto Airport Authority (September 20, 2018)	<p>According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.</p> <p>As the proposed development is located in proximity to Toronto Pearson Airport, the development could impact on NAV CANADA's instrument runway approach procedures. In order to determine if the proposed residential towers would comply with the Airport's runway approach procedures, the Greater Toronto Airport Authority (GTAA) and NAV CANADA will need to conduct a detailed evaluation of the proposed development and, therefore, the following additional information is required:</p> <ol style="list-style-type: none"> <li>(1) The geographic coordinates of the four outside corners for each proposed building</li> <li>(2) Building elevation drawings showing the full height of the structures including any rooftop units</li> <li>(3) The materials to be used on the outside walls of the buildings</li> </ol>
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 Alectra Utilities Trillium Health Partners Public Art</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?
- Do the proposed building heights appropriately address the City Structure?
- Is the amount of retail and office commercial space proposed acceptable given the need to balance population and jobs within nodes?
- Does the proposal contribute to the range of housing options and affordable housing in the City?
- Is the massing, density, setbacks and building configuration of the proposal appropriate?
- Are the transitions to neighbouring properties appropriate?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is adequate capacity and resolution of all servicing and utility issues
- Is there likely to be a cumulative impact on capacity in the Uptown Major Node should this proposal be approved in terms of community centres and parks, traffic on abutting streets, fire protection, and physical infrastructure?

### **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:

- |   |                                       |
|---|---------------------------------------|
| • Context Plan  | • Functional Servicing Report         |
| • Site Plan   | • Survey and Parcel Abstracts         |
| • Parking, Floor and Roof Plans                       | • Draft Zoning By-law Amendment       |
| • Elevations  | • Draft Official Plan Amendment       |
| • Sections  | • Wind and Shadow Study               |
| • Planning Justification Report                       | • Noise Report                        |
| • Traffic Impact Study                                | • Landscape Plan                      |
| • Phase I Environmental Site Assessment Update Letter | • Green Site and Building Initiatives |



# City of Mississauga

## Corporate Report



Date: January 25, 2019

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 17/016 W2

Meeting date:  
2019/02/19

### Subject

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

**Application to permit a private secondary school in an existing building**

**2270 Speakman Drive, southwest corner of Speakman Drive and Hadwen Road**

**Owner: Muslim Association of Canada**

**File: OZ 17/016 W2**

**Bill 139**

### Recommendation

1. That the application under File OZ 17/016 W2, Muslim Association of Canada, 2270 Speakman Drive; to change the zoning to **E2-31** (Employment – Exception) to permit a private secondary school in an existing building, be approved subject to the conditions referenced in the staff report dated January 25, 2019, from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

### Background

A public meeting was held by the Planning and Development Committee on April 30, 2018, at which time an Information Report was received for information. Appendix 1 contains the Information Report and the following is a link to a digital copy:

[https://www7.mississauga.ca/documents/committees/pdc/2018/2018\\_04\\_30\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2018/2018_04_30_PDC_Agenda.pdf)

Recommendation PDC-0030-2018 was then adopted by Council on May 9, 2018.

That the report dated April 6, 2018, from the Commissioner of Planning and Building, regarding the application by the Muslim Association of Canada to permit a private secondary school in an existing building, under File OZ 17/016 W2, 2270 Speakman Drive, be received for information.

Given the amount of time since the information report public meeting, full notification was provided for this public meeting.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Elimination of parking spaces near the Hadwen Road access point
- Reconfiguration of some of the accessible parking spaces near the easterly entrance of the subject building
- Further landscaping refinements throughout the site

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the application on January 5, 2018. The information report public meeting was held on April 30, 2018. Two members of the public made a deputation regarding the application. Responses to the issues raised at the public meeting and correspondence received can be found in Appendix 2.

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was originally circulated to all City departments and commenting agencies on December 21, 2017. Department and agency comments are included in Appendix 1 to this report.

### Transportation & Works Department

Comments updated January 1, 2019, state in the event this application is approved by Council, prior to the enactment of the Zoning By-law, the applicant will be required to:

- Deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to, engineering matters and technical details such as grading, fencing, noise mitigation, additional provisions and warning clauses;
- Complete and file a Record of Site Condition on the MECP's Environmental Site Registry and provide all required supporting environment documents;
- Site specific details will be addressed through the Site Plan review and approval process.

## PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan (MOP), provided any remaining technical comments are addressed.

The proposed rezoning of the site from **E2-5** (Employment) to **E2-31** (Employment - Exception), to permit a private secondary school, conforms to the Special Site 2 policies of MOP.

## Strategic Plan

The proposal is consistent with the Connect Pillar in the Mississauga Strategic Plan, which encourages the development of vibrant and connected communities, choice in mobility and the creation of public spaces. The addition of a private school use to further intensify an already existing educational campus provides for another educational option to service the nearby neighbourhoods and communities.

## 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

The proposed rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the PPS, conforms to the Growth Plan and maintains the applicable MOP policies.
2. The proposed use and built form is compatible with the existing educational campus, is complementary to the existing character of the area and integrates with the surrounding properties.
3. It has been demonstrated that the proposed zoning standards are appropriate to accommodate the proposed development based on the submitted concept plan.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: David Ferro, Development Planner

City of Mississauga

# Corporate Report



Date: April 6, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/016 W2Meeting date:  
2018/04/30

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 2)

Application to permit a private secondary school in an existing building, 2270 Speakman Drive, southwest corner of Speakman Drive and Hadwen Road

Owner: Muslim Association of Canada

File: OZ 17/016 W2

## Recommendation

That the report dated April 6, 2018, from the Commissioner of Planning and Building regarding the application by the Muslim Association of Canada to permit a private secondary school in an existing building, under File OZ 17/016 W2, 2270 Speakman Drive, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- Community concerns identified to date relate to traffic impacts on the surrounding area
- Prior to the next report, matters to be addressed include the appropriateness of the proposed development and the satisfactory resolution of other technical requirements

## Background

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

## Comments

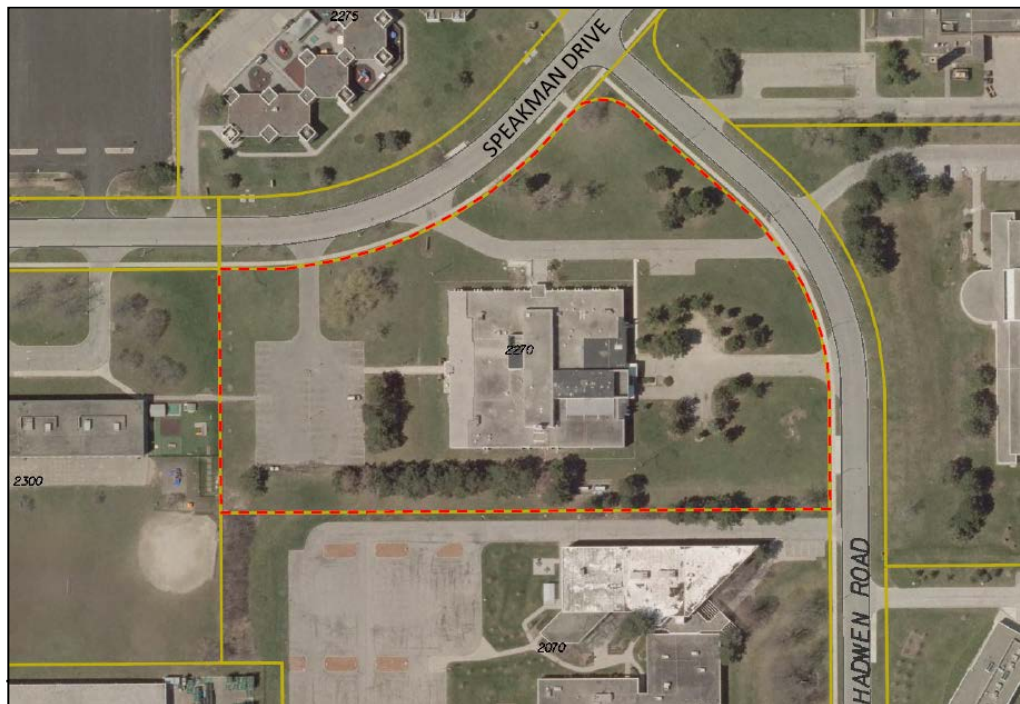
### THE PROPERTY AND THE NEIGHBOURHOOD



<b>Size and Use</b>	
Frontages:	159 m (522 ft.) on Speakman Drive 172 m (564 ft.) on Hadwen Road
Depth:	110 m (361 ft.) - Irregular
Gross Lot Area:	2.42 ha (6.0 ac.)
Existing Uses:	Head office and administrative space for the Muslim Association of Canada and classes on temporary basis.

The property is located at the southwest corner of Speakman Drive and Hadwen Road in the Sheridan Park Corporate Centre Character Area. Sheridan Park is one of the City's four Corporate Centres and was originally developed as a research park in the 1960's. The Park is intended to continue to develop and grow as a unique science and technology park. The campus like setting of Sheridan Park with buildings sited on large lots, generous setbacks from street lines and expansive landscapes areas makes the Park unique from other Corporate Centres.

The site contains a one storey building with a partial second storey. There are currently two driveways located on Speakman Drive with the westerly driveway accessing a parking area; and two driveways located on Hadwen Road. The property is generally flat and contains a number of mature trees along the south lot line and scattered elsewhere throughout the site.



Aerial Photo  
of Subject  
Site

North: Kids Zone Child Care Centre  
East: Bayshore HealthCare (Office)

South: Contact Resource Services (Office)

West: Two storey private elementary school and day nursery use (Olive Grove School)

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

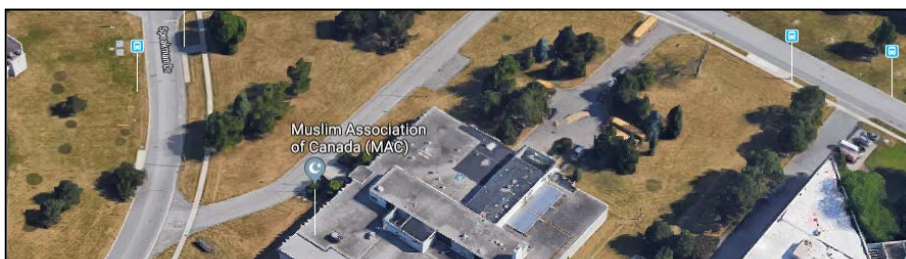
### DETAILS OF THE PROJECT

The applicants are proposing a private secondary school and a private post-secondary educational facility. The private post-secondary educational facility is a permitted use but the private secondary school requires a rezoning. The proposed private secondary school will occupy the first floor of the existing building and the post-secondary educational facility will occupy the second storey, which will be expanded. The owner is also proposing modifications to the building elevations and additional parking on the eastern portion of the site.

The private secondary school and post-secondary educational facility are intended to operate in conjunction with the existing Olive Grove School at 2300 Speakman Drive and function as an education campus.

Development Proposal		
Application submitted:	Received: November 29, 2017 Deemed complete: December 21, 2017	
Developer Owner:	Muslim Association of Canada (MAC)	
Applicant:	Glen Schnarr & Associates Inc.	
Existing Gross Floor Area:	4 250.1 m <sup>2</sup> (45,748 ft <sup>2</sup> )	
Proposed Gross Floor Area:	224.2 m <sup>2</sup> (2,413.3 ft <sup>2</sup> ) – second floor addition	
Total Gross Floor Area:	4 474.3 m <sup>2</sup> (48,161 ft <sup>2</sup> )	
Height:	2 storeys	
Lot Coverage:	14.7%	
Floor Space Index:	0.18	
Landscaped Area:	51.8%	
Parking:	Required 64 spaces	Proposed 116 spaces

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



3D aerial image of  
existing  
conditions

Source: Google Maps



Image of existing  
building (Hadwen  
Road entrance)

Source: Google Maps

Applicant's rendering  
of proposed  
development

## LAND USE CONTROLS

The subject lands are located within the Sheridan Park Corporate Centre Character Area and are designated **Business Employment** (see Appendix 5) which permits scientific and engineering research and development facilities, including laboratories, pilot plants and prototype production facilities; education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training; data processing centres; engineering and professional design services; major offices and secondary offices; broadcasting, communication and information technology facilities; and, commercial and manufacturing accessory uses.

The subject site, along with the adjacent lands to the west at 2300 Speakman Drive, is identified as Special Site 2, which also permits a private elementary and secondary school. The application is in conformity with the Special Site 2 policies.

The lands are zoned **E2-5** (Employment) (see Appendix 6) which permit science and technology facility, education and training facility, broadcasting/communication facility, office, pilot plant, prototype production facility, university/college, and legally existing manufacturing facility. A rezoning is proposed to **E2-31** (Employment - Exception) which currently applies to the adjacent Olive Grove School site to the west and permits a private elementary school in addition to the uses permitted in the E2-5 zone.

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

### **WHAT DID THE COMMUNITY SAY**

A community meeting was held by Ward 2 Councillor, Karen Ras on March 7, 2018.

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

- Impacts on the traffic patterns for the surrounding area with the introduction of the proposed private secondary school and post-secondary education facility
- The timing of the proposed Sheridan Park Drive extension in relation to the proposed development and the effect on traffic within the Sheridan Park Corporate Centre and neighbouring Sheridan Homelands to the north

### **DEVELOPMENT ISSUES**

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

- Does the proposal appropriately address the policies and principles of Mississauga Official Plan, namely the Urban Design Policies of the Sheridan Park Corporate Centre Character Area with respect to the layout, design and screening of parking areas to minimize the visual impact on public streets; and maintaining generous landscaped areas
- Have all other technical requirements and studies been addressed and found to be acceptable

### **OTHER INFORMATION**

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

- Planning Justification Report
- Draft Zoning By-law
- Survey
- Context Plan

- Site Plan
- Elevations
- Tree Inventory and Preservation Plan
- Stormwater Management Report
- Grading, Servicing and Erosion and Sediment Control Plans
- Phase I and II Environmental Site Assessments
- Noise Feasibility Study
- Traffic Impact Study
- Public Consultation Strategy

### **Development Requirements**

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

### **Financial Impact**

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

### **Conclusion**

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: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Sheridan Park Corporate Centre Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Muslim Association of Canada

File: OZ 17/016 W2

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **E2-5** (Employment – Exception)
- November 2011 – Staff directed by Council to work with Conor Pacific Development Inc., a landowner in Sheridan Park, and Urban Strategies Inc. towards the goal of completing a Land Use Master Plan for the Sheridan Park Corporate Centre based on a signed Letter of Intent (LOI). In November 30, 2013, in conjunction with the Sheridan Park Association (SPA), City retained Urban Strategies Inc. to complete work initiated under the previous LOI and to finalize Master Plan
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Business Employment** in the Sheridan Park Corporate Centre Character Area
- December 2014 – Sheridan Park Land Use Master Plan completed recommending updates to MOP and the Zoning By-law to reinforce the identity of the research park and allow a broader range of uses to encourage redevelopment to occur in Sheridan Park
- October 26, 2015 – Recommendation Report on proposed amendments to MOP and Zoning By-law for Sheridan Park Corporate Centre approved by Planning and Development Committee (PDC), and subsequently adopted by Council on October 28, 2015
- January 20, 2016 – Prior to the final implementing documents being brought before Council, the Muslim Association of Canada (MAC) made a deputation requesting that the proposed land use policies be revised to allow for an Education Campus on their lands, consisting of the existing private elementary school at 2300 Speakman Drive, and proposed private secondary school and post-secondary facility at 2270 Speakman Drive. Staff directed to meet with MAC representatives to discuss their proposal.
- April 11, 2016 – 2nd Recommendation Report on proposed revisions to Sheridan Park Corporate Centre Policies to permit Education Campus on lands owned by MAC was endorsed by PDC, notwithstanding staff's recommendation that Policies not be modified to reflect MAC's proposal.
- May 11, 2016 – Council adopted Mississauga Official Plan Amendment 40 and By-law 0097-2016 for the Sheridan Park Corporate Centre. Both documents were appealed. With the exception of those who filed site specific appeals, MOPA 40 and By-law 0097-2016 came into effect on December 1, 2016. The subject lands are designated **Business Employment – Special Site 2** and are zoned **E2-5** (Business Employment – Exception)



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Betsy



LEGEND:

 SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



TITLE: **Muslim Association of Canada**

FILE NO: **OZ 17/ 016 W2**



**MISSISSAUGA**

Produced by  
T&W, Geomatics

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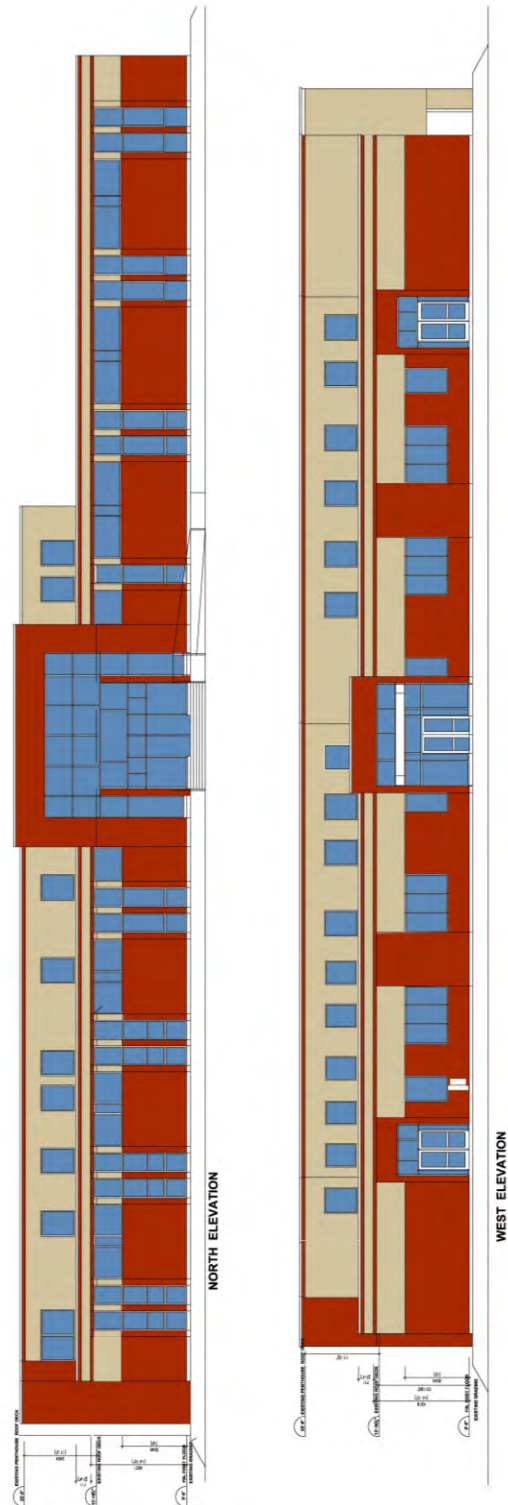
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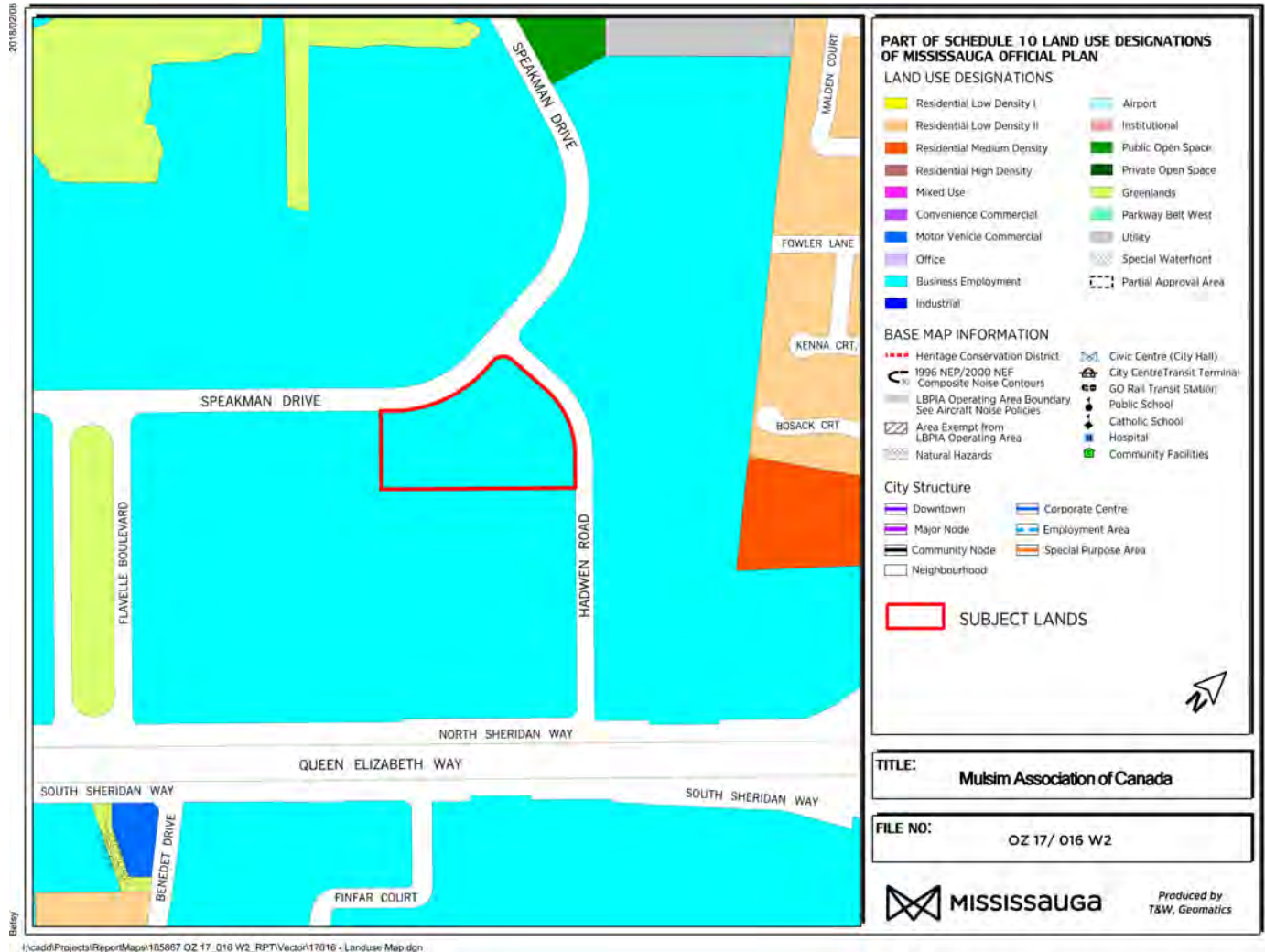


Muslim Association of Canada

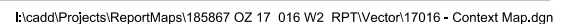
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Proposed Elevations





## Appendix 6



Muslim Association of Canada

File: OZ 17/016 W2

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

#### Current Mississauga Official Plan Designation and Policies for the Sheridan Park Corporate Centre

**Business Employment – Special Site 2** which permits scientific and engineering research and development facilities, education and training facilities, post-secondary facilities, data processing centres, engineering and professional design services, major offices and secondary offices, broadcasting, communication and information technology facilities and commercial and manufacturing accessory uses. The Special Site 2 provisions also permits a private elementary and secondary school.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Corporate Centres	<p>5.3.4.3 Corporate Centres are Intensification Areas.</p> <p>5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.</p> <p>5.3.4.5 Corporate Centres will support opportunities for the resident labour force to work in Mississauga.</p> <p>5.3.4.6 Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.</p> <p>5.3.4.7 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.</p> <p>5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.</p> <p>5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged.</p> <p>5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.</p>

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	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 15 – Corporate Centre</b>	Sheridan Park Corporate Centre	<p>15.5.2.1 A business park within a natural setting creates the identity of Sheridan Park Corporate Centre that distinguishes it from other office parks.</p> <p>The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Corporate Centre, development proposals should address the following:</p> <ul style="list-style-type: none"> <li>a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;</li> <li>b. building forms that are sensitive to the existing character;</li> <li>c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;</li> <li>d. a well-connected pedestrian/bicycle network that links developments to the overall City network;</li> <li>e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;</li> <li>f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and</li> <li>g. a Streetscape Master Plan will be prepared to coordinate street tree planting and right-of-way design.</li> </ul>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 15 – Corporate Centre</b>	Sheridan Park Corporate Centre	<p>15.5.2.2 To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:</p> <ol style="list-style-type: none"> <li>buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;</li> <li>main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;</li> <li>the preservation and integration of Natural Heritage Systems and their ecological functions will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;</li> <li>landscape design should incorporate the following: <ul style="list-style-type: none"> <li>native plants with low maintenance requirements;</li> <li>a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park Corporate Centre;</li> <li>interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;</li> <li>well-defined vehicular routes with proper signage;</li> <li>accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year round provided by structural shelters and/or planting; and</li> <li>clear visual and spatial identification of publicly accessible areas on private lands.</li> </ul> </li> </ol>
<b>Chapter 15 – Corporate Centres</b>	Sheridan Park Corporate Centre	<p>15.5.4.1.2 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:</p> <ol style="list-style-type: none"> <li>scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;</li> <li>education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training;</li> </ol>

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	Specific Policies	General Intent
Chapter 15 – Corporate Centres	Sheridan Park Corporate Centre	<p>c. data processing centres;  d. engineering and professional design services;  e. major offices and secondary offices;  f. broadcasting, communication and information technology facilities; and  g. commercial and manufacturing accessory uses.</p> <p>15.5.4.1.3 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings.</p> <p>15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. Major retail uses will not be permitted.</p> <p>15.5.4.1.5 Development will be subject to the following policies:</p> <p>a. operations must be carried out within enclosed buildings and structures; and  b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.</p>



Muslim Association of Canada

File: OZ 17/016 W2

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

**E2-5** (Business Employment - Exception), which permits a science and technology facility; education and training facility; broadcasting/communication facility; office; pilot plant; prototype production facility; university/college; manufacturing facility legally existing on the date of passing of this By-law; and, a banquet hall/conference centre/convention centre, fitness centre, financial institution, restaurant, take-out restaurant, day care and manufacturing use provided that such uses are located within, and form an integral part of, the building used for one or more uses above.

**Proposed Zoning By-law Provisions**

**E2-31** (Business Employment - Exception), which permits a private school in addition to the uses permitted in an **E2-5** (Business Employment - Exception) zone.

Private School – means a building, structure or part thereof, where academic instruction in a full range of the subjects of the elementary or secondary school courses of study and any other educational activity is provided, and may include a nursery school.

Muslim Association of Canada

File: OZ 17/016 W2

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (January 19, 2018)	No service alterations to the site proposed. On-site waste collection will be required through a private waste hauler.
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 18, 2018)	<p>The subject site is located within 500 m (1,640 ft.) of Sheridan Park (P -121) which also contains a playground, soccer fields, and softball diamond. The site is also located within 500 m (1,640 ft.) of a Significant Natural Area, zoned <b>G1</b> (Greenlands - Natural Hazards) and <b>G2</b> (Greenlands - Natural Features).</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>
City Community Services Department – Fire and Emergency Services Division (January 23, 2018)	Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (March 20, 2018)	<p>The applicant has been requested to provide the following additional technical details:</p> <ul style="list-style-type: none"> <li>• Revisions to the Site Plan and Grading/Servicing Plans</li> <li>• Revisions to the Noise Feasibility Study, and</li> <li>• Revisions to both the Phase I ESA and Phase 2 ESA</li> </ul> <p>The Transportation Impact Study is under review, and additional access details have been requested.</p> <p>The above matters are to be addressed in detail prior to the Recommendation Report proceeding.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Culture – Public Art</li> <li>• Canada Post</li> <li>• Economic Development</li> <li>• GTAA</li> </ul>

**Muslim Association of Canada****File: OZ 17/016 W2**

Agency / Comment Date	Comment
	<ul style="list-style-type: none"><li>• Heritage Planning</li><li>• Urban Forestry</li><li>• Enbridge</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>• Ministry of Transportation</li><li>• Alectra</li><li>• Rogers Cable</li><li>• Bell Canada</li><li>• Realty Services</li><li>• Mississauga Transit</li></ul>

## Recommendation Report Detailed Planning Analysis

**Owner: Muslim Association of Canada**

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## **1. Community Comments**

A public meeting was held on April 30, 2018. Two members of the public made a deputation regarding the application. Responses to the issues raised at the public meeting and from correspondence received can be found below:

### **Comment**

There will be negative impacts on the traffic patterns for the surrounding area as a result of the proposal to introduce a private secondary school use.

### **Response**

The applicant has submitted a Traffic Impact Study in support of the proposed development application. Based on a review of the study, staff agree that the existing road network has capacity to support future traffic volume growth. As such, it is anticipated that the proposed development will not create any undue negative traffic impacts on the surrounding road network.

### **Comment**

Questions related to the timing of the proposed Sheridan Park Drive extension in relation to the proposed development and the effect on traffic within the Sheridan Park Corporate Centre and neighbouring Sheridan Homelands to the north.

### **Response**

City staff finalized the Sheridan Park Environmental Assessment in April 2018 and is currently awaiting a decision for approval from the Minister of the Environment, Conservation and Parks. The City is unable to move forward with this project until a decision is reached by the Minister. Information with respect to this project can be accessed at the following link:

<http://www.mississauga.ca/portal/residents/sheridanparkea>.

## **2. Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017**

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

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

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

**Consistency with PPS**

Section 1.3 of the PPS states that planning authorities shall promote economic development and competitiveness in employment areas by providing for an appropriate mix of employment and institutional uses, in order to meet long term needs.

The existing building currently contains administrative offices and holds adult school night classes. The introduction of a private secondary school on the subject site adds to the existing institutional uses on the subject site and the neighbouring site, which are both owned by the Muslim Association of Canada. The Official Plan policies enable a private secondary school as an institutional use. The Sheridan Park Corporate Centre Character Area is an employment area that includes a range of employment uses and contains a special site policy that allows a private secondary school use. The proposed private secondary school, as an institutional use, adds to the mix of uses in the park and is appropriate in light of Mississauga Official Plan and the context of the PPS.

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

**Conformity with Growth Plan**

Section 2.2.1 – Managing Growth requires that new development be directed to settlement areas and delineated built up areas. The section of policies goes on to indicate that new development make efficient use of infrastructure and transit opportunities.

MOP implements the planning hierarchy of the Growth Plan, as majority of Mississauga is within the delineated built up areas. The relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe.

The subject property is located within a settlement area and delineated built up area in the context of the Growth Plan. The proposed use will be accommodated by adding a second storey to an existing building, which is a built form that will make better efficiency of the subject lands. The site is serviced by two MiWay Transit bus routes as described further in this Appendix. As such, the proposal conforms to the Growth Plan.

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

**3. Region of Peel Official Plan**

The subject property is located in the Urban System within the Region of Peel (ROP). General Objectives and Policies in Section 5 direct development and redevelopment to the Urban System in order to achieve complete communities that represent a more efficient use of land and is compact in built form and contributes to a mix of uses.

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

**4. Mississauga Official Plan (MOP)**

The proposal does not require an Official Plan Amendment and conforms to the Special Site 2 policies, which permits a private elementary and secondary school use on this site within the Sheridan Park Corporate Centre Character Area.

The Sheridan Park Corporate Centre Character Area policies require new development within the Park to achieve minimal visual impact on public streets, provide high quality landscaping design and to ensure the continuity of open spaces on site to maintain the campus like character of the area. The second storey addition and overall site design maintains the intent of the applicable Official Plan policies by providing appropriate landscape buffers and areas throughout the site.

Based on the above, the proposed use and site improvements conform to the applicable policies of MOP.

**5. Compatibility with the surrounding area**

The subject property is located within the Sheridan Park Corporate Centre Character Area, which is a Corporate Centre that is intended to develop and grow as a scientific and technology park, with ancillary uses also permitted to help serve the park and provide for an appropriate mix. The campus like setting of Sheridan Park with buildings sited on large lots, generous setbacks from street lines and expansive landscaped areas represents the unique character of the Corporate Centre.

The proposed private secondary school use further intensifies an already existing education campus on the subject property and the neighbouring property at 2300 Speakman Drive, which is recognized by the Official Plan. The addition of the use to the site, constructing a second storey addition and resultant site design overall maintains the character of Sheridan Park Corporate Centre by providing adequate landscape buffers, minimizing visual impacts and upholding generous setbacks. As such, the proposal is compatible with the surrounding area.

**6. Services and Infrastructure**

Based on the comments received from the applicable City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 45A and 71 on Hadwen Road and Speakman Drive having direct access to the Sheridan Park Corporate Centre Character Area.

There is a transit stop on Hadwen Road in close proximity to the proposed southerly vehicular



access to the site. In addition, there is a second transit stop at the corner of Speakman Drive and Hadwen Road.

## **7. Zoning**

The proposed revised **E2-31** (Business Employment - Exception) is appropriate to accommodate the proposed private secondary school use.

## **8. Site Plan**

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as further landscaping refinements and grading details.