
Planning and Development Committee

Date

2019/02/19

Time

6:30 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

Find it Online

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

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

Send written submissions or request notification of future meetings to:

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - Nil
4. MATTERS TO BE CONSIDERED
 - 4.1. PUBLIC MEETING INFORMATION REPORT (WARD 11)
Applications to permit 7 freehold townhomes and 19 condominium townhomes on a private condominium road
36, 38, 40, 44 and 46 Main Street, northeast corner of Main Street and Wyndham Street
Owner: City Park (Main Street) Inc.
File: OZ 17/020 W11 and T-M17007 W11
Pre-Bill 139
 - 4.2. PUBLIC MEETING STATUS UPDATE REPORT (WARD 1)
Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses
70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)
Southwest quadrant of Lakeshore Road West and Mississauga Road South
Owner: Port Credit West Village Partners Inc.
Files: OZ 17/012 W1 and T-M17004 W1

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- 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 3)
Applications to permit 8 freehold detached homes and 18 common element
condominium detached homes
2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2112, 2116
Dixie Road
West side of Dixie Road, north of the Queen Elizabeth Way
Owner: City Park (Dixie Road) Inc.
File: OZ 18/003 W1 and T-M 18002 W1
Bill 139
- 4.4. PUBLIC MEETING INFORMATION REPORT (WARD 6)
Applications to Permit 83 Townhomes on a Private Condominium Road
1707-1725 Barbertown Road, North side of Barbertown Road, east of Creditview Road
Owner: Barbertown Ventures Inc.
Files: OZ 17/002 W6 & T-M17001 W6
Pre-Bill 139
- 4.5. PUBLIC MEETING INFORMATION REPORT (WARD 3)
Applications to permit a new 8 storey apartment building with 159 units, and retain the
existing 8 storey apartment building
1315 Silver Spear Road, south side of Burnhamthorpe Road East, west of Dixie Road
Owner: IMH 1315 Silver Spear Ltd.
File: OZ 18/005 W3
5. ADJOURNMENT

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 files:
OZ 17/020 W11 and
T-M17007 W11

Meeting date:
2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit 7 freehold townhomes and 19 condominium townhomes on a private condominium road and to add additional lands to the adjacent greenlands 36, 38, 40, 44 and 46 Main Street, northeast corner of Main Street and Wyndham Street

Owner: City Park (Main Street) Inc.

Files: OZ 17/020 W11 and T-M17007 W11

Bill 139

Recommendation

That the report dated January 25, 2019 from the Commissioner of Planning and Building regarding the applications by City Park (Main Street) Inc. to permit 7 freehold townhomes and 19 condominium townhomes, and 2 greenlands blocks, under Files OZ 17/020 W11 and T-M17007 W11, 36, 38, 40, 44 and 46 Main Street, 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 interpretation and preliminary planning analysis. (Appendix 1)

PROPOSAL

Official plan amendment, rezoning and draft plan of subdivision applications are required to permit 7 freehold townhomes and 19 condominium townhomes on a private condominium road and to add additional lands to the adjacent greenlands. The applicant is proposing to change the **Residential Low Density I** and **Greenlands** designations on the subject property to **Residential Medium Density** and **Greenlands**. The zoning will also need to be changed from **R3** (Detached Dwellings) and **G1** (Greenlands) to **RM5 – Exception** (Street Townhouse Dwellings), **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road) and **G1**

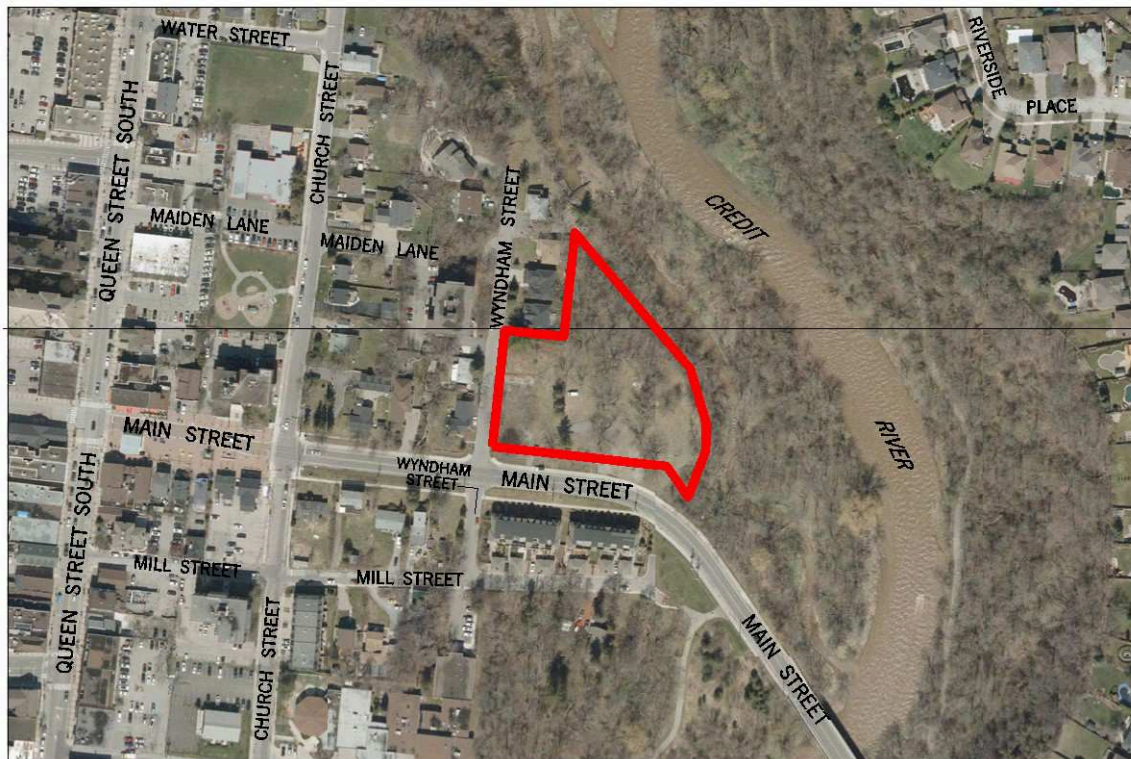
(Greenlands). A plan of subdivision is also required to create the blocks for the townhomes and greenlands.

Through site visits and subsequent environmental studies and reports, it has been determined that the eastern and northeastern portions of the property include environmental features associated with the Credit River Valley which should be protected. The Region of Peel relies on the expertise of the Credit Valley Conservation Authority to determine the exact limits of the lands to be protected. The proposal has identified these lands to be protected through a Greenlands designation and zone. The lands shall be dedicated gratuitously to the City for conservation purposes.

Comments

The property is located at the northeast corner of Main Street and Wyndham Street within the Streetsville Neighbourhood Character Area. The property is currently vacant. The surrounding neighbourhood contains detached homes, with townhomes located to the south and an apartment building located west of the subject property. There are greenlands located to the east and northeast the form part of the Credit River Valley.

Aerial image of 36, 38, 40, 44 and 46 Main Street



Applicant's rendering of proposed townhomes



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Greater 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 applicant has requested a change to the land use designation in the official plan. The request will be evaluated against the policies contained in the Mississauga Official Plan.

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. There are technical issues that need to be addressed, including the overall site design, the proposed vehicular access to Main Street, including access for emergency and waste collection vehicles, and the limits of development to the satisfaction of the Credit Valley Conservation. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the outstanding issues have been resolved.

Attachments

Appendix: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: City Park (Main Street) Inc.****Table of Contents**

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1. Site History

- Applications for an official plan amendment and rezoning under File OZ 07/12 W11 for 38, 40 and 44 Main Street, to permit a three storey retirement building were submitted in May 2007 and cancelled by the applicant in November 2017
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density I** and **Greenlands** in the Streetsville Neighbourhood Character Area
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Residential), which permits detached homes and **G1** (Greenlands) which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland

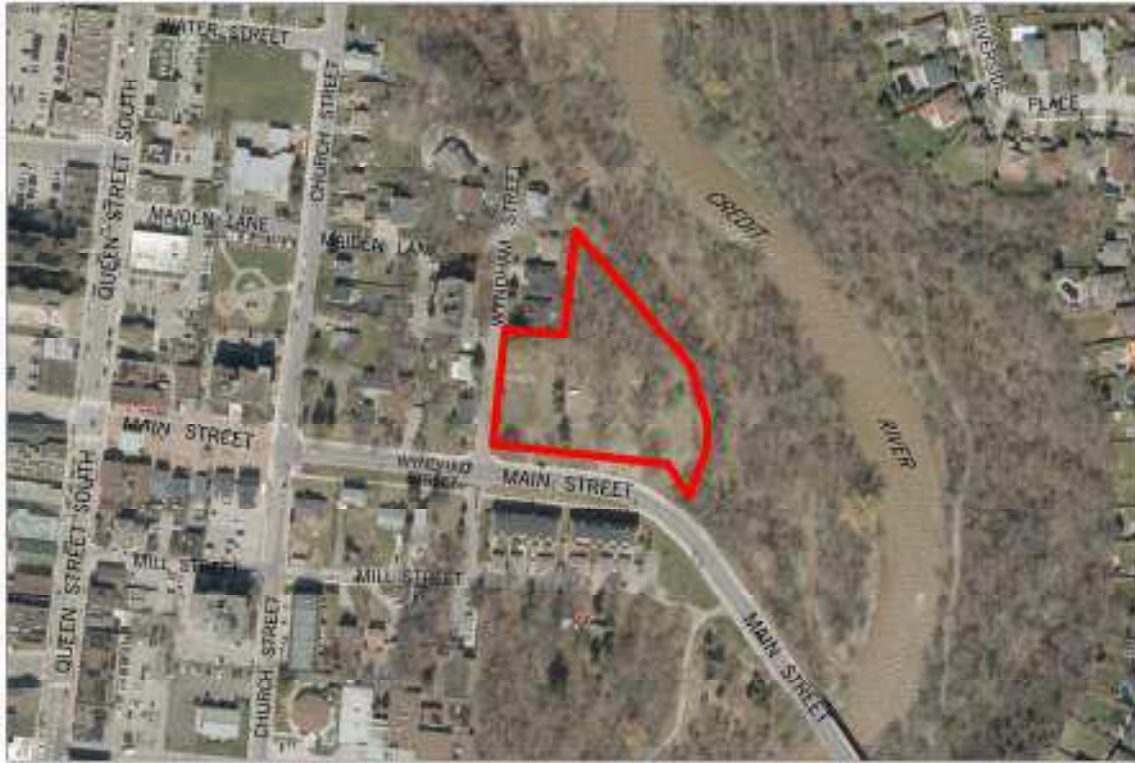
2. Site Context

The property is located at the northeast corner of Main Street and Wyndham Street, within the Streetsville Neighbourhood Character Area. Wyndham Street is a local road that dead ends just north of the site. Main Street is a major collector that runs from Queen Street South to the Credit River where it turns into Bristol Road West. The property abuts the Credit River to the east which is a major north-south watercourse.

The site is currently vacant and was previously occupied by four detached homes that were demolished between 2007 and 2018. The eastern and northeastern portions of the site (abutting the Credit River Valley) include natural hazards and natural heritage features.

The surrounding area consists of detached homes, townhomes and an apartment building located to the west of the subject lands. The site is an approximately five minute walk from the Streetsville Community Node, which has commercial uses including retail stores, personal services and restaurants.

Aerial Image of 36, 38, 40, 44 and 46 Main Street



Property Size and Use	
Frontages:	
Main Street	91.94 m (301.6 ft.)
Wyndham Street	60.50 m (198.5 ft.)
Depth:	111.14 m (364.6 ft.)
Gross Lot Area:	0.81 ha (2.01 ac.)
Existing Use:	Vacant

The surrounding land uses are:

North: Greenlands including the Credit River Valley and detached homes
 East: Greenlands including the Credit River Valley
 South: Townhomes
 West: Detached homes and an apartment building

Image of existing conditions facing southeast



3. Neighbourhood Context

The property is located in a neighbourhood that is not proposed to grow substantially. The surrounding subdivisions were mostly developed in the 1950s and 1960s. A relatively new townhome development across Main Street was built in 2012.

Based on the 2011 census, the existing population of the Streetsville Neighbourhood Character Area is 10,395 with a population density of 23.6 people/ha and a total of 1,330 jobs for a density of 26 people plus jobs/ha. Seventy percent of the neighbourhood population are of working age (15 to 64 years of age), with 15.5% children (0-14 years) and 13.6% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 12,000 and 12,100 respectively. On average, the total number of persons within a household in the area is 3, with 53% living in detached homes (higher than the City's average of 39%). The mix of housing tenure for the character area is 3,150 units (83.67%) owned and 615 units (16.33%) rented, with a vacancy rate of approximately 0.7%.

There is bus service via routes 9 and 10 providing access to Meadowvale Town Centre and the City Centre Transit Terminal, respectively.

Other Development Applications

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

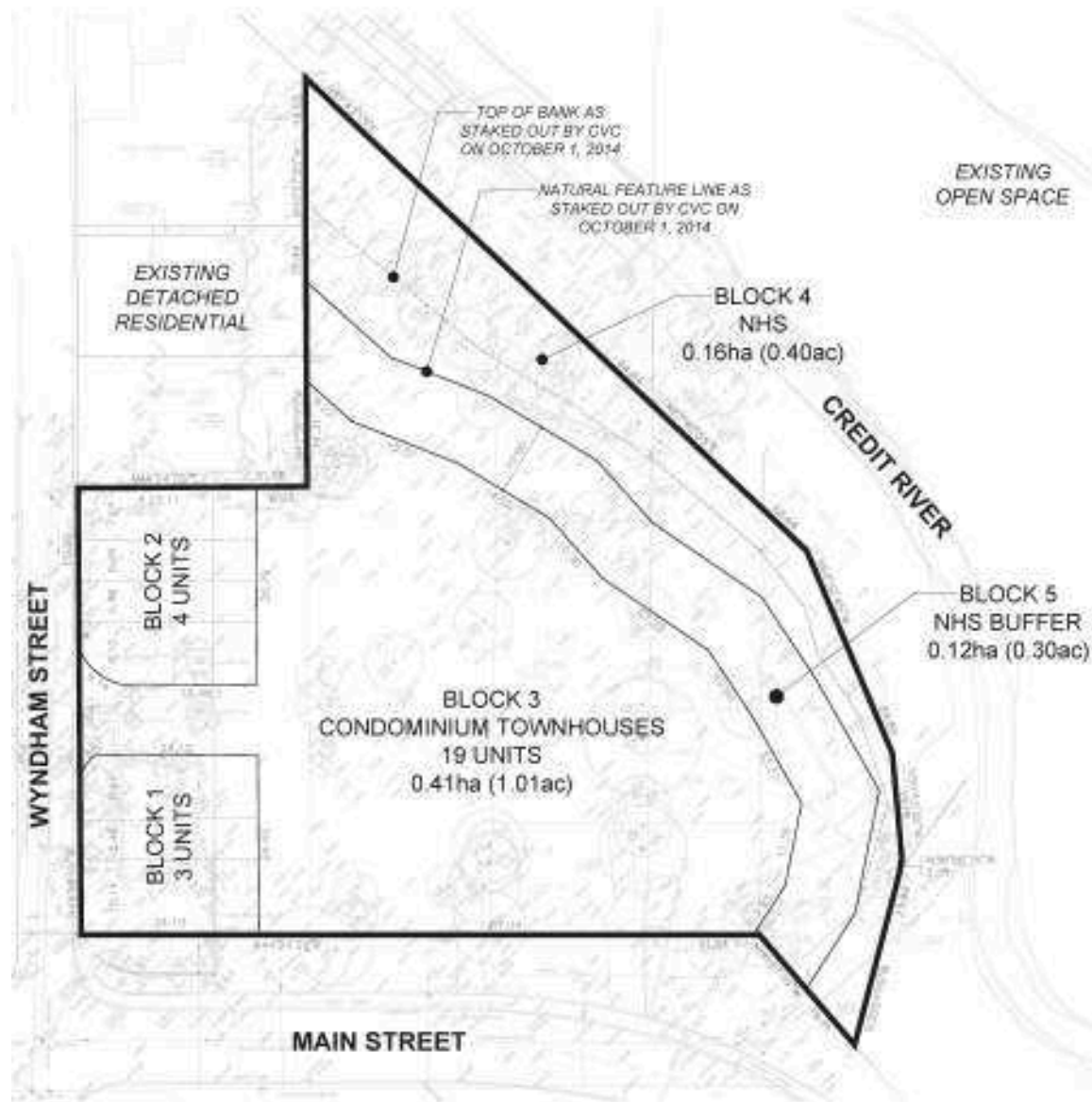
Community Services

This application is anticipated to have minimal impact on existing services in the community. The site is adjacent to Timothy Street Park which contains a recreational trail abutting the Credit River. The property is located less than a ten minute walk to Streetsville Memorial Park which contains trails, active sports fields, an outdoor pool and Vic Johnston Community Centre. Streetsville Library is located 650 metres (0.4 mi) to the north. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

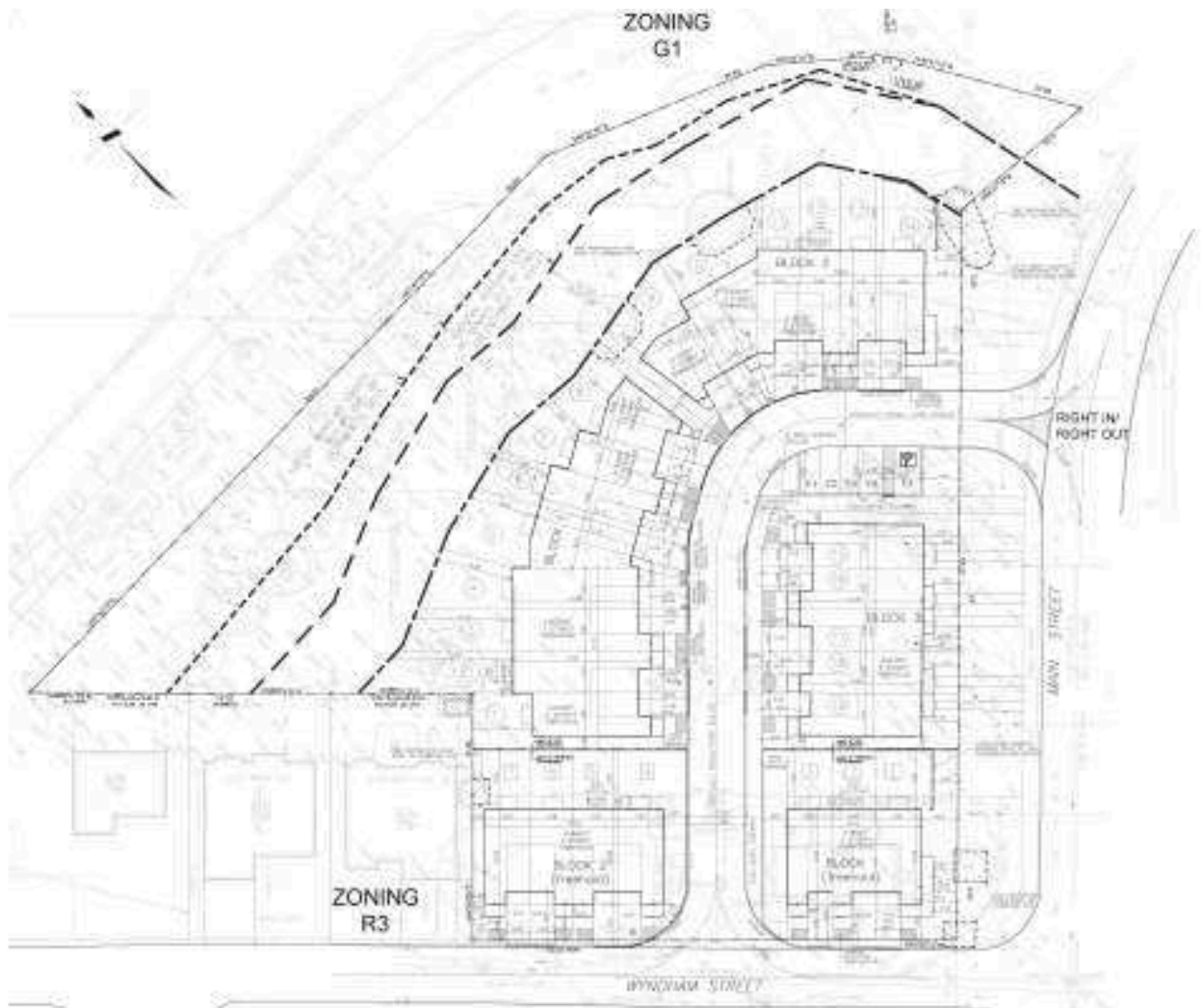
4. Project Details

The applications are to permit 7 freehold townhomes, 19 condominium townhomes and add additional lands to the adjacent Greenlands. Five condominium townhomes will face onto Main Street, while the remaining 14 will front onto a private condominium road. The freehold townhomes will front directly onto Wyndham Street with individual driveways. The eastern and northeastern portions of the property (abutting the Credit River Valley) are proposed to be designated and zoned Greenlands. The applicant is proposing that the private driveway have a right-in-right-out access onto Main Street and a full moves access onto Wyndham Street.

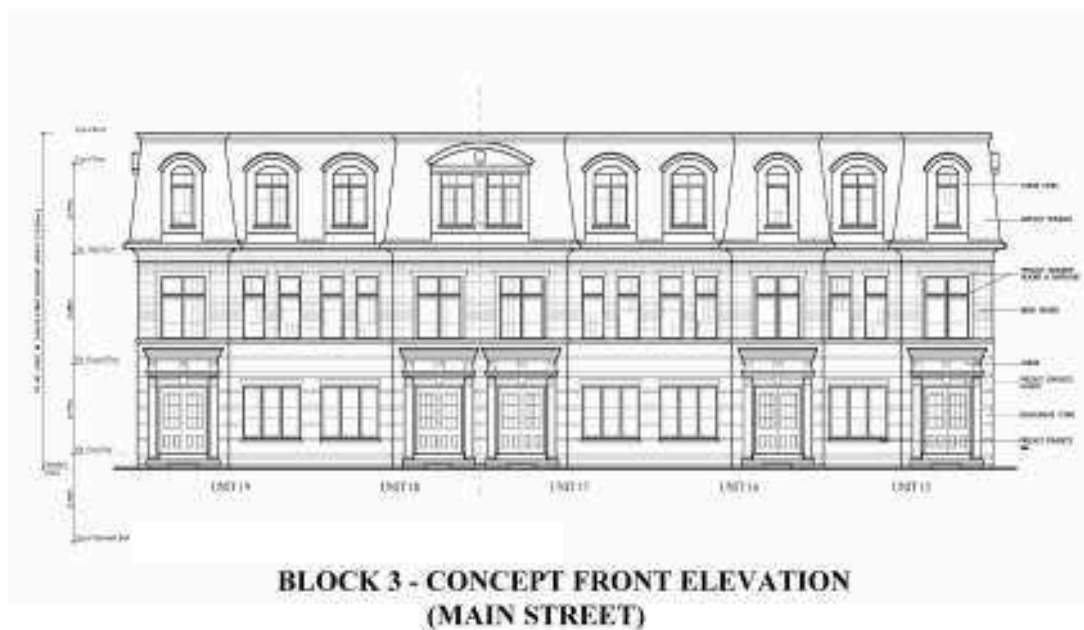
Development Proposal		
Applications submitted:	Received: December 21, 2017 Deemed complete: January 30, 2018 Revised: September 19, 2018	
Developer/ Owner:	City Park (Main Street) Inc.	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	26	
Height:	3 storeys	
Landscaped Area:	51.03% (Street Townhouse Dwellings)	
	33.71% (Townhouse Dwellings on a CEC – Private Road)	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	79* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
Resident spaces	52	52
Visitor spaces	5	5
Total	57	57

Draft Plan of Subdivision Concept Plan and Elevations**Draft Plan of Subdivision**

Site Plan



Elevations





Applicant's rendering of proposed townhomes



5. Community Comments

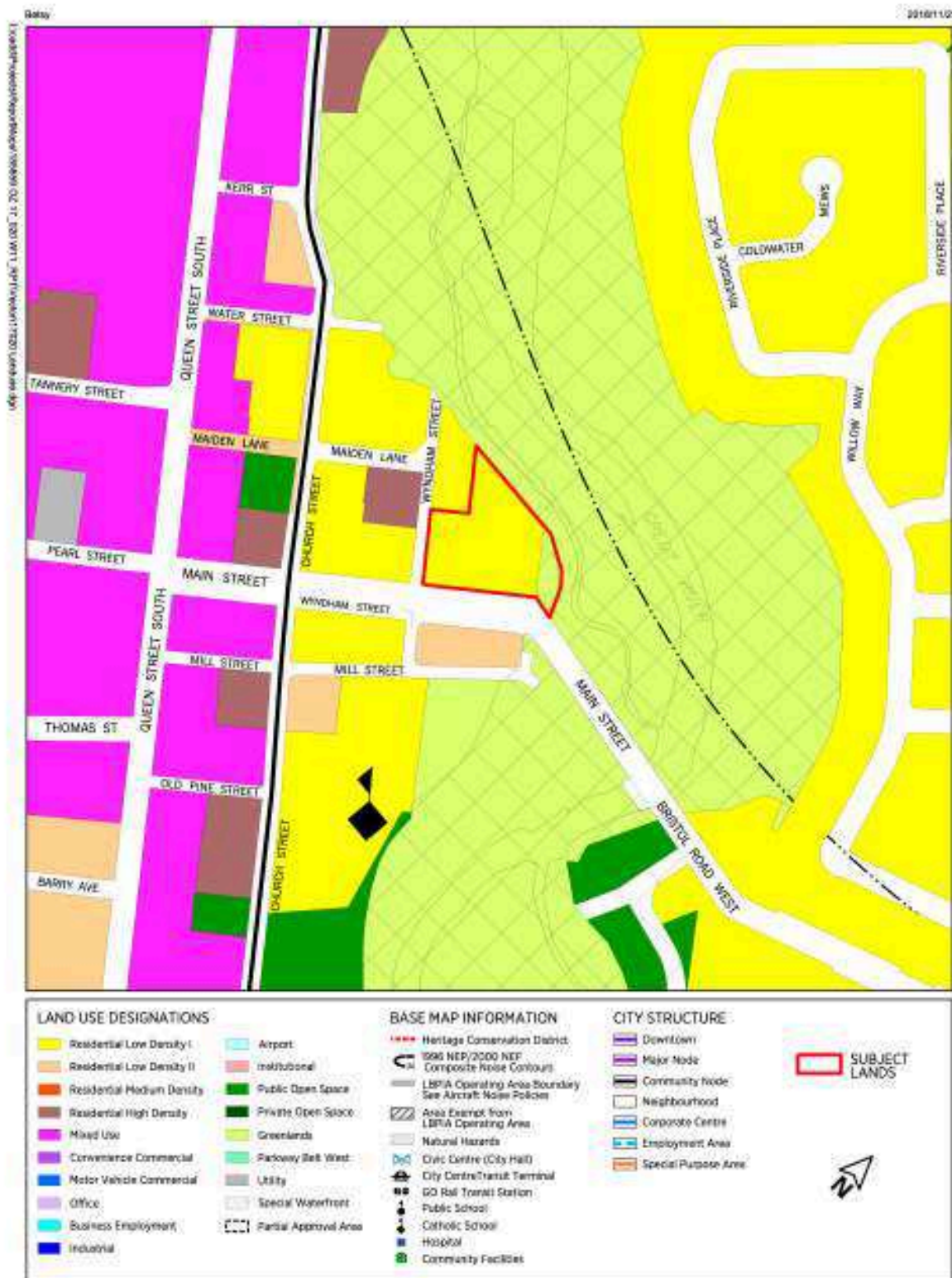
A pre-application community meeting was held by Ward 11 Councillor, George Carlson on February 27, 2018.

The following comments made at the community meeting, as well as others raised at the public meeting, will be addressed in the Recommendation Report.

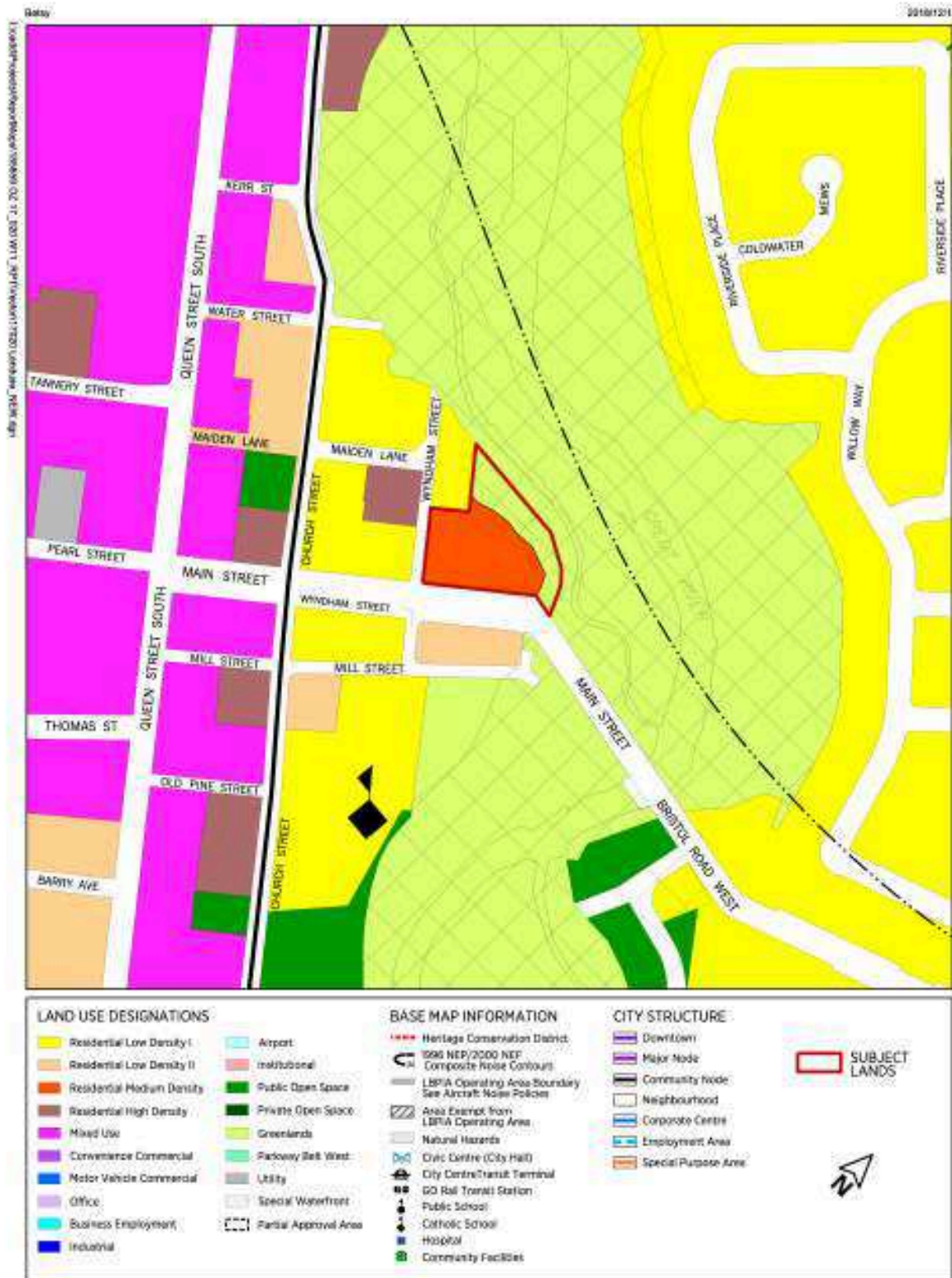
- Concern with increased traffic and traffic safety with regards to a full moves access onto Main Street
- Concern that the number of parking spaces proposed is insufficient
- Removal of trees and greenspace and potential flooding issues
- Concern with proposed density

6. Land Use Policies and Regulations

Excerpt of Streetsville Neighbourhood Character Area Land Use



Excerpt of Proposed Streetsville Neighbourhood Character Area Land Use



[illegible]

Summary of Applicable Policies

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

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The relevant existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The relevant existing policies of the MOP conform with the <i>Growth Plan</i> . Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels.	The proposed development is generally in conformity with the <i>Growth Plan</i>
Greenbelt Plan	n/a	Only public lands are subject to the Urban River Valley policies in the <i>Greenbelt Plan</i> . Since this proposal is on privately owned lands it is not subject to these policies.
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	A small portion on the east side of the property is identified as a Core Area of the Greenlands System within the Region of Peel Official Plan.
Mississauga Official Plan	The lands are located within the Streetsville Neighbourhood Character Area and are designated Residential Low Density I which permits detached homes and Greenlands which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland. Neighbourhood policies are intended to preserve the character, cultural heritage and livability of the community and provide a range of housing types.	The applicant is proposing to change the designation to Residential Medium Density and Greenlands . These proposed designations conform with the general intent of the MOP.
Zoning By-law 225-2007	The lands are currently zoned R3 (Residential) which permit detached homes and G1 (Greenlands) which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland.	A rezoning is proposed from R3 (Residential) and G1 (Greenlands) to RM5-Exception (Street Townhouse Dwellings), RM6-Exception (Townhouse Dwellings on a CEC – Private Road) and G1 (Greenlands) to permit 7 freehold townhomes and 19 condominium townhomes on a

Policy	Mississauga Official Plan (MOP) Policies	Proposal
		private condominium road and an addition to the adjacent Greenlands system.

Existing and Proposed Mississauga Official Plan Designation for the Subject Site

Existing Designation

Residential Low Density I which permits detached, semi-detached and duplex homes
Greenlands which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland

Proposed Designation

Residential Medium Density which permits townhomes
Greenlands which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland

The portion of the subject property to be designated **Greenlands** is also proposed to be zoned **G1** as shown on the "Proposed Zoning and General Context" map (page 11).

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 (as found in "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 (as found in "OZ 17/020 W11 and T-M17007 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

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable,	The development of neighbourhoods in Mississauga through infilling supports the general intent of the PPS with respect to	The applications include a development proposal that is generally compatible with the surrounding land uses and a development pattern that

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Consistency
liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	maintaining the character of existing neighbourhoods.	supports sustainability while protecting the environment.
1.1.1 (b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs	The Streetsville Neighbourhood Character Area is identified in the City's urban structure. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development.	The area contains a mix of detached homes, townhomes and an apartment building. The proposal encompasses street townhomes to be accessed from Wyndham Street and condominium townhomes to be located on a private condominium road. The built form is similar to the existing neighbourhood and will be evaluated within the context of the Official Plan policies.
1.1.1 (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns (h) promoting development and land use patterns that conserve biodiversity and consider the impact of a changing climate	As the City continues to grow, it is imperative that growth does not compromise the natural environment.	The relevant portions of the subject property will retain its Greenlands designation and will be zoned G1 (Greenlands).
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: <ol style="list-style-type: none"> efficiently use land and resources are appropriate for and efficiently use infrastructure and public service facilities minimize negative impacts to air quality and climate change and promote energy efficiency 	Streetsville is identified as a neighbourhood, which is an element in the City's urban structure. Neighbourhoods are non-intensification areas, however, this does not mean that they will remain static or that new development must imitate previous development patterns. New development should be sensitive to the existing and planned character of the neighbourhood. As described in Section 5.3.5.5, intensification within neighbourhoods may be	The surrounding area contains a mix of detached homes, townhomes and an apartment building. The proposed development is generally compatible with the existing character of the area, but the appropriateness of the development standards will be evaluated against MOP policies.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Consistency
<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>considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.</p>	
<p>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 Streetsville Neighbourhood is not an intensification area. MOP policy 5.3.5.1 states that 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>The applications are to redevelop a vacant residential lot that would provide a consistent street frontage along Main Street.</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 (section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm.</p>	<p>The subject property is located within an established neighbourhood. The proposed development will be evaluated against the applicable official plan policies.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p>	<p>Neighbourhoods are not intended to be the focus of intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p>	<p>The appropriateness of these applications will be reviewed in the context of the existing neighbourhood character.</p>
<p>1.5.1 Healthy, active communities should be promoted by: (d) recognizing provincial parks, conservation reserves, and other protect areas, and minimizing negative impacts on these areas.</p>	<p>Mississauga will promote and protect green infrastructure. Buffers which are vegetated protected areas will provide a physical separation of development and maintain the green system (6.3.7)</p>	<p>The rezoning of a portion of the property to Greenlands provides for the protection and conservation of the Credit River Valleylands.</p>
2.1 Natural Heritage		
<p>2.1.1 Natural features and areas shall be protected for the long term.</p>	<p>The policies in Section 6.3.12 speak to the long term protection of Significant</p>	<p>A portion of the site is identified as a Significant Natural Area.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Consistency
<p>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p> <p>2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</p> <p>2.1.5 Development and site alteration shall not be permitted in:</p> <p>c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;</p> <p>unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</p> <p>2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated</p>	<p>Natural Areas.</p> <p>In addition to MOP policies, Mississauga undertakes a Natural Areas Survey (NAS) which contains an inventory of natural heritage features. The NAS was last updated in 2018.</p>	<p>Consistency with this policy is under review.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Consistency
and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.		
4.0 Implementation and Interpretation		
General Statement of Intent: 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 relevant policies of the <i>Provincial Policy Statement</i> .	The applications are being further evaluated under MOP policies with respect to development limits and built form.

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 (as found in "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 (as found in "OZ 17/020 W11 and T-M17007 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

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: 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	People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. They not only want to raise their families in the community, but they also want to spend their senior years in communities that offer appealing amenities and healthy urban lifestyle options (section 4.3)	The range of housing types proposed is consistent with the <i>Growth Plan</i> policies.
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: 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. (Chapter 4). The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities.	The development proposal provides for protection of greenlands and a small range of housing options.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities 	Neighbourhoods are not appropriate areas for significant intensification, however, they will not remain static and redevelopment should be sensitive to the existing neighbourhood's character. Intensification may be considered where the proposed development is compatible in built form, density and scale to the	The proposal provides a small range of housing options and protects valleylands and a floodplain associated with the Credit River.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
<ul style="list-style-type: none"> d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	surrounding neighbourhood. (Chapter 5)	
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	The applications were deemed complete on January 30, 2018.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect of the <i>Growth Plan</i> and other applicable Provincial planning documents.	The applications have been reviewed accordingly.
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: 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	Complete communities should meet the day-to-day needs of people throughout all stages of their life.	These applications represent a modest infill development with housing that is generally compatible with the existing neighbourhood.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
for transit and active transportation.		
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated. (Chapter 9) Mississauga will provide a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its inhabitants to experience the benefits of city living. (Chapter 7)	This development proposal has a similar density and compatible housing form as the surrounding neighbourhood.
Relevant Policies: a. Growth should be primarily directed to settlement areas that: 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) 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), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will:	Streetsville Neighbourhood is an existing stable neighbourhood, which is suitable for infill development that is of similar scale and density as the existing neighbourhood. Neighbourhoods will provide for an assortment of house types to meet the needs of a complete community.	The proposed development will be evaluated against the applicable official plan policies.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
<ul style="list-style-type: none"> 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) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) c. The <i>Growth Plan</i> will support the achievement of complete communities that: <ul style="list-style-type: none"> i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure 		

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
2.2.2 Delineated Built-up Areas		
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	MOP provides the framework for the City to achieve a sustainable urban form which includes intensification and non-intensification areas. Neighbourhoods are physically stable and new development should be sensitive to the existing and planned character of the neighbourhood. Development should be compatible with built form and scale.	The applications represent an infill development. The proposed built form and site layout will be evaluated against the MOP policies.
2.2.6 Housing		
General Statement of Intent: 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: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The application proposes medium density residential development.
Relevant Policies: <ol style="list-style-type: none"> The Region is responsible for preparing a housing strategy (2.2.6.1) 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) 	MOP policies provide opportunities for the development of a range of housing choices in terms of type, tenure and price.	This development proposal represents a modest intensification of the existing neighbourhood with two housing options.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
3.2.2 Transportation - General		
<p>1. The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> a. provide connectivity among transportation modes for moving people and for moving goods; b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; c. be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles; d. offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; e. accommodate agricultural vehicles and equipment, as appropriate; and f. provide for the safety of system users. 	<p>MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel. In addition, policies look to encourage redevelopment to support multi-modal transportation. (MOP Policies 8.1.1., 8.1.4., 8.1.7.)</p>	<p>The proposed development aims to support the modes of traffic currently servicing the site.</p> <p>The applicant has submitted a Traffic Impact Study in support of the proposed development, which is currently being evaluated against the MOP policies.</p>
4.2 Policies for Protecting What is Valuable		
<p>General Statement of Intent: Natural Heritage Assets must be protected and managed as part of planning for future growth.</p>	<p>Mississauga Official Plan has identified Natural Heritage Features and has policies in section 6.3 for their protection. (MOP Policy 6.3.12)</p>	<p>The applicant has submitted an Environmental Impact Study in support of the proposed development, which is currently being evaluated against the MOP policies.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File 17/020 W11 and T-M17007 W11 Conformity
Beyond the Natural Heritage System, including within settlement areas, the municipality will continue to protect any other natural heritage features in a manner that is consistent with the <i>PPS</i> . (4.2.2.6)		
5 Implementation		
<p>Statement of Intent: 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>	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of MOP.	Applications will have regard to the <i>Growth Plan</i> and Mississauga Official Plan.

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The eastern portion of the site is identified as a Core Area within the Greenlands System as governed by the Region of Peel's Official Plan. The proposed development applications were circulated to the Region who has advised that in its current state, the applications 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 these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	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.
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	<p>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.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
Section 5.2 Green System	Section 5.2 Section 5.2.1	Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for lands within the City that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives including some of the following: (d) land securement; (e) stewardship; (g) naturalization/restoration.
Section 5.3 Neighbourhoods	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <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>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>
Section 6 Value the Environment	Section 6.1 Section 6.1.1 Section 6.1.2	Mississauga will: (a) protect, enhance and expand the Natural Heritage System; (b) encourage the stewardship and enhancement of other areas within the Green System,

	Specific Policies	General Intent
	Section 6.1.5 Section 6.1.11 Section 6.1.12 Section 6.2.6 Section 6.3 Section 6.3.1 Section 6.3.2 Section 6.3.3 Section 6.3.4 Section 6.3.5 Section 6.3.6 Section 6.3.12	<p>particularly where it contributes to the function and linkage of the Natural Heritage System; (c) protect life and property from natural and human made hazards.</p> <p>Mississauga will promote an ecosystem approach to planning.</p> <p>Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.</p> <p>Significant Natural Areas include valleylands associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.</p>
Section 7 Complete Communities	Section 7.1 Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2 Section 7.2.1 Section 7.2.2	<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"> a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>
Section 9 Building a Desirable Urban Form	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.6 Section 9.1.10 Section 9.2 Section 9.2.2 Section 9.2.2.3	<p>MOP will ensure that non-intensification area (Neighbourhoods) will experience limited growth and change, limit height to 4 storeys and will generally not allow for tall buildings. New development in neighbourhoods will respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the buildings to represent the existing scale, massing, character and grades of the surrounding area.</p>

	Specific Policies	General Intent
	Section 9.2.3.1 Section 9.3 Section 9.3.1.1 Section 9.3.1.4 Section 9.3.5 Section 9.3.5.3 Section 9.3.5.6 Section 9.4 Section 9.5 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2 Section 9.5.2.7	<p>Appropriate infill in non-intensification areas will help to revitalize existing communities by developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that the infill fits within the existing urban context and minimizes undue impacts on the adjacent properties.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Section 11 General Land Use Designation	Section 11.2 Section 11.2.3 Section 11.2.5	<p>Greenlands are associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.</p> <p>Residential uses are permitted within the Low Density Residential and Medium Density Residential designations.</p>
Section 16 Neighbour- hood	Section 16.1.1 Section 16.1.2 Section 16.17.1 Section 16.17.3.1 Section 16.17.3.2	<p>Residential neighbourhoods will maintain their existing character. Infill development should be consistent with the density and scale of the existing developments within the area.</p>

Section 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.
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Existing and Proposed Zoning**Existing Zone – R3** (Residential) which permits detached dwellings**Proposed Zoning Regulations – RM5 – Exception** (Street Townhouse Dwellings); **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road); and **G1** (Greenlands)

Zone Regulations	RM5 Zone Regulations	Proposed RM5-Exception Zone Regulations
Minimum Lot Area		
Interior lot	200 m ² (2,152.8 ft. ²)	132 m ² (1,420.8 ft. ²)
Corner lot	280 m ² (3,014 ft. ²)	199 m ² (2,142 ft. ²)
Minimum Lot Frontage		
Interior lot	6.8 m (22.3 ft.)	5.4 m (17.7 ft.)
Corner lot	9.8 m (32.15 ft.)	8.6 m (28.2 ft.)
Minimum Exterior Side Yard	4.5 m (14.7 ft.)	N/A
to a lot line abutting a private road	N/A	3.0 m (9.8 ft.)
Minimum Front Yard		
Interior lot/ CEC – corner lot	4.5 m (14.7 ft.)	2.0 m (6.5 ft.)
Maximum encroachment of a		

Zone Regulations	RM5 Zone Regulations	Proposed RM5-Exception Zone Regulations
balcony into a required rear yard	1.0 m (3.2 ft.)	1.5 m (4.9 ft.)
A maximum encroachment of a porch or a deck, located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required front and/or exterior side yard	1.6 m (5.2 ft.)	1.8 m (5.9 ft.)
Maximum Gross Floor Area – Residential	0.75 times the lot area	1.3 times the lot area
Zone Regulations	RM6 Zone Regulations	Proposed RM6-Exception Zone Regulations
Minimum Lot Frontage		
Interior lot	5.0 m (16.4 ft.)	4.7 m (15.4 ft.)
Minimum Dwelling Unit Width	5.0 m (16.4 ft.)	4.6 m (15.0 ft.)
Minimum 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 identified in Subsection 2.1.14 of the By-law	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Minimum Interior Side Yard Where interior side lot line is the rear lot line of an abutting parcel	2.5 m (8.2 ft.)	1.5 m (4.9 ft.)
Minimum Rear Yard		
Interior lot/ CEC – corner lot	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Minimum Landscaped Area	25% of the lot area	20% of the lot area
The minimum setback for all buildings, structures, parking areas and swimming pools in Residential Zones to all lands zoned G1 or G2 Base Zone, shall be the greater of 5.0m or the required yard/setback	7.5 m (24.6 ft.) (the required yard)	5.0 m (16.4 ft.)
Maximum projection of a balcony into a required rear yard abutting a G1 zone	0 m (Not permitted)	1.5 m (4.9 ft.)
A maximum encroachment of a porch or a deck, located at		

Zone Regulations	RM5 Zone Regulations	Proposed RM5-Exception Zone Regulations
and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required front and/or exterior side yard	1.6 m (5.2 ft.)	1.8 m (5.9 ft.)

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"> Student Yield: <ul style="list-style-type: none"> 4 Kindergarten to Grade 5 2 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Ray Underhill PS <ul style="list-style-type: none"> Enrolment: 283 Capacity: 350 Portables: 1 Dolphin Sr. <ul style="list-style-type: none"> Enrolment: 580 Capacity: 555 Portables: 0 Streetsville S.S. <ul style="list-style-type: none"> Enrolment: 866 Capacity: 1,008 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Joseph <ul style="list-style-type: none"> Enrolment: 329 Capacity: 478 Portables: 1 St. Aloysius Gonzaga <ul style="list-style-type: none"> Enrolment: 1,708 Capacity: 1,656 Portables: 0

9. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (October 15, 2018)	<p>Municipal sanitary sewers consist of a 300 mm (11.8 in.) sewer on Main Street and 250 mm (9.8 in.) sewer on Wyndham Street. Municipal water infrastructure consists of a 400 mm (15.7 in.) watermain on Main Street and 150 mm (5.9 in.) watermain on Wyndham Street.</p> <p>The Region of Peel requires specific conditions related to servicing to be included in the Subdivision Agreement.</p> <p>Prior to servicing the developer shall submit a satisfactory engineering submission for review and approval.</p> <p>The subject property is partially contained within lands designated Core Greenlands by the Region of Peel. The Region defers to the Credit Valley Conservation Authority to delineate the area and provide appropriate comments.</p> <p>The applications will not require a Regional Official Plan Amendment (ROPA).</p>
Dufferin-Peel Catholic District School Board (February 21, 2018) and the Peel District School Board (March 5, 2018)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
Credit Valley Conservation (November 15, 2018)	<p>Further information to confirm that the dripline of the existing tree canopy is the greatest of all onsite constraints is required.</p> <p>Further information from the Geotechnical Investigation and Slope Stability Study is required confirming the stability of the staked top of bank and long term stable slope.</p> <p>Further clarification is required with regards to the Stormwater Management Report.</p>

Agency / Comment Date	Comment
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (March 22, 2018)</p>	<p>The Community Service Department notes that the subject site is adjacent to the Timothy Street Park (P-127) zoned G1. This 10.76 ha park contains a trail on the east side of the Credit River which terminates at Bristol Road West and continues on the west side of the river south of Main Street. All identified lands below the greatest environmental constraint, including the 10 m (32.8 ft.) buffer, shall be dedicated gratuitously to the City as Greenbelt for conservation purposes.</p> <p>Future residents on this property will be served by Streetsville Memorial Park (P-114), located on the east side of Church Street and south of Main Street, which is less than 100 metres (330 ft.) from the subject lands. This 12.54 ha (30.99 ac) park contains active sports fields, a play site, a pool, picnic areas, a washroom, a bocce court, the Vic Johnston Community Centre and trails.</p> <p>Should this application be approved, hoarding and fencing is required along the boundary of Timothy Street Park.</p> <p>Securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing. A cash contribution in the amount of \$9,108.94 is required for street tree planting along Main Street and Wyndham Street.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
<p>City Community Services Department – Heritage Planning (October 24, 2018)</p>	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting any adverse impacts to any significant archaeological resources found.</p>
<p>City Transportation and Works Department (November 27, 2018)</p>	<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 report is to provide additional clarification regarding the noise levels at the Outdoor Living Areas (OLAs), due to traffic sources and changes to the development configuration. All calculations are to be provided in the report. If required, noise mitigation measures will be secured for through the Subdivision Agreement.</p>

Agency / Comment Date	Comment
	<p>Functional Servicing Report (FSR) The report is to provide additional clarification regarding the impact of the proposed development on the Wyndham Street storm sewer. To be more specific, a downstream analysis is required. Also, it is to update the drainage areas, run-off coefficients and to calculate the required volume for the 5 mm (0.2 in.) water balance. Additionally, as stated by the FSR, upgrades on the Main Street storm sewer will be required.</p> <p>Grading/Servicing Plan The engineering drawings are to show that the necessary municipal services can be provided for the proposed development. Clearly depict the freehold townhouses and common element townhouses limits. Additionally, they have to ensure the proposal doesn't negatively impact existing slopes along the Credit River for which a catch basin system on the rear yards of the units along the River should be provided instead of infiltration strategies that could compromise the slope. For all works proposed along the River valley, CVC approval will be required. Further, revisions shall be made to ensure no negative impacts from this development are caused on adjacent properties and, if any, to provide the mitigation measures to counteract those effects.</p> <p>Common Element Condominium (CEC) Townhouses The supporting engineering and landscape drawings are to be revised to clearly depict the minimum 3.0 m (10 ft.) utility corridor within the minimum 4.5 m (14.8 ft.) front yard setback, ensuring that steps and/or any landing/porch area does not encroach within this area and that there is no encroachment of the freehold townhouses services or fences within the CEC utility corridor. Additionally, the private condominium road shall be revised to provide crowned road with 2% cross fall and to clearly show the Parcels of Tied Land (POTL) boundaries.</p> <p>Municipal Works Municipal works will be required to support this development and these works shall form part of the Subdivision Agreement. The extent of the works will be determined prior to the Recommendation Report. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p> <p>Traffic The Traffic Impact Study (TIS) is to be updated to show the latest traffic volume counts and to reflect the only permitted access to the site on Wyndham Street and to provide the supporting turning movements templates. As mentioned in the</p>

Agency / Comment Date	Comment
	<p>1st submission of this application, the access via Main Street is not supported. The owner is to provide a turnaround area to facilitate the ingress/egress of emergency/waste collection vehicles through the Wyndham Street access to the site. Additionally, the TIS report is to be revised to incorporate sidewalk connectivity along Wyndham Street and to append the signal timing plans used on the report. Further, a draft plan of subdivision is to be submitted detailing all the required land dedications as required by the Official Plan.</p> <p>Environmental Additional information is required to confirm how potential environmental constraints identified in the Phase I Environmental Site Assessment will be managed. Further, as lands will be dedicated to the City for Greenbelt purposes, the owner is to confirm the presence and quality of fill material on those lands.</p> <p>The above noted issues are to be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Rogers Cable Greater Toronto Airport Authority Enbridge Peel Regional Police Fire Prevention Community Services - Arborist</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 proposed land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Is the proposed vehicular access onto Main Street acceptable?
- If the access to Main Street is not found to be acceptable, the proposal will need to be redesigned to accommodate emergency and waste collection vehicles
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity and resolution of all servicing and utility issues
- Have the environmental constraints been addressed to the satisfaction of Credit Valley Conservation

Development Requirements

There are development limit constraints and 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:

- Concept Plan
- Draft Plan of Subdivision
- Elevations
- Site Grading & Servicing Plan
- Storm and Sand Tributary Plan
- Erosion and Sediment Control Plan
- Tree Preservation Plan
- Landscape Plan
- Planning Justification Report
- Arborist Report
- Green Site and Building Initiatives
- Environmental Impact Study
- Phase I Environmental Site Assessment
- Reliance Letter
- Traffic Impact and Parking Study
- Noise Feasibility Study
- Functional Servicing & Stormwater Management Report
- Geotechnical Letter
- Archaeological Assessment
- Heritage Impact Assessment

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 files:
OZ 17/012 W1 and
T-M17004 W1

Meeting date:
2019/02/19

Subject

PUBLIC MEETING STATUS UPDATE REPORT (WARD 1)

Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses

70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)

Southwest quadrant of Lakeshore Road West and Mississauga Road South

Owner: Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Pre-Bill 139

Recommendation

1. That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.
2. That notwithstanding Corporate Policy 07-03-01 (Bonus Zoning), Section 37 community benefit negotiations proceed as outlined on page 8 of this Report.

Report Highlights

- This report has been prepared as a status update on the review of the development applications, which were revised in November 2018
- Key changes to the Master Plan since March 2018 include the street network and right-of-way widths, as well as proposed building heights
- Outstanding issues include affordable housing, massing, configuration and land uses within the Campus, determination of an appropriate elementary school location, street network and parking, environmental remediation and sustainability, height and density

and Section 37 community benefits

- These items, as well as other technical requirements need to be addressed prior to the Recommendation Report proceeding

Background

A public meeting was held by the Planning and Development Committee on June 18, 2018 at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0052-2018 was then adopted by Council on July 4, 2018.

1. That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open spaces uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.
2. That thirteen oral submissions be received.

Since the Information Report, the applicant has submitted an updated Master Plan and supporting studies. Given the significance of this proposal and its strategic waterfront location, it is appropriate to update the Planning and Development Committee on the status of the review of the development applications. This includes the identification of key issues that need to be resolved prior to preparing a Recommendation Report. All staff comments in this report are based on the applicant's latest submission that was made on November 2, 2018.

As noted in the Information Report, Port Credit West Village Partners Inc. (PCWVP) appealed their development applications to the Local Planning Appeal Tribunal (LPAT) on March 1, 2018. On November 23, 2018, an LPAT pre-hearing conference was held. The City, Region of Peel and the applicant are parties to the proceedings. Additionally, eight individuals and community organizations were granted participant status. A second prehearing by telephone conference call has been scheduled for February 27, 2019, as has a third pre-hearing conference for August 7, 2019. A start date for the actual LPAT hearing will likely be scheduled during the February 27th telephone conference call with the Tribunal.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant submitted a revised Master Plan on November 2, 2018 with a number of changes including the following:

- Increased street right-of-way widths for Streets A, B, C, D, F and Mississauga Road to accommodate prioritized street features (i.e. trees, sidewalks, bioswales, parking, bike lanes, vehicle lanes, waste collection areas) depending on the role of each street

- Introduction of an east-west private one-way street (Street G) between the two largest high-density blocks (Blocks K and P)
- Modification of several building heights throughout the plan. Some have increased while others have decreased. Examples include the Master Plan's tallest tower, which has increased in height from 26 to 29 storeys, while some adjacent towers have been reduced (from 22 to 19 storeys; from 24 to 22 storeys; from 18 to 15 storeys). Building podium heights have been reduced from 8 to 6 storeys in Blocks K and P.

The revised Master Plan is attached as Appendix 2 to this report.

The chart below provides a comparison of key project statistics between the March and November 2018 Master Plan submissions:

	March 2018 Submission	November 2018 Submission
Public Park Area	5.0 ha (12.4 ac)	5.5 ha (13.5 ac)
Privately Owned Public Spaces (POPS)	2.0 ha (4.9 ac)	1.6 ha (3.9 ac)
Shoreline Crown Lands	1.6 ha (3.9 ac)	1.6 ha (3.9 ac)
Townhomes	359	329
Back to back & stacked townhomes	146	208
Apartment units	2,464	2,458
Total residential units	2,969	2,995
Residential Gross Floor Area	365 922 m ² (3,938,880 ft ²)	380 527 m ² (4,096,092 ft ²)
Non-Residential Gross Floor Area	36 937 m ² (397,600 ft ²)	36 937 m ² (397,600 ft ²)
Total Gross Floor Area	402 859 m ² (4,336,480 ft ²)	417 464 m ² (4,493,692 ft ²)
Anticipated Population (average household sizes for all units (by type) based on the 2016 Census)	6,927	7,012
Overall Gross Floor Space Index	1.38	1.43
Overall residential density	237.7 residents per gross ha (96.2 residents per gross ac)	240.6 residents per gross ha (97.4 residents per gross ac)

PLANNING COMMENTS

The following issues integrate preliminary planning feedback with responses from other departments and agencies based on a review of the latest proposal. It is important to note that there are additional issues and technical matters that must still be resolved in addition to those highlighted below.

Range of Housing

The Provincial Policy Statement, Growth Plan, Region of Peel Official Plan and Mississauga Official Plan all emphasize the importance of ensuring that the housing mix can accommodate people with diverse housing preferences, socioeconomic characteristics and needs. This includes a mix of ownership and rental housing as part of producing a variety of dwelling types and prices, including affordable housing. Making Room for the Middle: A Housing Strategy for Mississauga (2017) and the Peel Housing and Homeless Plan (2018) build on the foundation of the policy documents noted above by providing more specific expectations and targets for new development.

With an estimated population of just over 7,000 people living in approximately 3,000 units, ensuring a diverse housing mix becomes an even more critical element in planning this sizable new community. The West Village proposal alone represents a 55% increase in Port Credit's estimated 2016 population of 12,800 residents (based on the 2014 Growth Forecast). While a mix of housing forms are proposed, they are all to be of condominium tenure. If every home were to be an ownership unit in this new community, the housing policies noted above would not be fully achieved.

As a result, staff have asked the landowner to ensure that a portion of the proposed homes be purpose-built rental housing to address low and middle income resident needs. PCWVP has indicated that it cannot provide any rental housing without financial incentives from the Region and City due in part to the high environmental remediation costs for the site. However, the landowner has advised that it is considering a number of options for affordable housing on the site including the provision of rental units and/or a land dedication. These discussions remain ongoing with the Region and City.

The Campus

The vision for the Campus precinct was to have an area set aside for employment, office, institutional, academic, recreational and cultural uses. Residential uses were not contemplated within the Council-endorsed Master Planning Framework (2015). The Campus was also to function as a land use and massing transition between high density housing in the centre of the site and a spacious waterfront park along Lake Ontario. Allowing a proportion of the Campus to have some residential uses may be suitable from a planning standpoint. However, it is important to ensure that this area has a minimum "critical mass" of floor area devoted only to non-residential uses to support the Campus as envisioned in the Framework. The November 2018 resubmission significantly reduces non-residential uses in the Campus by requiring them only on the first floor of buildings, whereas previous submissions proposed the first 2 floors to be entirely non-residential. This change is not supported by staff. Residential towers with ground floor commercial uses is a common condition found in many areas of the City. Repeating this condition here would be a lost opportunity to achieve the Campus vision on this unique waterfront site.

Another Campus issue relates to the 10 storey building on the west side of the Campus known as Building "T" (as it is within proposed Block T). The location of this building has been an ongoing concern and the subject of several discussions with the landowner. This 10 storey building significantly diminishes the quality of a key view corridor to Lake Ontario. It also reduces the size of the waterfront park in its critical central area. The building prevents a strong and direct pedestrian connection from the central linear park to the waterfront park by blocking it with this proposed building. PCWVP has continued to show this building on lands that the City has requested to be parkland.

Elementary School

The Peel District School Board (PDSB) has indicated its requirement for an elementary school on this site with a capacity for 650 students. PCWVP has been working with the school board and the YMCA on a design and location for an integrated multi-storey building at the east end of the Campus to house these two users. This is depicted again in the November 2018 submission. The YMCA has applied for Federal and Provincial funding, which will be required in order to make the project viable for the YMCA.

Additionally, the PDSB has advised that a minimum 0.48 hectare (1.2 acre) ground level outdoor play area is required for the school. This is not shown in the November 2018 submission. Traffic, circulation, land use compatibility and safety impacts must also be carefully considered as part of the school location selection.

Street Network and Parking

With just over 7,000 new residents, a major waterfront park as well as retail, office and institutional uses, new development on the lands must connect well to the rest of Port Credit. Mobility to and within the site requires an integrated street network that connects to Lakeshore Road West and Mississauga Road South in order to function properly. These new streets will form the "bones" on which a successful new community can be built. While a strong public street network is important, it is recognized that with such a large development, some of the streets can include private condominium roads. These private roads can accommodate parking under the road and allow for easier long-term maintenance because the road and underground parking garage would be under the same private ownership. Parking under the road can result in fewer levels of underground parking which the applicant has identified as an issue due to the significant environmental remediation requirements and costs associated with the site. These factors impact the location and amount of underground parking and type of street (public vs. private) proposed by the applicant.

Notwithstanding this, staff have requested that certain streets be public due to their function and anticipated vehicular volumes. In addition to the street network shown in the latest submission, staff have requested a public east-west, two-way street across the middle of the site (Street G) from Street F over to Street D. This is recommended to provide adequate connectivity and road network distribution of vehicles through the site. PCWVP has instead provided a plan showing a private one-way street between Street F over to Street B. East of Street E, the plan shows a

pedestrian and cycling path over private lands. The applicant's proposed street network is illustrated below in Map 1.



Map 1: The applicant's proposed street network

Additionally, staff have requested that the north portions of Streets F and D be shown as public roads instead of private condominium roads given their anticipated volumes where they intersect with Lakeshore Road West. The north portion of Street D is currently designed as a driveway that wraps around a proposed commercial building instead of being a direct connection to Lakeshore Road West.

Excluding Street G, the widths of the street rights-of way are generally acceptable or close to being deemed acceptable after months of discussions and revisions. The largest remaining discrepancy is Street B, where staff have requested an additional 2.0 m (6.5 ft.) in width in order to fit in all the requested street elements on this central north-south spine street. These street elements include trees, sidewalks, Low Impact Development features (e.g. planted swales), parking, bike lanes and vehicle lanes. Discussions continue on the technical details regarding street elements within each street right-of way. Further discussions need to occur regarding the mitigation of potential vehicular impact to the neighbourhood to the east, the Port Credit Heritage Conservation District. The City has recently retained the consulting firm HDR as a peer reviewer to assist in the examination of Traffic Impact Studies provided by the applicant to ensure that the street network is designed in an appropriate manner.

Since the Information Report, further parking standard reductions have been proposed for a number of commercial uses, including financial institutions, real estate offices, take-out restaurants and sit down restaurants. More information is required from the applicant, as the requested reductions are greater than those supported by the Council-endorsed Mississauga Parking Strategy (Phase II: Port Credit and Lakeview – June 2014) for these uses.

Environmental Remediation and Sustainability

The first phase of remediation continues on the site, with soil excavation, testing, removal and replacement occurring. As part of the environmental remediation of the site, discussions continue on acceptable risk management measures (RMMs) for lands that will be owned by the City (street rights-of-way and parks) as well as private lands that will be developed for residential, commercial and institutional land uses. These measures include the requirement of surface capping of unimpacted soil to an agreed-upon depth and thicknesses surrounding underground utilities in streets and City parks. These and other related requirements will ensure the health and safety of the public and workers and also will limit the City's long-term liability. This is part of the process for developing property specific standards (PSS) for risk assessments (RAs) under the Province's *Environmental Protection Act*. The City has retained Golder Associates as a peer reviewer to assist in the review of environmental reports and remediation approaches submitted by the applicant.

Staff have also asked for more details related to the applicant's sustainability plan, including efforts to integrate alternative energy systems and sources into the development. These may include geothermal heating and cooling and rooftop solar panels.

Approach to Height and Distribution of Density

There is a significant range of height and density throughout the Master Plan. This has changed with every submission and is being carefully reviewed with respect to the existing surrounding context, compatibility, built-form transition and multi-modal transportation connections. One significant change from the March 2018 Master Plan is located just south of West Village Square. A 14 storey residential building is now proposed in place of the 2 eight storey buildings shown on the last version of the plan. While the overall residential unit count has remained virtually the same as the March 2018 Master Plan at just under 3,000, tower heights have been modified across the site. Some have increased, while others have been reduced. Overall gross floor area has increased by 3.6%.

Along Lakeshore Road West, one of the commercial buildings has been reduced in height from two storeys down to one storey. The Mississauga Official Plan policies for built form along Corridors require a minimum height of two storeys.

Further discussions continue with PCWVP on the appropriateness of the proposed built form across the site.

Section 37 Community Benefits

At the Public Meeting, Council gave direction that discussions with the applicant related to Section 37 community benefits should commence. Given the significant size, strategic waterfront location, the LPAT appeal of the development applications and the opportunity to incorporate community benefits into the plan itself, it is appropriate to begin Section 37

discussions at this point in the planning process. Staff have asked PCWVP to provide a list of proposed Section 37 contributions.

Notwithstanding the Corporate Bonus Zoning Policy, an amended Section 37 community benefits process is recommended as follows:

- Continue to discuss potential community benefits with the applicant
- Land Lift appraisal to be prepared at this time by a qualified real estate appraiser via Realty Services. PCWVP would pay for the appraisal
- As the **D** (Development) zone does not permit redevelopment of the site, an appraiser would have to consider the current official plan policy framework (including the special site provisions currently in force for this Special Waterfront site) and the Council-endorsed Master Planning Framework (2015) as part of their base assumptions. The Master Planning Framework envisioned a mid-rise (4-12 storeys) community
- Applicant's proposed zoning would be used as the uplift zoning assumption (recognizing there will still be changes to any finalized zoning by-law)
- Once an appraised land lift amount is agreed upon, community benefits discussions could further advance
- An update on the negotiation status, including a possible recommended community benefit proposal, will be provided within the Recommendation Report

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 pertaining to the November 2018 submission. There are outstanding issues in particular regarding:


- Affordable housing
- The height and location of certain buildings
- The location of the required school site
- The street network with respect to widths as well as public and private roads
- Parking
- Section 37 community benefits
- Environmental remediation

A public meeting has been held. The development applications have been appealed to LPAT. Staff will continue to work with the Port Credit West Village Partners to resolve the outstanding issues and prepare a Recommendation Report upon which Council can direct Legal Services on the City's position at a future LPAT proceeding.

Attachments

Appendix 1: Information Report

Appendix 2: November 2018 Revised Master Plan



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

Prepared by: Ben Phillips, Development Planner

City of Mississauga

Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 17/012 W1 and
T-M17004 W1

Meeting date:
2018/06/18

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses

**70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)
Southwest quadrant of Lakeshore Road West and Mississauga Road South**

Owner: Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Pre Bill 139

Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open spaces uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law and a draft plan of subdivision
- Community concerns identified to date relate to traffic volumes, the road network, public access to the west side green corridor, height and density
- Prior to the next report, matters to be addressed include the adequacy of the road and open space networks, evaluation of campus uses, built form, density, site design, environmental remediation and the satisfactory resolution of other technical requirements

Background

On August 29, 2017, Port Credit West Village Partners Inc. (PCWVP) submitted Official Plan Amendment, Rezoning and Plan of Subdivision applications to the City, as well as a Master Plan document which outlined their vision of development for the lands. On March 1, 2018, the landowner appealed their development applications to the Local Planning Appeal Tribunal (LPAT) due to the failure by Council to make a decision within the required timelines under the *Planning Act*. An LPAT pre-hearing conference has not yet been scheduled.

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	498.7 m (1,636.1 ft.) - Lakeshore Road West 486.2 m (1,595.1 ft.) – Mississauga Road South
Depth:	523 m (1,715 ft.) - Irregular
Gross Lot Area:	29.14 ha (72.0 ac.)
Existing Uses:	Vacant, except for former gas station buildings

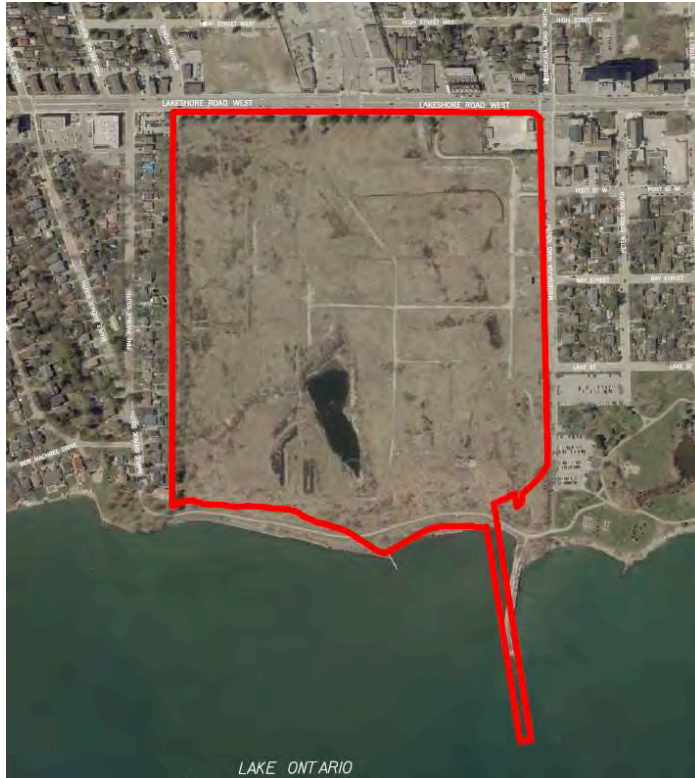
The property is located southwest of Lakeshore Road West and Mississauga Road South within the heart of Port Credit. Two established and unique low density residential neighbourhoods are found immediately to the west (Cranberry Cove) and east (Old Port Credit Village Heritage Conservation District). The north side of Lakeshore Road West is characterized by a mix of low rise retail commercial and residential uses, townhomes and two future 8 storey rental retirement buildings that are about to be constructed. J.C. Saddington Park borders the southeast corner of the site, which connects to the Waterfront Trail that runs through the shoreline portion of the subject lands. This public trail also crosses over abutting Crown lands owned by the province and provides direct public views and access to Lake Ontario.

The site has a long history of manufacturing and industrial uses. A brick manufacturing facility operated on the lands from the late 1800s to 1933. It was during this period that the excavation of shale for brickmaking occurred, leading to the creation of a large shale pit that was later used as a storm water management pond. This pond still exists and is the most noticeable feature on the site. From 1933 to 1985 the lands were used as an oil refinery and storage facility, which included a tank farm, a refinery processing area and administration buildings. In 1985, oil

Originator's files: OZ 17/012 W1 and T-M17004 W1

refining operations ended and in 1990 the site was decommissioned. It has been vacant since, except for the former gas station at the northeast corner of the site that recently ceased operations.

Aerial image of the subject lands



The surrounding land uses are:

- North: Across Lakeshore Road West, Credit Landing Shopping Centre, two and three storey residential/commercial buildings, Peel Chrysler Fiat car dealership, vacant lands approved for eight storey retirement residences
- East: Across Mississauga Road South, commercial uses along Lakeshore Road West, one and two storey detached homes, J.C. Saddington Park
- South: Provincial Crown land, Lake Ontario
- West: One and two storey detached homes, Peel Chrysler Fiat used car dealership

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

DETAILS OF THE PROJECT

The applications are to permit a very significant mixed use redevelopment of this waterfront brownfield site. A range of residential, commercial, institutional and open space uses are proposed, as are a network of public and private roads. Dwellings include traditional townhomes, back to back and stacked townhomes, live-work units, mid-rise and high-rise condominium apartment units, with heights ranging from 2 ½ storeys to 26 storeys. The

applicant has indicated that some of the apartment units may be rentals. Retail commercial uses with a height range of two to three storeys are proposed along Lakeshore Road West. A central north-south "promenade" street and 25 m (82 ft.) wide linear public park are proposed to connect Lakeshore Road West to a new 3.2 ha (7.8 ac) waterfront park. The north end of this promenade will feature a "village square" framed by mid-rise mixed use retail commercial and residential buildings. The south end of the promenade leads to a "campus" precinct with a mix of residential and non-residential uses in mid-rise buildings which ultimately connects to the waterfront park. PCWVP is pursuing a partnership with YMCA as a possible non-residential campus use. Along the middle section of the promenade are a mix of townhomes, mid-rise and high-rise residential apartment buildings. Townhomes are proposed along the west and east portions of the site adjacent to the existing low density neighbourhoods. A public elementary school will be part of the development as requested by the Peel District School Board.

Development Proposal	
Applications submitted:	Received: August 29, 2017 Deemed complete: September 1, 2017 Revised: March 9, 2018
Owner/Applicant:	Port Credit West Village Partners Inc. (comprised of Diamond Corp., Dream Unlimited Corp., FRAM + Slokker Building Group and Kilmer Van Nostrand Co. Limited)
Townhome units:	359
Back to back & stacked townhome units:	146
Apartment units:	2,464
Total:	2,969
Height:	From 2 to 26 storeys
Floor Space Index:	See Appendix 3, Page 4
Public Park Area:	5.0 ha (12.4 ac)
Privately Owned Public Spaces (POPS):	2.0 ha (4.9 ac)
Landscaped Area (includes POPS but does not include public parks)	41%
Gross Floor Area:	Residential: 365 922 m ² (3,938,880 ft ²) Retail: 14 525 m ² (156,351 ft ²) Office: 13 764 m ² (148,159 ft ²) Inst. (YMCA): 8 648 m ² (93,089 ft ²) Total: 402 859 m ² (4,336,480 ft ²)

Development Proposal		
Road type:	Combination of public and standard condominium private roads	
Anticipated Population:	6,927* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required**	Proposed**
resident spaces	4,336	3,266
visitor spaces	609	446
commercial/institutional spaces	1,411	1,108
Total	6,355	4,820
	**Parking figures provided by the applicant for the entire site and based on high-level development assumptions. Required and Proposed figures will be lower once the shared parking formula for mixed use developments are applied as specific uses are confirmed through the site plan process.	
Green Initiatives:	<ul style="list-style-type: none"> • investigating low carbon energy sources, including geothermal, rooftop solar and district energy • targeting LEED Gold for office buildings • examining sustainable water management/flood risk mitigation measures including bio-retention, vegetated swales and filter strips, rain barrels, green roofs, tree pits and cisterns 	

The proposed Master Concept Plan is found in Appendix 3 and building renderings are shown in Appendix 4.



Image of existing conditions



Applicant's rendering of the proposed full site build-out

LAND USE CONTROLS

The subject lands are located within the Vacant Former Refinery and Mainstreet Neighbourhood Precincts of the Port Credit Neighbourhood Character Area and are designated **Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space** and **Greenlands** (see Appendix 5). **Special Waterfront – Special Site 3** requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment. **Motor Vehicle Commercial** permits a gas bar, motor vehicle repair, motor vehicle service station and

a motor vehicle wash. **Public Open Space** permits a range of uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses. **Greenlands** permits a range of uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

The applicant is proposing the following:

- Modify the **Special Waterfront – Special Site 3** policies and also apply them to the lands currently designated **Motor Vehicle Commercial** (the former Esso gas station site) as part of the mixed use proposal
- Technical changes to Schedule 1 (Port Credit Character Areas and Precincts), Schedule 1a (Urban System – Green System), Schedule 2A (Port Credit Neighbourhood Height Limits), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) to make them consistent with the proposal
- Introduction of new Schedule 2C (Port Credit West Village Precinct Height Limits) to outline proposed height limits

The existing and proposed zones are listed in the chart below:

Existing Zones	Proposed Zones
D (Development) C5 (Motor Vehicle Commercial) G1 (Greenlands – Natural Hazards)	C4 - Exception (Mainstreet Commercial) RM9 – Exceptions A, B and C (Horizontal Multiple Dwellings With More Than 6 Dwellings) RA3 – Exception (Apartments) RA4 – Exception (Apartments) RA5 – Exception (Apartments) I – Exception (Institutional) OS1 – Exception (Open Space – Community Park) OS2 – Exception (Open Space – City Park)

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

A draft plan of subdivision is required in order to create separate development parcels/blocks, public road and public park blocks. Appendix 9 contains a copy of the applicant's proposed draft plan of subdivision as well as their proposed phasing of the development. Phase 1 would include the western townhome blocks and the commercial buildings along Lakeshore Road West. The higher density buildings and the Campus would be built in later phases.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, or through LPAT, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY

A community meeting was held by the late Ward 1 Councillor Jim Tovey on November 21, 2017. This meeting included a workbook session for residents in attendance to fill out and return to the applicant. Staff have been given copies of all these responses. After the applicant submitted revised plans, two local ratepayers groups (Town of Port Credit Association and Cranberry Cove Ratepayers Association) hosted another community meeting on March 26, 2018 which was attended by the applicant, City staff and Ward 1 Councillor Dave Cook. A second community meeting took place on May 30, 2018 hosted by Councillor Cook. Many written submissions were also made by the public over the past several months.

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.

- Concern that this development will greatly increase traffic along Lakeshore Road West and in the larger community
- Specific concern that the proposal will create a significant increase in traffic infiltration into the Old Port Credit Village Heritage Conservation District immediately to the east of the subject lands
- Desire for no road connections to Mississauga Road South
- Taller buildings should not be near Lake Ontario but pushed further north
- Preference for the original master plan submission, as it showed taller buildings further south near the lake and therefore further away from the adjacent Heritage Conservation District
- There should be lower density throughout the entire site and mid-rise heights as a maximum
- Concern that there will not be enough privacy for residents who back on to the west side of the lands - public access should be removed from the green corridor proposed along the west property line
- The green corridor along Mississauga Road South will be removed which is concerning
- The Campus area should contain cultural, educational and recreational uses to benefit the larger community – residential and office uses should be excluded
- There should be more parkland along Lake Ontario, and it should have naturalized sections

- Affordable housing should be integrated throughout the project
- More details related to environmental site remediation are needed
- This development will be a positive addition to the community – the mix of uses is good
- The idea of a central north-south promenade is very good
- Pleased with the amount of parkland abutting Lake Ontario
- The proposed extension of retail commercial uses along Lakeshore Road West is well done

Staff have also received written and verbal communication from residents within the surrounding community, which are included in the above list of comments.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 10 and school accommodation information is contained in Appendix 11. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Consistency with the Council approved Master Planning Framework, which is to provide guidance to the Master Concept Plan for the site
- Appropriateness of the proposed road network including the ratio of public versus private roads and related transportation and servicing issues
- Compatibility with the surrounding context and appropriateness with respect to the proposed land uses, built form, massing, density, site design and environmental sustainability features
- Has an appropriate transition been provided to the existing residential neighbourhoods to the east and west
- Are the proposed uses, built form and preliminary design of the Campus appropriate
- Are the size, location and configuration of public parks and other open spaces appropriate, including the proposed waterfront park
- Have views to Lake Ontario been adequately addressed
- Is there sufficient affordable housing proposed for the site
- Where should a new public elementary school be located on the site
- Are the proposed reduced parking standards appropriate
- Does the proposal adhere to the Urban Design Guidelines and revised Zoning By-law regulations for back to back and stacked townhomes contained in the report dated May 24, 2018 from the Commissioner of Planning and Building
- Appropriateness of the proposed zoning regulations and plan of subdivision
- Satisfaction of several technical requirements, including site remediation, grading, servicing, parking, street design and the finalization of studies related to the proposal

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the Draft Master Plan on June 20, 2017 prior to submission of the development applications. Comments from the panel included the following:

- The character and quality of the central north-south promenade should be enhanced
- More intense density and built form than townhomes should be considered along the central north-south promenade
- Further definition and place-making in the Village Square and Campus areas are recommended
- The applicant should explore a greater proportion of institutional uses for the Campus

OTHER INFORMATION

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

- Survey
- Draft Plan of Subdivision
- Context, Site & Parking Plans
- Grading & Servicing Plans
- Master Plan, Urban Design Study & Planning Justification Report
- Shadow Study
- Pedestrian Level Wind Study
- Arborist Report
- Stage I Archaeological Assessment
- Heritage Impact Assessment
- Cultural Landscape Heritage Impact Assessment
- Healthy Development Assessment
- Streetscape Feasibility Study
- Land Registry Documents
- Healthy Community Guidelines (Sustainability)
- Environmental Impact Study
- Noise Feasibility Study
- Phase 1 & 2 Environmental Site Assessments
- Remedial Action Plan
- Construction Management Plan – Phase 1
- Functional Servicing & Stormwater Management Report
- Transportation Considerations Report
- Natural Hazards Summaries
- 3D Digital Model
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

In conjunction with the development, there are certain other engineering and environmental matters including: noise, grading, servicing, stormwater management and environmental site remediation which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval for each phase of development.

Financial Impact

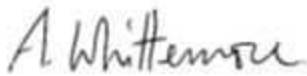
Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Master Concept Plan
- Appendix 4: Renderings
- Appendix 5: Excerpt of Port Credit Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Proposed Draft Plan of Subdivision and Phasing Plan
- Appendix 10: Agency Comments
- Appendix 11: School Accommodation



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

Prepared by: Ben Phillips, Development Planner

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed and the subject lands were zoned D (Development), C5 (Motor Vehicle Commercial) and G1 (Greenlands – Natural Hazards)
- 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 Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space and Greenlands in the Port Credit Neighbourhood Character Area
- December 7, 2015 - Council endorsed a Master Planning Framework for the subject lands as part of the City-initiated Inspiration Port Credit visioning and master planning process. This document outlined the key considerations that should guide the future revitalization of the lands, including land use, remediation, transportation, open space and built form.
- June 26, 2017 - staff presented a report to the Planning and Development Committee outlining the key components of the Draft Master Plan submitted by the new owner of the lands, Port Credit West Village Partners Inc. (PCWVP).



LEGEND:

 **SUBJECT LANDS**

DATE OF AERIAL IMAGERY: SPRING 2017



TITLE:
PORT CREDIT WEST VILLAGE PARTNERS INC.

FILE NO: OZ 17/012 W1
T-M 17004 W1



Produced by
T&W, Geomatics

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Concept Master Plan

Land Use Plan



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Street Level Use Plan

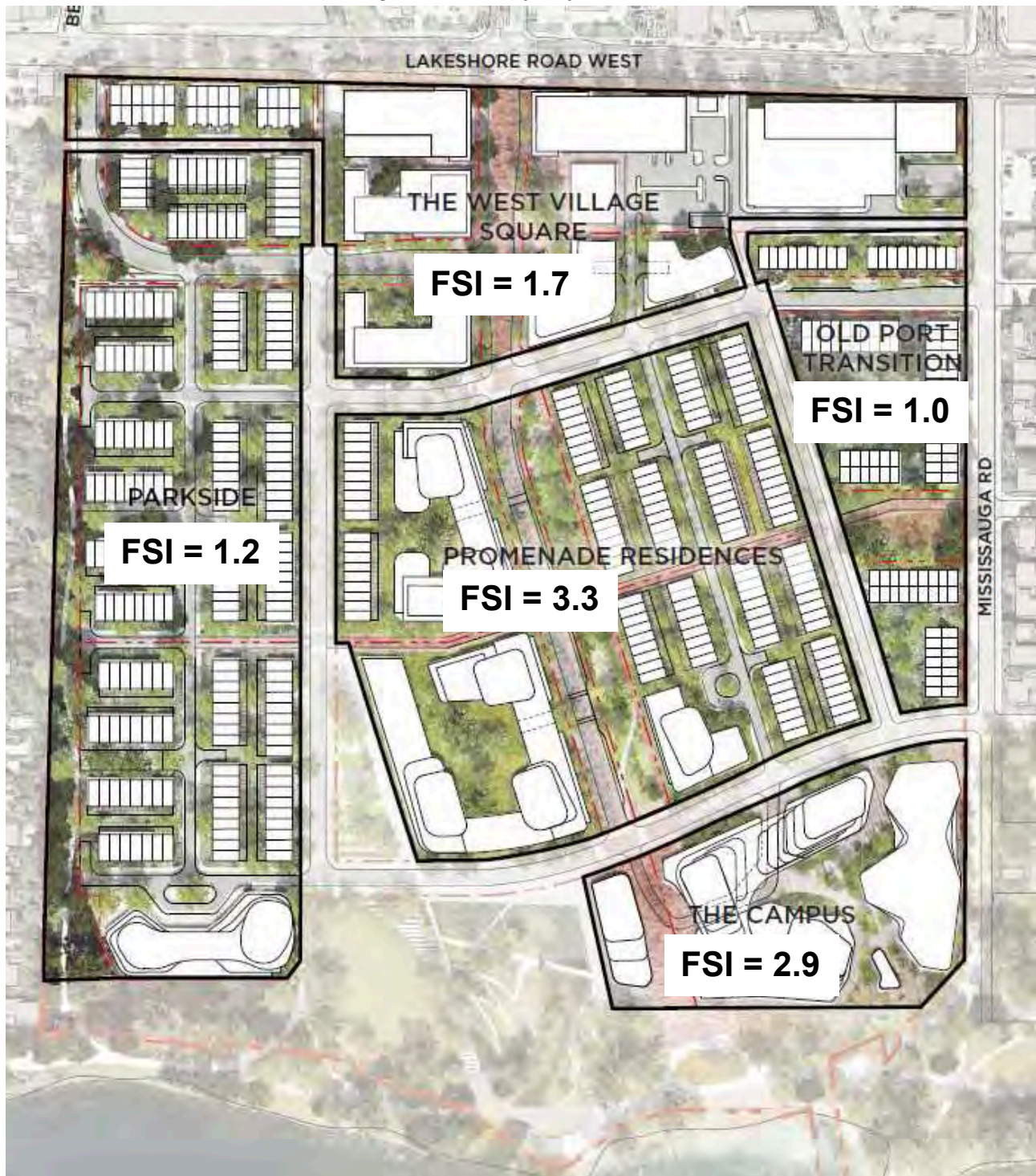
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Files: OZ 17/012 W1 and T-M17004 W1

Building Height Plan

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Files: OZ 17/012 W1 and T-M17004 W1

Sub-Precinct Plan with Floor Space Index (FSI) *

* FSI calculated by staff based on information provided by the applicant. Staff have requested that the applicant provide more detailed FSI figures for each development block.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Parking Plan**LEGEND**

- INDIVIDUAL GARAGES AT GRADE
- DEPRESSED REAR LANE - BASEMENT PARKING, INDIVIDUAL GARAGES
- UNDERGROUND PARKING

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Renderings

1. The West Village Square Sub-Precinct



Lakeshore Road West looking east



Within the Village Square looking southeast

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

2. The Promenade Sub-Precinct



Looking south towards the Promenade Residences



Looking north towards Lakeshore Road West

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Conceptual sketch and programming of linear park looking south

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

3. The Campus Sub-Precinct



Campus looking east



Campus looking north

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Campus looking north

4. Old Port Transition Sub-Precinct



Conceptual elevations to convey building massing along Mississauga Road South

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Looking south from Mississauga Road South



View looking north

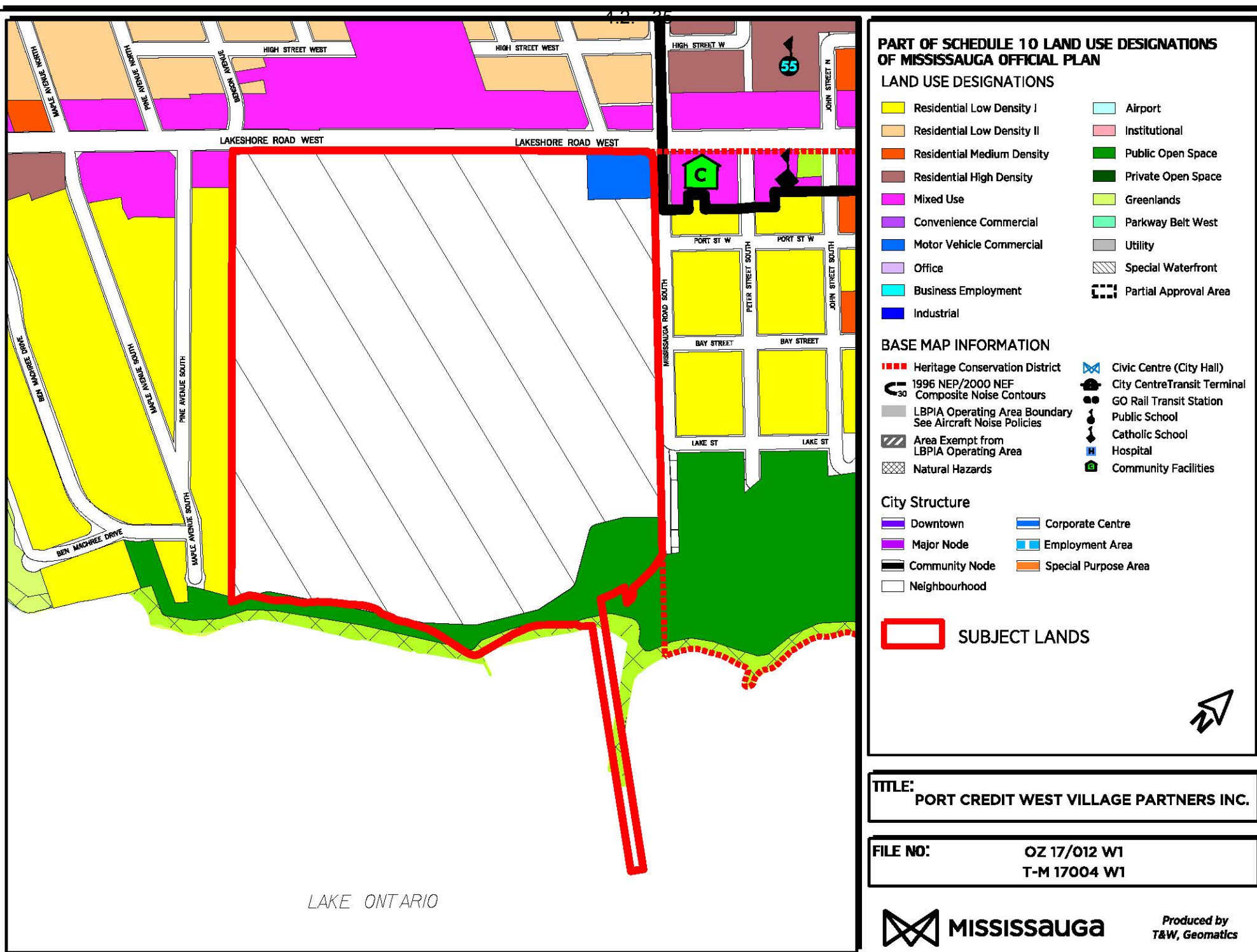
Port Credit West Village Partners Inc.

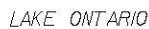
Files: OZ 17/012 W1 and T-M17004 W1

5. Parkside Sub-Precinct



Looking north towards Lakeshore Road West





Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

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

Current Mississauga Official Plan Designation and Policies for the Port Credit Neighbourhood Character Area

Special Waterfront – Special Site 3 requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment (see Section 13.1.3 below).

Motor Vehicle Commercial permits a gas bar, motor vehicle repair, motor vehicle service station and a motor vehicle wash.

Public Open Space permits a range of active uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses.

Greenlands permits a range of passive uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

Proposed Official Plan Amendment Provisions

The applicant proposes to retain the **Special Waterfront** land use designation and extend it so that it replaces the **Motor Vehicle Commercial** designation that currently applies to the portion of lands located at the southwest corner of Lakeshore Road West and Mississauga Road South (i.e. the former gas station). The Special Site 3 policies would be replaced with several new policies, which are summarized below:

1. Street and Block Pattern
 - Mimic the surrounding context
 - Connect Lakeshore Road West to Lake Ontario
 - Facilitate a multi-modal transportation network
 - Incorporate a variety of street types will be incorporated (minor collectors, condominium roads, waterfront streets)
2. Open Space
 - Green system network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands
 - Connect Lakeshore Road West to Lake Ontario
 - Landscape buffer will be maintained between the Precinct and the adjacent residential neighbourhood to the west

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

- New waterfront park will build upon the existing waterfront trail and contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space
 - Parkland dedication shall consist of a combination of parkland conveyance, secured POPS, secured and protected hazard lands, and/or cash-in-lieu
3. The West Village Square Sub-Precinct
- Active gateway to entire site and the primary access point
 - Vibrant, multi-seasonal public square that leverages vitality of Lakeshore Road West featuring neighbourhood retail amenities as well as community services
 - Lakeshore Road West will be fronted by mostly low-rise commercial and retail uses with a requirement for non-residential uses on the ground floor
 - Live/work units will be permitted along Lakeshore Road West
 - Other buildings will contain non-residential uses on the ground floor with residential uses above
 - Mid-rise buildings permitted along the central boulevard
4. The Promenade Sub-Precinct
- Located in the centre of the site
 - Concentrated around a central public linear park leading from the West Village Square Sub-Precinct to the Campus Sub-Precinct
 - Public linear park features programming and a high quality public realm with a public street on its western edge
 - Contains a range of housing forms, has highest density in the Precinct and incorporates the broadest range of heights
 - Commercial and retail uses permitted on ground floor of apartment buildings
5. The Campus Sub-Precinct
- Located beside the waterfront park
 - Will act as a catalyst to attract movement into and through the site throughout the day and year
 - Mix of uses featuring a diverse built form
 - Non-residential uses will include community, cultural, educational, institutional, retail and office uses
 - Residential uses will be in the form of apartment buildings located above podiums comprised of non-residential uses
 - Traffic and parking impacts will be minimized
 - Parks, open spaces and POPS permitted

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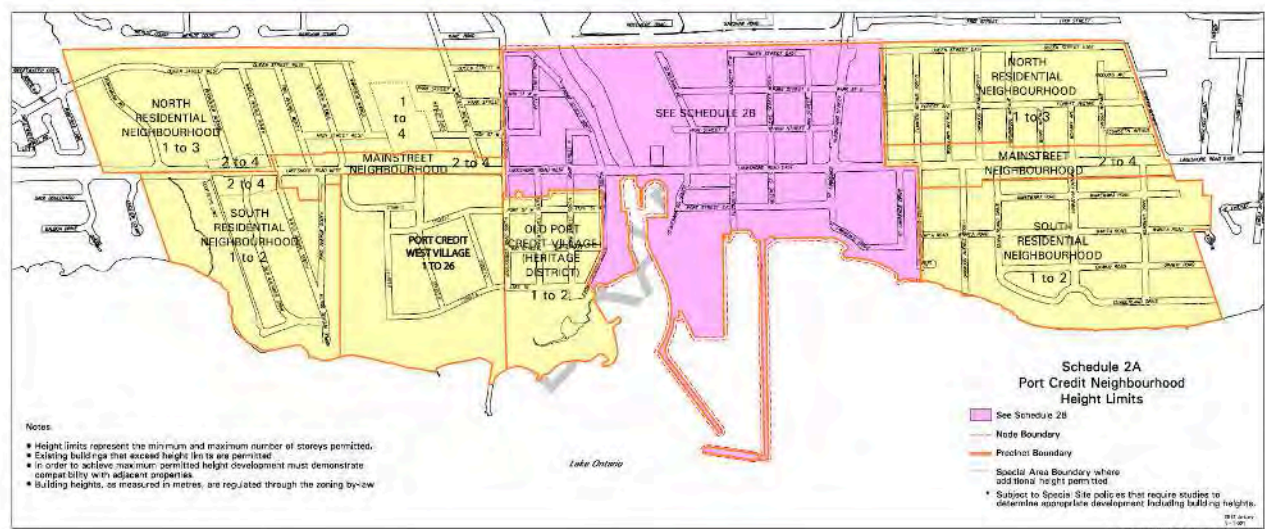
6. Old Port Transition Sub-Precinct

- East edge of lands that is to provide a transition to and have regard for the adjacent Old Port Credit Village Heritage Conservation District
- Comprised of low-rise residential, parks and open space uses

7. Parkside Sub-Precinct

- West edge of lands that will manage transition to the adjacent neighbourhood through built form and a landscaped edge condition
- Will contain predominately low-rise residential dwellings, with a taller, mixed-use signature element adjacent to the waterfront

Proposed Revised Schedule 2A (Port Credit Neighbourhood Height Limits)



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

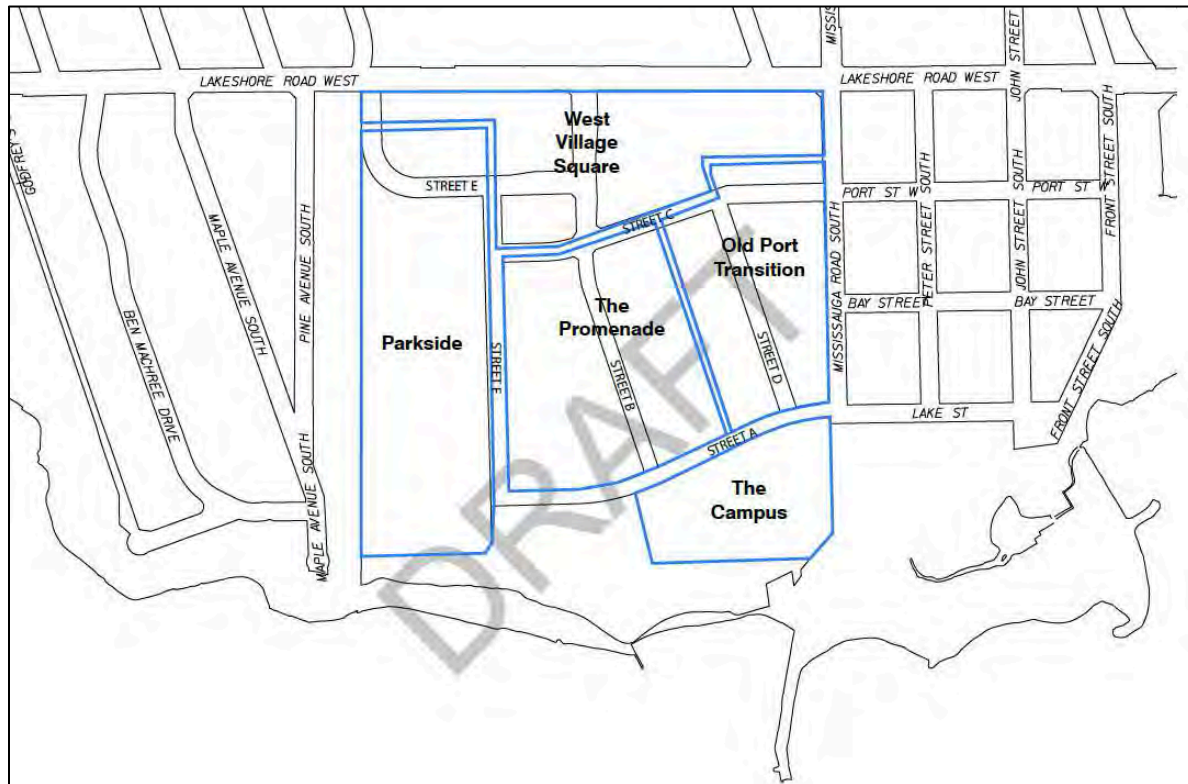
Proposed New Schedule 2C (Port Credit West Village Precinct Height Limits)



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Proposed Schedule 4 (Port Credit Village Sub-Precincts)



Additional wording changes are proposed throughout the Port Credit Local Area Plan to make it consistent with the development proposal and the policies outlined above. This includes a new Section 10.3.3 (Vacant Former Refinery Precinct) that outlines the historical context, vision and general provisions for the lands, which is proposed to be renamed as the “Port Credit West Village Precinct”. Schedule 1 (Port Credit Character Areas and Precincts) is also proposed to be amended to show the subject lands as “Port Credit West Village” instead of “Vacant Former Refinery”.

Technical changes to Schedule 1a (Urban System – Green System), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) in Mississauga Official Plan are also proposed to reflect additional public and private open spaces, expansion of the Minor Collector Road network and expansion of the **Special Waterfront** land use designation.

Note: The proposed Special Site policies reflect a summary of key aspects of the draft official plan amendment submitted by the applicant. These policies are subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant’s complete draft official plan amendment can be viewed at the following link on the City’s website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Section 5 – Direct Growth	5.1 5.3 5.3.5	<p>The focus for intensification will be the intensification areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.</p> <p>Mississauga's Neighbourhoods are characterized as physically stable areas with a character that is to be preserved. Neighbourhoods are not the focus of intensification. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 6 – Value the Environment	6.1	Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.
	6.2	
	6.3	
	6.4	Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.
	6.7	Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.
		As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long term protection. Natural Hazard lands and buffers will be designated Greenlands and zoned to protect life and property.
		Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.
		The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.
		Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.

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Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 7 – Complete Communities	7.1 7.2 7.3 7.4	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. The City will also design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. This includes the production of a variety of affordable dwelling types for both the ownership and rental markets.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.</p> <p>Mississauga's cultural heritage resources are to be conserved and protected.</p>

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Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 8 – Building a Multi-Modal City	8.1 8.2 8.3 8.4 8.5	<p>The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. Permanent below or at grade encroachments into the road system will not be permitted.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.</p> <p>Mississauga will encourage transportation demand management strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.</p>

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Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	9.1 9.2 9.3 9.4 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p>
Section 16 – Neighbourhoods	16.1	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 19 - Implementation	19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	10.3.3	<p>Vacant Former Refinery Precinct:</p> <p>The precinct represents a significant property along Lake Ontario that has the opportunity to create vibrant areas of interest that can enhance the existing community and offer increased public access to the waterfront. This precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not detract from the planned function of the Community Node.</p> <p>This precinct has redevelopment potential, however, further study is required to determine appropriate development. Building heights will provide appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.</p> <p>A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront. A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhood to the west.</p>
	10.3.6	<p>Mainstreet Neighbourhood Precinct:</p> <p>This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. It will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street. Development will provide view corridors to the lake, where appropriate.</p>
	13.1.3	<p>Special Site 3:</p> <p>Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenlands designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	13.1.3	<p>A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:</p> <ul style="list-style-type: none"> a. determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site; b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report and the Waterfront Parks Strategy 2008; c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail; d. provide views to Lake Ontario; e. continue the mainstreet mixed use function along Lakeshore Road West; f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and g. provide opportunities to accommodate employment uses. <p>Consultation on the comprehensive master plan will occur with the landowners, the local community, and other stakeholders. Approval of an Official Plan Amendment implementing the master plan is required prior to development.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Summary of Existing and Proposed Zoning Provisions

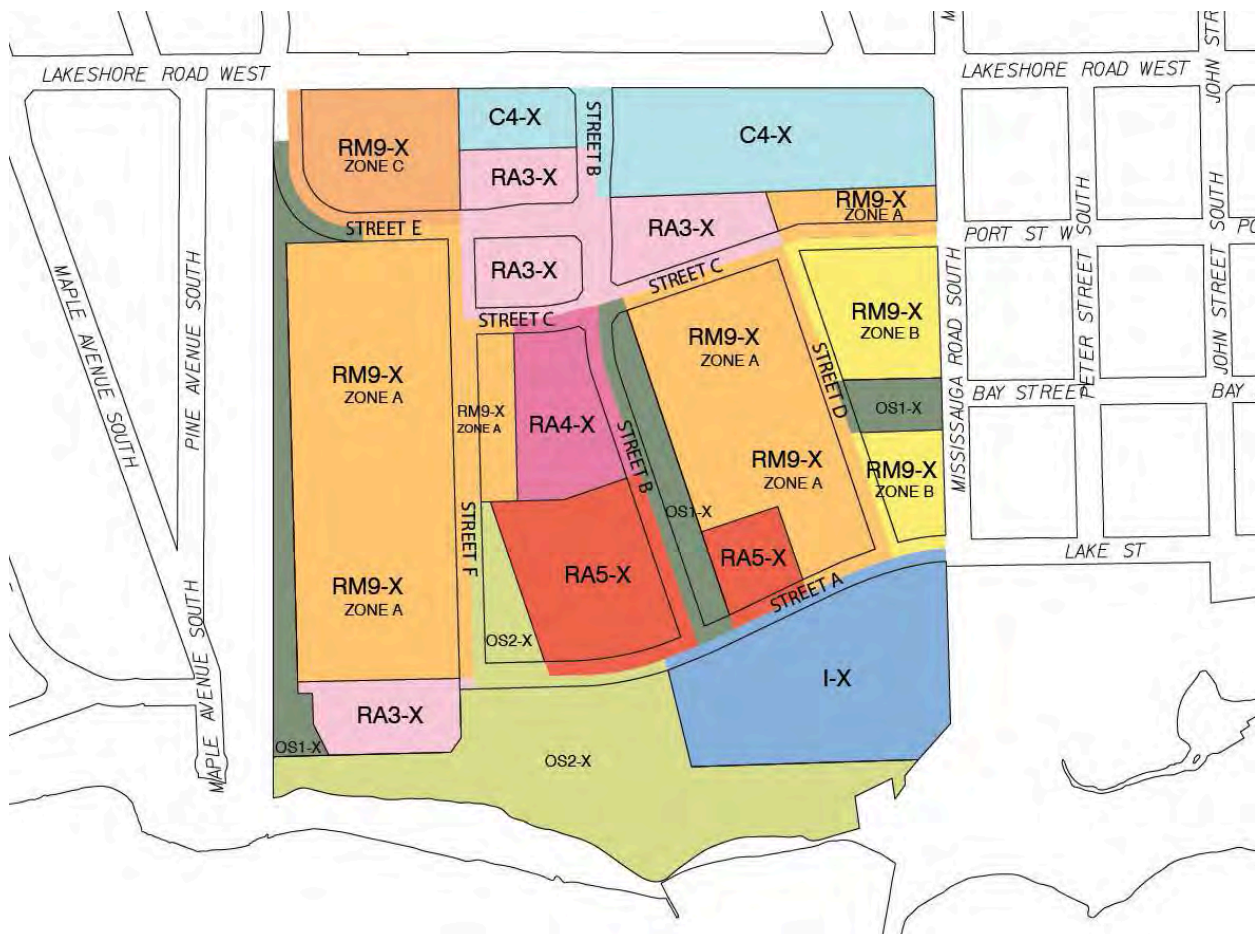
Existing Zoning By-law Provisions

D (Development) permits only legally existing buildings and structures.

C5 (Motor Vehicle Commercial) permits motor vehicle service uses including gas bars, motor vehicle service stations, car washes and motor vehicle repair facilities.

G1 (Greenlands – Natural Hazards) permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

Summary of Proposed Zones



Applicant's Draft Proposed Zoning Map

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

Note: The provisions listed below represent a summary of the applicant's draft zoning by-law amendment. There are several additional changes to development standards that the applicant is proposing, which will be subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant's complete draft zoning by-law amendment can be viewed at the following link on the City's website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

Zone Standards	Base C4 Zoning By-law Standards	Proposed C4-Exception Zoning By-law Standards
Uses	Extensive range of retail, service, office entertainment/ recreation, residential and other uses	The following additional uses: Long-term care dwelling; hospice dwelling; retirement dwelling; convenience retail and service kiosk; accessory outdoor patio
Minimum Height	2 storeys	7.5 m (24.6 ft.)
Maximum Height (flat roof)	12.5 m (41.0 ft.) and 3 storeys	15.0 m (49.2 ft.) and 3 storeys
Maximum Front Yard	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Maximum Exterior Side Yard	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)
Min. Interior Side Yard – Lot abutting a Residential Zone	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
No Dwelling Units	On first floor	On first and second floor

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9-Exception A Zoning By-law Standards	Proposed RM9-Exception B Zoning By-law Standards	Proposed RM9-Exception C Zoning By-law Standards
Uses	Horizontal multiple dwelling with more than 6 dwelling units	The following additional uses: townhouses; street townhouses; parking lot; sales centre	The following additional uses: townhouses; street townhouses; semi-detached dwellings; parking lot; sales centre	The following additional uses: townhouses; street townhouses; long-term care dwelling; retirement dwelling; home occupation; sales centre; all C4 zone uses

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9-Exception A Zoning By-law Standards	Proposed RM9-Exception B Zoning By-law Standards	Proposed RM9-Exception C Zoning By-law Standards
Max. Height	Flat Roof – 13.0 m (42.6 ft.) Sloped Roof – 15.0 m (49.2 ft.)	No change	Units fronting on Mississauga Road South – 2.5 storeys	No change
Min. Front and Exterior side yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)	0.0 m (0.0 ft.)
Min. Interior Side Yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. Rear Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. width of an internal road	7.0 m (22.9 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area	30% of lot area	30% of lot area
Minimum Amenity Area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	No amenity area provided	No amenity area provided	No amenity area provided

Zone Standards	Base RA3 Zoning By-law Standards	Proposed RA3-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	35.0 m (114.8 ft.) and 10 storeys
Max. Floor Space Index – Apartment Zone	1.0	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base RA4 Zoning By-law Standards	Proposed RA4-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	56.0 m (183.7 ft.) and 18 storeys	59.0 m (193.6 ft.) and 18 storeys
Max. Floor Space Index – Apartment Zone	1.8	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Zone Standards	Base RA5 Zoning By-law Standards	Proposed RA5-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	83.0 m (272.3 ft.) and 26 storeys
Max. Floor Space Index – Apartment Zone	2.9	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base I Zoning By-law Standards	Proposed I-Exception Zoning By-law Standards
Uses	Hospital; university/college; and the following accessory uses: medical office; office; staff/student residence; restaurant; take-out restaurant; financial institution; retail store; personal service establishment; cogeneration facility	The following additional uses: all C4 zone uses; art gallery; museum; centre for the performing arts; sales centre; real estate office; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office
Location of dwelling units	Not permitted	No dwelling units on the first or second floor
Minimum Front Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	shall not apply
Min. landscape buffer width	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Maximum Height	No restriction	No restriction

Zone Standards	Base OS1 and Base OS2 Zoning By-law Standards	Proposed OS1-Exception and OS2- Exception Zoning By-law Standards
Uses	Passive recreational use; active recreational use; stormwater management facility	The following additional uses: parking lot; farmers' market; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office; temporary tent and/or storage

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

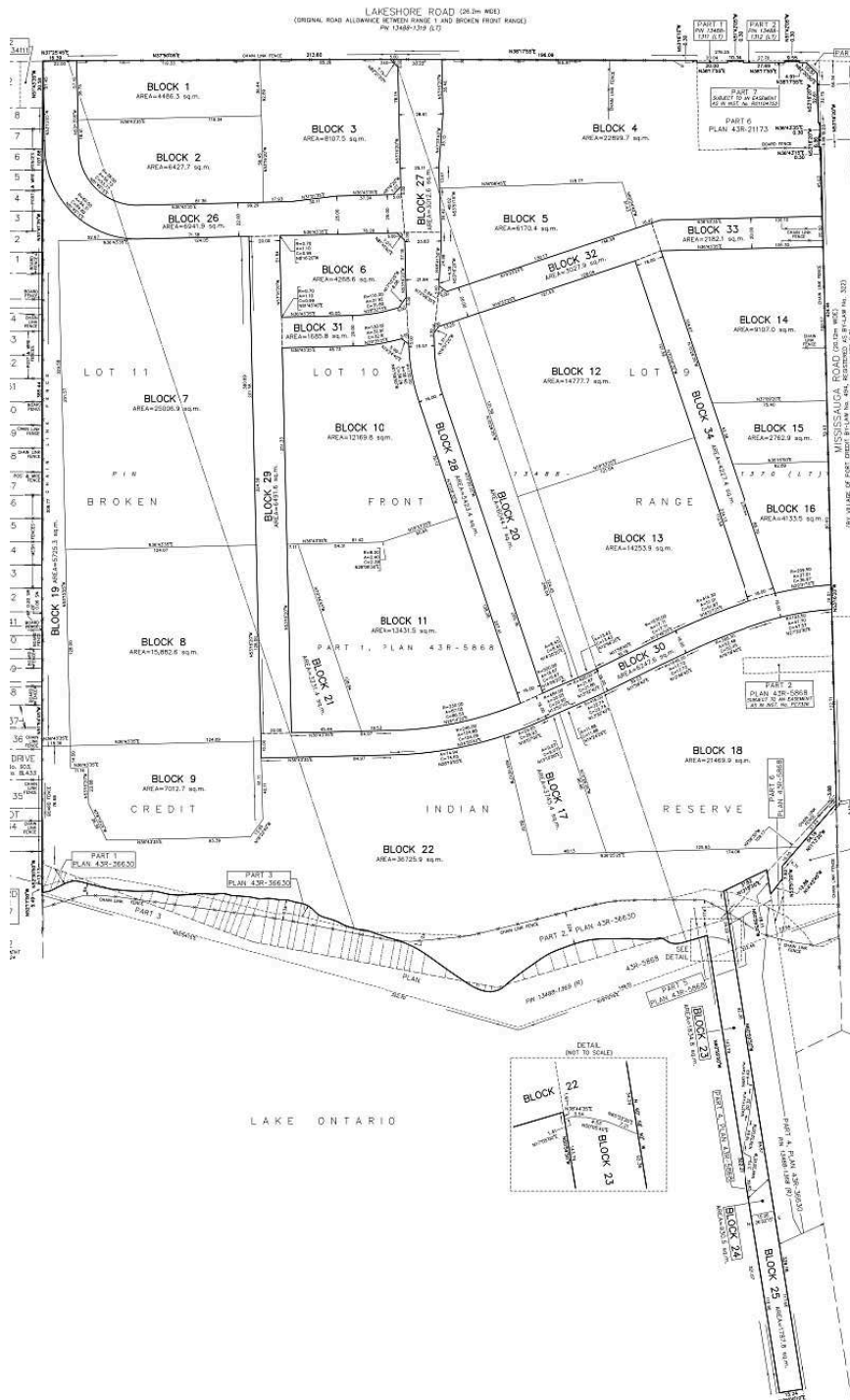
Parking Use	Min. Number of Parking Spaces - Zoning By-law Requirement	Min. Number of Parking Spaces - Proposed Requirement
Condominium Apartment	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Rental Apartment	1.00 resident space per bachelor unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Condominium Townhouse Dwelling	2.0 resident spaces per unit 0.25 visitor spaces per unit	Without exclusive use garage: 1.00 resident space per unit 0.15 visitor spaces per unit With exclusive use garage: 2.00 resident spaces per unit 0.15 visitor spaces per unit
Live/Work units	Not specified	1.00 resident space per unit 0.15 visitor spaces per unit
Retirement Building	0.5 spaces per unit	0.3 spaces per unit
Long Term Care Building	0.33 spaces per bed	0.3 spaces per bed
Affordable housing apartment dwelling	Not specified – use rental/condominium apartment parking requirement	0.4 spaces per unit
Non-residential uses (excluding those below)	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	3.0 spaces per 100 m ² (1,076.4 ft ²) of gross floor area
Financial Institutions, real estate offices, medical offices, take-out restaurants	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	4.85 spaces per 100 m ² (1,076.4 ft ²) of gross floor area
Changes to the Mixed Use Development Shared Parking Formula (Table 3.1.2.3) are also proposed		

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Draft Plan of Subdivision and Phasing Plan

Draft Plan of Subdivision

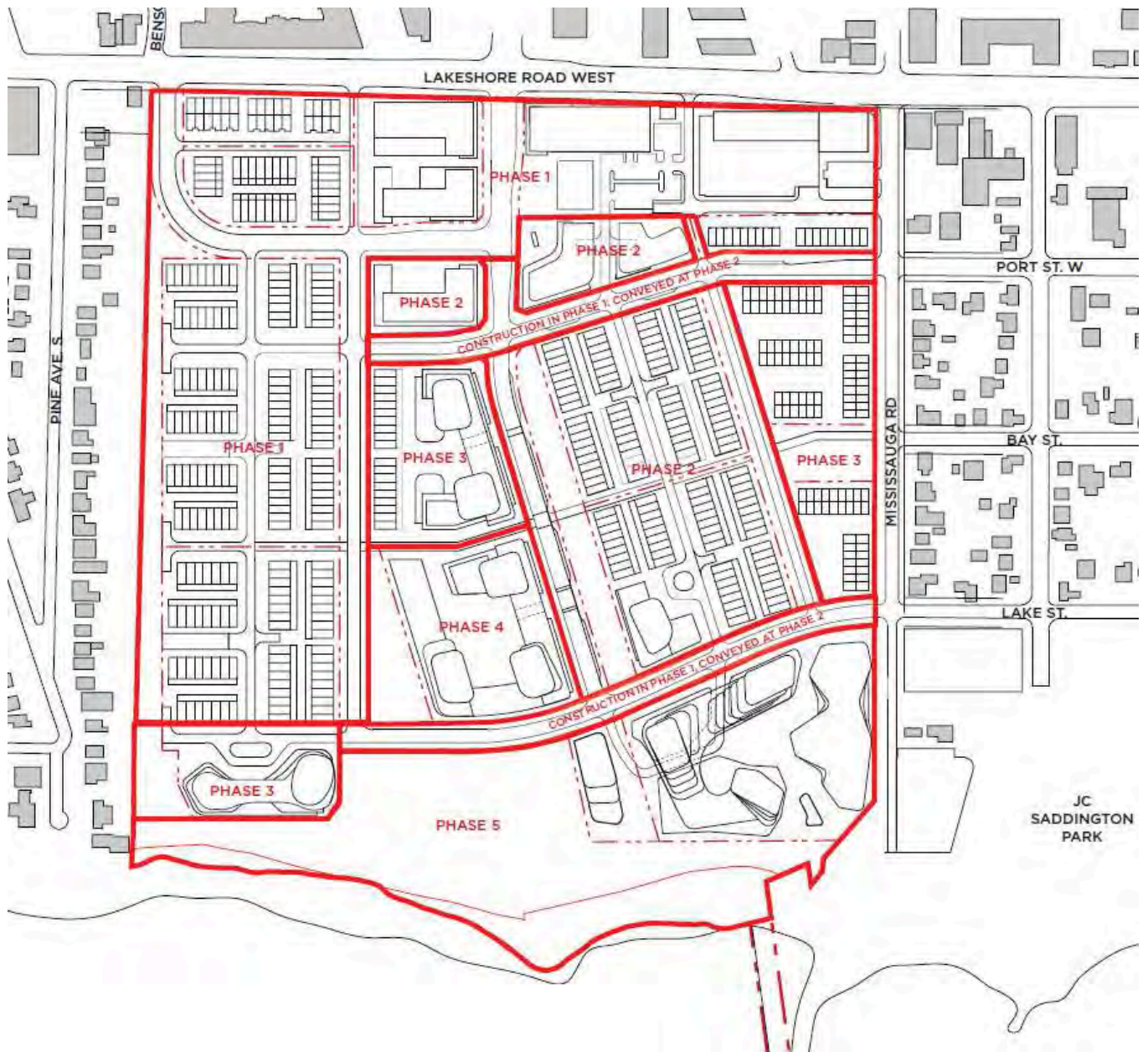


SCHEDULE OF LAND USE

PROPOSED LAND USE	BLOCKS	AREA (sq.m.)	AREA (ac.)
MEDIUM DENSITY-TOWNHOME	1, 2, 7, 8, 12, 14, 16	79,821.7±	19.72±
HIGH DENSITY-TOWER	3, 5, 6, 9, 11, 17, 18	64,206.0±	15.87±
MIXED USE RESIDENTIAL	10, 13	26,423.7±	6.53±
COMMERCIAL/RESIDENTIAL	4	22,899.7±	5.66±
PARK	15, 19, 20, 21, 22, 24	55,329.1±	13.67±
WATER LOT	23, 25	3,622.6±	0.90±
STREET			
16.0m WIDE	28, 30		
18.0m WIDE	34		
20.0m WIDE	29, 31, 32, 33	39,240.3±	9.70±
22.0m WIDE	26		
VARIED WIDTH	27		
TOTALS		291,543.1±	72.04±

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Phasing Plan

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 2, 2018)	<p>The Region is in receipt of the Affordable Housing Brief and is reviewing the proposed options for affordable housing on site.</p> <p>A revised Functional Servicing Report is required to address inconsistencies.</p> <p>Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Mississauga Road, a 350 mm (14 in.) sewer and a 375 mm (15 in.) sewer on Lakeshore Road West. The site falls within the drainage area of the existing Front Street Sewage Pumping Station. Existing infrastructure consists of a 300 mm (12 in.) watermain on Mississauga Road South, a 300 mm (12 in.) watermain and 400 mm (16 in.) watermain on Lakeshore Road West.</p> <p>Prior to registration of the subdivision, the developer shall execute a subdivision agreement with the local municipality and Region for the construction of municipal sanitary sewer, water and regional roads associated with the lands.</p> <p>Prior to servicing, the developer shall submit a satisfactory engineering submission to the Region to review and approval.</p> <p>Revised plans are required to address the Region's comments related to the collection of garbage and recyclable materials.</p>
Dufferin-Peel Catholic District School Board (April 26, 2018) and the Peel District School Board (April 30, 2018)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <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</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>requires that a development application include the following as a condition of approval:</p> <p>"Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."</p> <p>In addition, if approved, the Peel District School Board also requires 1 elementary school site on the subject lands. The Master Plan and draft plan of subdivision shall show the location of the required facility/future school block.</p>
Credit Valley Conservation (May 1, 2018)	<p>The site currently functions as a brownfield site. Notwithstanding this, the site currently provides important ecological functions as described in the Environmental Impact Statement (EIS). Considering this, it is expected that the environmental features and their functions will be further considered in the future proposed design concepts for the open space area along the Lake Ontario shoreline.</p> <p>A new outlet to Lake Ontario will require an impact assessment for the proposed condition.</p> <p>Technical revisions and additional information are required to the Storm Drainage Plan, Storm Servicing Plan and Report and the EIS.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (May 2, 2018)	<p>Pursuant to Section 42 of the <i>Planning Act</i>, parkland conveyance is calculated at a rate of 1 ha/300 units. The development is proposing approximately 2,969 residential units and, under S.42 of the <i>Planning Act</i>, up to approximately 9.89 ha (24.4 ac) of public parkland can be required to fulfill parkland dedication requirements.</p> <p>The proposed development is planning for 5.01 ha (12.4 ac) of Public Open space system within this site to partially fulfill S.42 requirements. This proposal is comprised of a waterfront park, two community parks, a central linear park and a natural corridor park representing approximately 17% of the total site area. The 5.01 ha (12.4 ac) of proposed Public Open Space also includes hazard lands and land required for ultimate storm water servicing facilities. Community Services is supportive of incorporating Privately Owned Public Accessible Space (POPS) within the development to enhance the public realm experience and the Park Open space network. However, Community Services notes that, pursuant to City of</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>Mississauga Council endorsed Corporate Policy 07-07-21: Dedication of Land or Cash in Lieu Thereof, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands, lands proposed for storm facilities and Privately Owned Public Accessible Space (POPS). As such, a revised Public Open space calculation will be required to determine parkland dedication credits and Cash-in-lieu of Parkland Dedication.</p> <p>Community Services also recommends relocating the proposed 10 storey building on the western edge of Campus Precinct to increase the size of waterfront park to allow for continuous unobstructed public access and a view corridor from the linear park to the waterfront park. This will also support the additional density of 450 residential units as proposed in the most recent submission (March 2018) and the requirement to accommodate a storm channel in the waterfront park.</p> <p>Additional information and further review will be required through the application review process, in consultation with the Planning & Building and Transportation & Works Departments to assess:</p> <ul style="list-style-type: none"> • Proposal of Low Impact Development (LID) within future public open space and public right-of-way (ROW) boulevard • Storm Channel Servicing through future public open space (waterfront park) • Streetscape Corridor within the Public ROW • Remedial Action Plan for lands to be dedicated
City Community Services Department – Culture Division (May 1, 2018)	<p>Additional revisions and information with respect to the Heritage Impact Assessment are requested.</p> <p>Concern has been expressed related to proposed buildings along Mississauga Road South that exceed two storeys given the proximity to the Old Port Credit Village Heritage Conservation District and the importance of respecting the District's character.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m² (107,642 ft²) in gross floor area, with the exception of non-profit organizations and social housing. Furthermore, the waterfront has been identified in the City of Mississauga's Public Art Master Plan as one of the five priority zones for</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>public art inclusion. Public art helps to create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p>
City Transportation and Works Department (T&W) (May 2, 2018)	<p>The applicant has been requested to respond to comments on the proposed development and provide additional technical details. Some of the development matters that continue to be under review and consideration by T&W include:</p> <ul style="list-style-type: none"> • Transportation Impact Study • Functional Servicing Report • Stormwater Management Report • Low Impact Design Features and Infrastructure • Noise Feasibility Study • Environmental Site Assessments and Remedial Action Plan • Draft Plan of Subdivision • Road Design and Cross Sections • Proposed Phasing <p>T&W is in receipt of a Traffic Impact Study which currently under review along with proposed site accesses. Technical requirements within the study will be addressed prior to the Recommendation Report proceeding.</p> <p>The applicant has also been requested to provide additional technical information regarding the proposed road design and proposed cross sections, storm water outlet, environmental risk management measures, overall servicing and grading as</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>well as to provide a Municipal Parking Plan.</p> <p>Notwithstanding the outstanding items noted above, it is T&W's understanding that modifications to the current applications (i.e. public road design and network) may be required that will alter the proposal. Updates to all appropriate drawings and reports will be necessary upon receipt of any new proposal.</p> <p>As the above-noted items and additional specific technical details requested remain outstanding, T&W is not in a position to confirm if the proposal is feasible and is not in favour of these applications proceeding to a Recommendation Report until the outstanding matters have been satisfactorily resolved.</p>
Economic Development Office (April 12, 2018)	<p>The proposal does not appropriately identify or describe a list of non-residential land uses being proposed. Planning instruments should incorporate the potential for minimum non-residential gross floor area requirements, particularly for office uses that are being proposed.</p> <p>Clarification on the proposed Campus employment uses is required.</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"> • City Community Services Department – Fire and Emergency Services Division • Alectra • Greater Toronto Airport Authority • Rogers Cable • Canada Post • Enbridge/Consumers Gas • Peel Regional Police
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • City Corporate Services Department – Realty Services • Conseil Scolaire de District Catholique Centre-Sud • Conseil Scolaire Viamonde • Bell Canada • Metrolinx • Trillium Health Partners • Mississaugas of the New Credit

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: 392 Kindergarten to Grade 8 76 Grade 9 to Grade 12 School Accommodation: Riverside Public School Enrolment: 300 Capacity: 438 Portables: 0 Port Credit Secondary School Enrolment: 1,164 Capacity: 1,203 Portables: 0 	<ul style="list-style-type: none"> Student Yield: 75 Junior Kindergarten to Grade 8 63 Grade 9 to Grade 12 School Accommodation: St. Luke Enrolment: 498 Capacity: 602 Portables: 0 Iona Catholic Enrolment: 886 Capacity: 723 Portables: 17

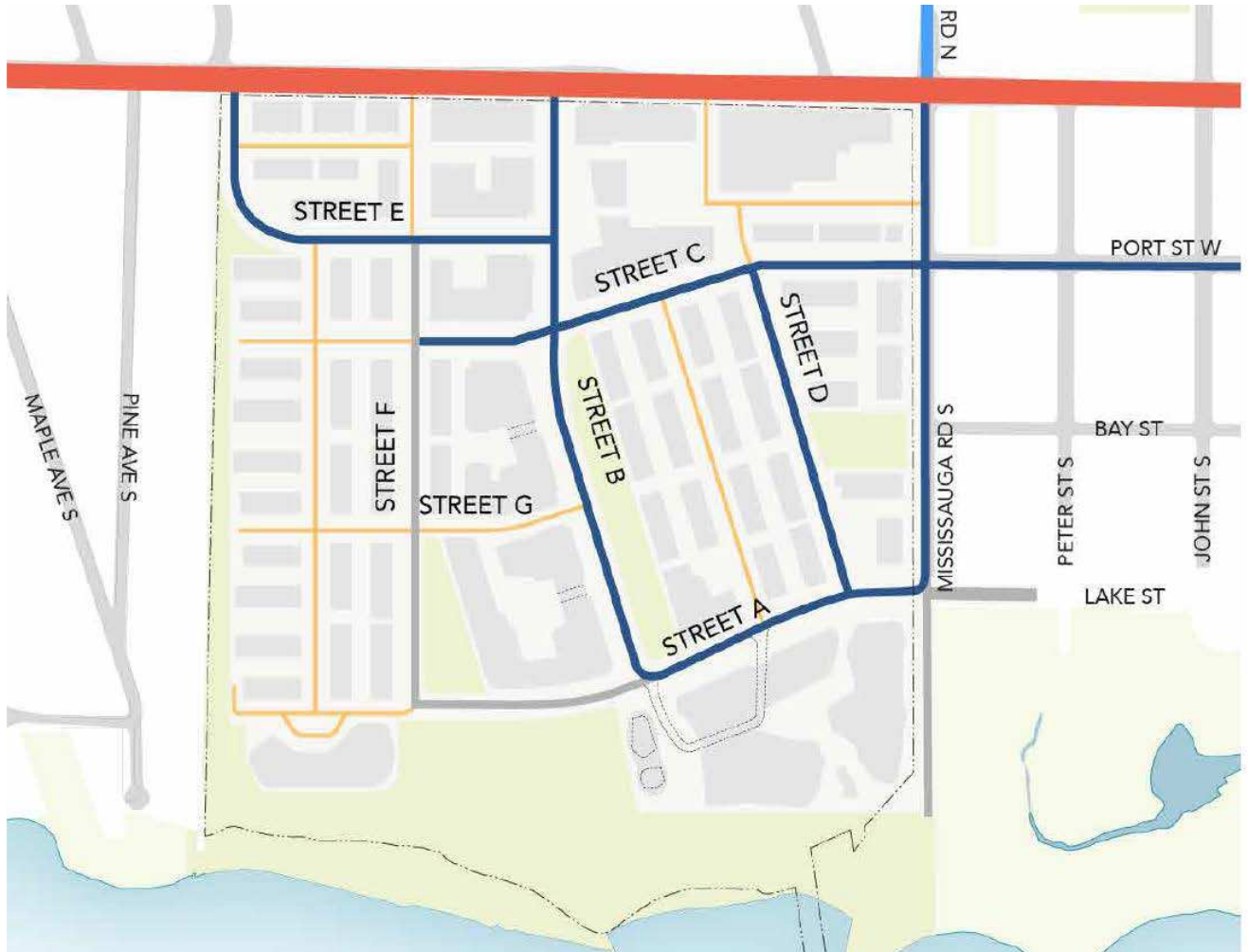
Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

November 2018 Revised Master Plan**Land Use Plan**

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Street Network Plan**LEGEND**

- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Local Street
- Private Road

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Street Level Use Plan

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Building Height Plan

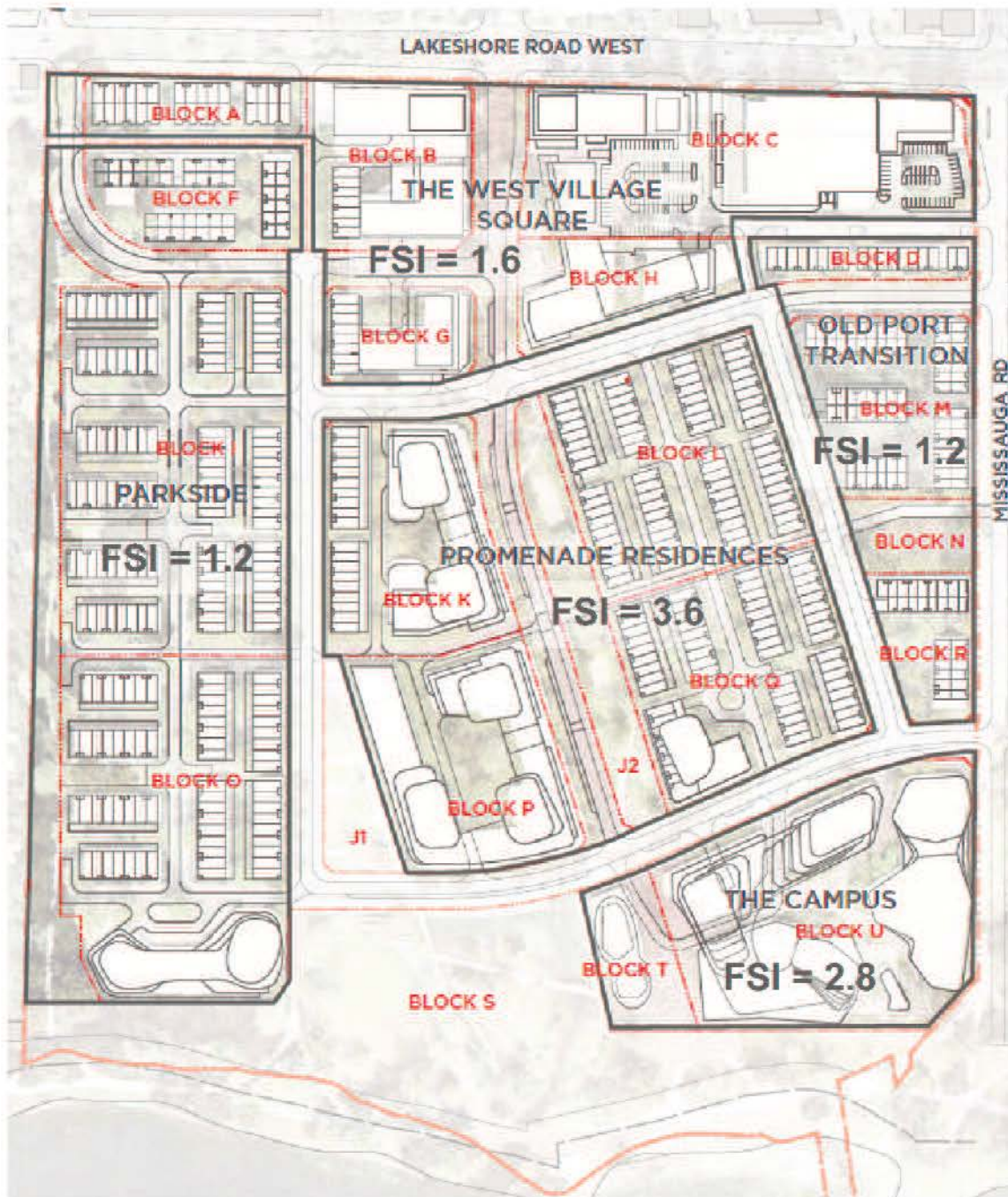


Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

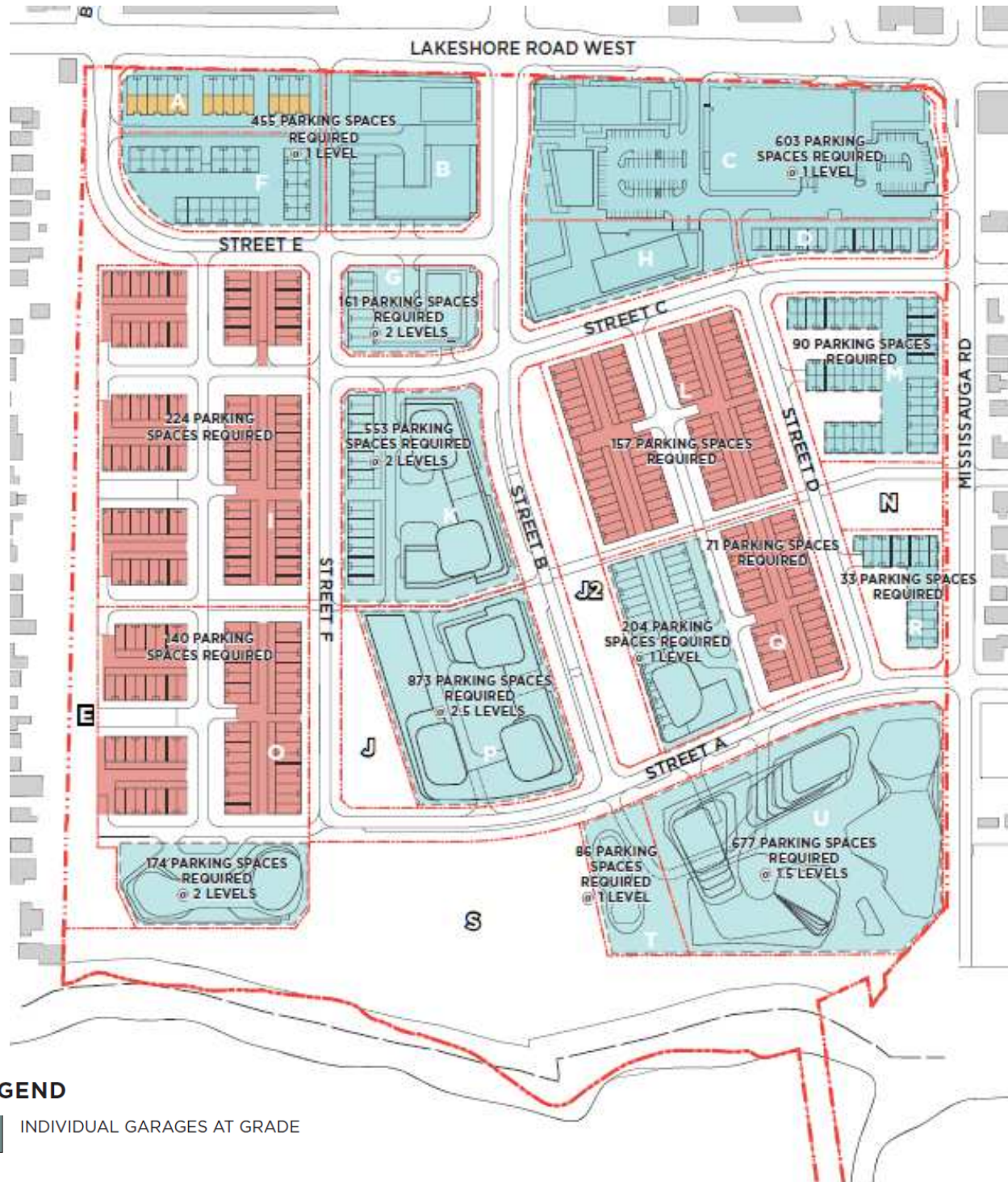
Sub-Precinct Plan with Floor Space Index (FSI) *

* FSI calculated by staff based on information provided by the applicant. Staff have requested that the applicant provide more detailed FSI figures for each development block.



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

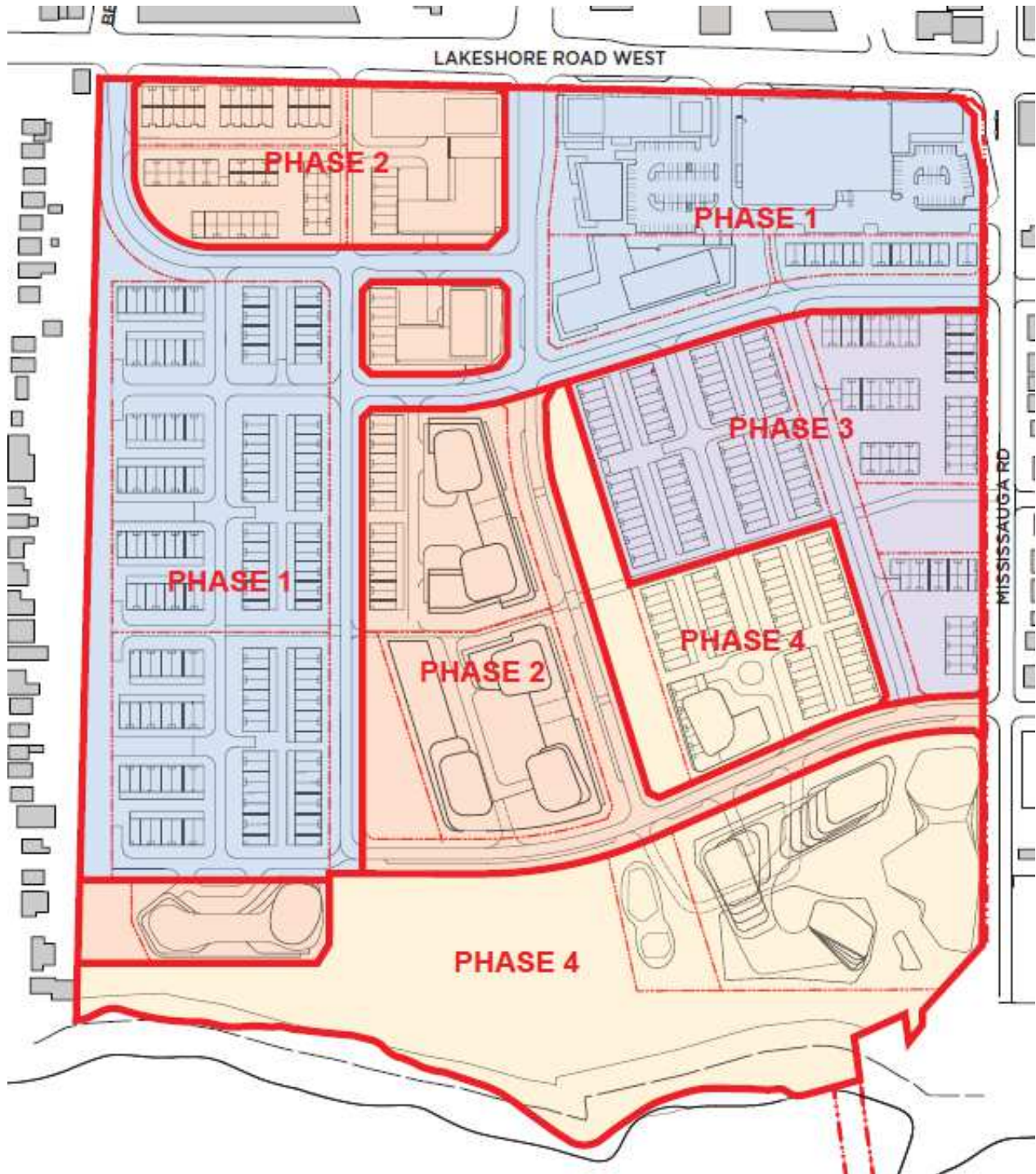
Parking Plan**LEGEND**

- INDIVIDUAL GARAGES AT GRADE
- DEPRESSED REAR LANE - BASEMENT PARKING, INDIVIDUAL GARAGES
- UNDERGROUND PARKING

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

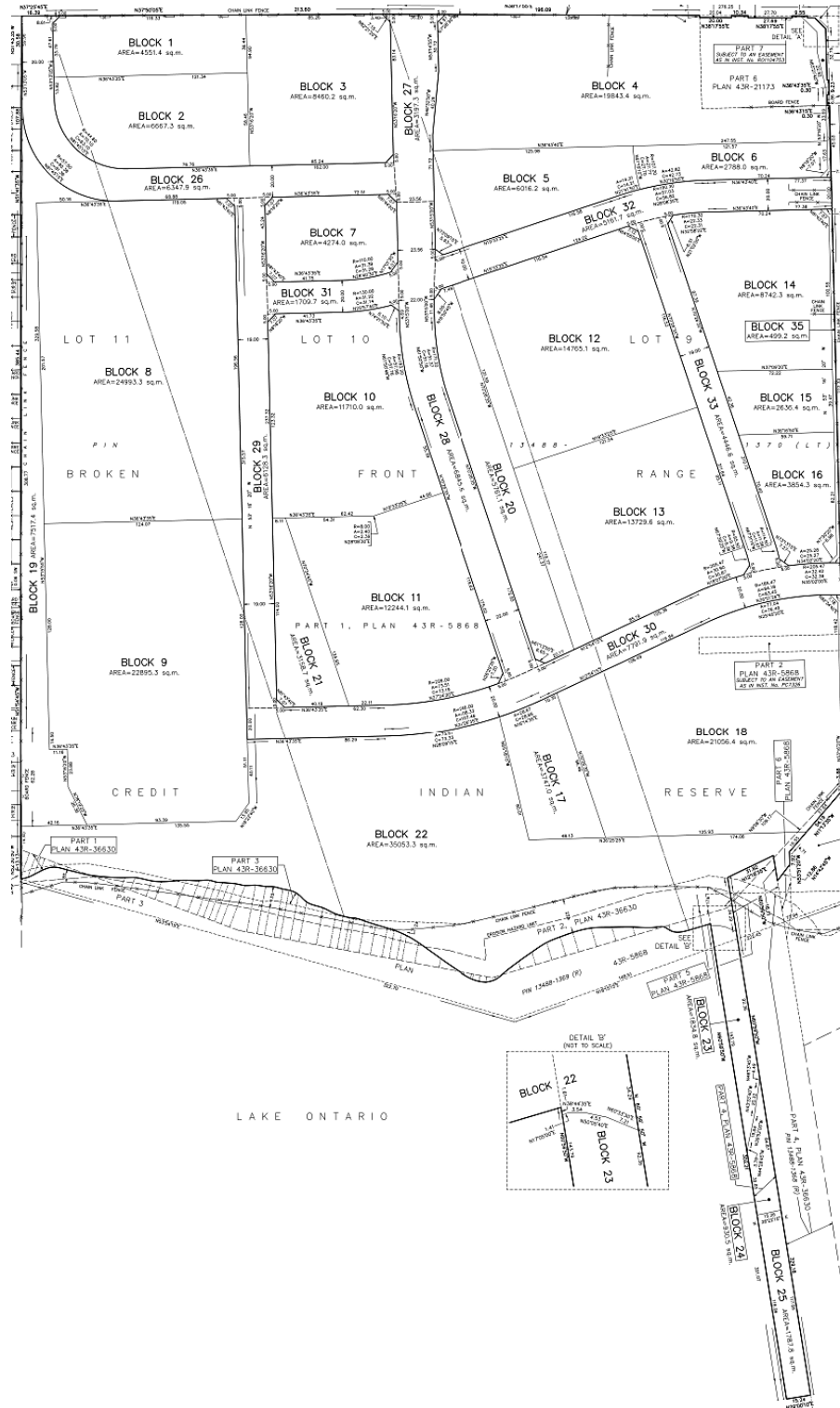
Conceptual Phasing Plan



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Draft Plan of Subdivision



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Rendering



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 files:
OZ 18/003 W1
T-M 18002 W1

Meeting date:
2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 8 freehold detached homes and 18 common element condominium detached homes

2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way

Owner: City Park (Dixie Rd.) Inc.

Files: OZ 18/003 W1 and T-M 18002 W1

Bill 139

Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by City Park (Dixie Rd.) Inc. to permit 8 freehold detached homes and 18 common element condominium detached homes, under Files OZ 18/003 W1 and T-M 18002 W1, 2103, 2107, 2113 and 2119 Primate Road, 1351 and 1357 Wealthy Place and 2116, 2122 Dixie 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 application and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

Proposals to redevelop some portion of the subject lands date back approximately 10 years and have included townhomes, semi-detached homes, and detached homes. Most recently, in March 2018 rezoning and draft plan of subdivision applications were submitted to permit 8 freehold detached homes and 18 common element condominium (CEC) detached homes on a private road. The applicant is proposing to amend the zoning by-law from **R3-75** (Detached Dwellings – Typical Lots – Exception), to **R5-Exception** (Detached Dwellings – Typical Lots)

and **R16-Exception** (Detached Dwellings on a CEC-Private Road) to implement this development proposal. A plan of subdivision is also required in order to create the new detached lots.

Comments

The property is located on the west side of Dixie Road, north of the Queen Elizabeth Way (QEW), in the predominately residential Lakeview Neighbourhood Character Area. Single detached homes on mature tree lined streets situated on relatively wide lots (e.g. 19 m/62 ft.) are predominate characteristics of the immediate area. The subdivision in the immediate area was developed in the early 1950s and has remained a relatively stable neighbourhood consisting primarily of two storey detached homes.

Some of the houses in this neighbourhood have changed over time as a result of renovations, additions and new construction. The surrounding area is also changing with increased traffic on Dixie Road and plans for a new interchange at the QEW, which means new driveways onto Dixie Road are no longer being permitted. The subject site is a land assembly comprised of eight (8) single detached lots with frontage onto Primate Road, Wealthy Place and Dixie Road. Many of the assembled lots not only have wide frontages but are also deeper (e.g. 60 m/197 ft.) than those typically found in surrounding subdivisions.

Aerial image subject property



Image of existing conditions (facing northeast)



Applicant's rendering of elevations for two of the three types of homes proposed



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 applicant has requested a change to the zoning that regulates development on the site. The conformity of this proposal with the policies of the Mississauga Official Plan, including appropriateness of the built form 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; however, a key issue to be addressed pertains to compatibility of the proposed development with the character of the area and Mississauga Official Plan policies. Once the comments and issues 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 these applications.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: City Park (Dixie Road) Inc.****Table of Contents**

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings
- August 2009 to November 2014 – application submitted for 2116 Dixie Road and 1357 Wealthy Place (OZ/OPA 09/14, T-M 11003). Initial proposal was to permit three detached, six semi-detached, and thirteen townhouse dwellings under condominium tenure with access from Wealthy Place. There were a number of revisions made over the years, with the last version proposing 11 detached dwellings on a CEC-Private Road with access through Wealthy Place. The file was closed November 20, 2014
- 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 I** in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approves city initiated zoning amendments which rezoned the lands to **R3-75** (Detached Dwelling – Exception Zone) and established a maximum height for a flat roof of 7.5 m (24.6 ft.)
- September 28, 2016 – Council approves city initiated zoning amendments which added further regulations to the **R3-75** zoning that established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.), maximum height of eaves from average grade to lower edge of eaves of 6.4 m (21 ft.) and maximum dwelling unit depth 20.0 m (65.6 ft.)

2. Site Context

The property is located on the west side of Dixie Road, north of the Queen Elizabeth Way (QEW) in the predominately residential Lakeview Neighbourhood Character Area. Single detached homes on mature, tree lined streets situated on relatively wide lots (e.g. 19 m / 62 ft.) are predominate characteristics for the immediate area.

The subject site is a land assembly of eight (8) lots, being: 2103 Primate Road, 2107 Primate Road, 2113 Primate Road, 2119 Primate Road, 1351 Wealthy Place, 1357 Wealthy Place, 2122 Dixie Road and 2116 Dixie Road. The lots are developed with one to two storey detached homes. The subject property is irregularly shaped with frontage onto Dixie Road and the Dixie Road Overpass which are Regional Arterial Roads, as well as frontages onto Primate Road and Wealthy Place, which are local roads. Many of the assembled lots not only have wide frontages but are also deeper than those typically found in nearby subdivisions (e.g. 60 m / 197 ft. or greater).

The Ministry of Transportation (MTO) is currently planning for a new Dixie Road interchange, including modifications to Dixie Road, the Dixie Road Overpass and the QEW. MTO have advised vehicular access to the subject property is not permitted from Dixie Road.

Aerial image of the subject property

2103, 2107, 2113, 2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 and 2122 Dixie Road



Property Size and Use	
Frontages:	
Dixie Road	91.8 m (301.2 ft.)
Dixie Road Overpass Ramp	34.7 m (113.8 ft.)
Primate Road	101.4 m (332.7 ft.)
Wealthy Place	66.6 m (218.5 ft.)
Depth:	Irregular shaped
Gross Lot Area:	1.26 ha (3.1 ac.)
Existing Uses:	Detached homes

The surrounding land uses in the immediate area, are:

North: Detached homes, Hydro corridor (north of Primate Road)
 East: Detached homes
 South: Detached homes, Dixie Road overpass
 West: Detached homes

Subject property existing conditions, facing northeast from the corner of Primate Road and Wealthy Place



Subject property existing conditions, facing east side of Primate Road.



3. Neighbourhood Context

Lands surrounding the subject property were developed with subdivisions mostly in the 1950s and are not expected to grow substantially. Although detached homes are predominate in the immediate area, higher density residential uses tend to concentrate along the periphery of the Lakeview Neighbourhood to the south along Lakeshore Road East.

Shopping opportunities can be found at the Dixie Outlet Mall which is an enclosed shopping centre focusing on merchandise at discount prices and Applewood Shopping Plaza which is a neighbourhood plaza providing a range of goods and services including a supermarket, drug store, liquor store and bank. These shopping centres are some 500 m (1,640 ft.) and 700 m (2,297 ft.) to the southwest of the site.

Moderate growth is forecast for the broader community, with much of this growth anticipated to occur in the southern portion of the Lakeview Neighbourhood along the Lakeshore Road East corridor.

Demographics

The subject site is located within the larger Lakeview Neighbourhood Character Area. Based on the 2011 Census this area has an existing population of 21,615 persons and a density of 22 people per hectare. Seventy percent of the area's population is of working age (15 to 64 years of age), with 14% children (0-14 years) and 16% seniors (65 years and older). On average, there are 3 persons living in a typical household, with 52% of the population living in detached homes.

Other Development Applications

There are no active development applications in the vicinity of the subject property; however, there have been some recent renovations across from the subject land including:

- 2100 Primate Drive – two storey addition, permit issued in 2016
- 2126 Primate Drive – two storey addition, permit issued in 2017
- 2130 Primate Drive – demolition and new two storey home, permit issued in 2016



Photos of recently renovated homes:
2126 Primate Drive and 2130 Primate Drive

Community Facilities & Services

Although the immediate area is predominately residential, there are a range of facilities and services available in the broader area. Community infrastructure includes Fred Halliday Memorial Park which contains a softball diamond and playground as well as St. Edmund Separate School. Both of these facilities are some 300 m (984 ft.) and 350 m (1,148 ft.) to the northwest of the site.

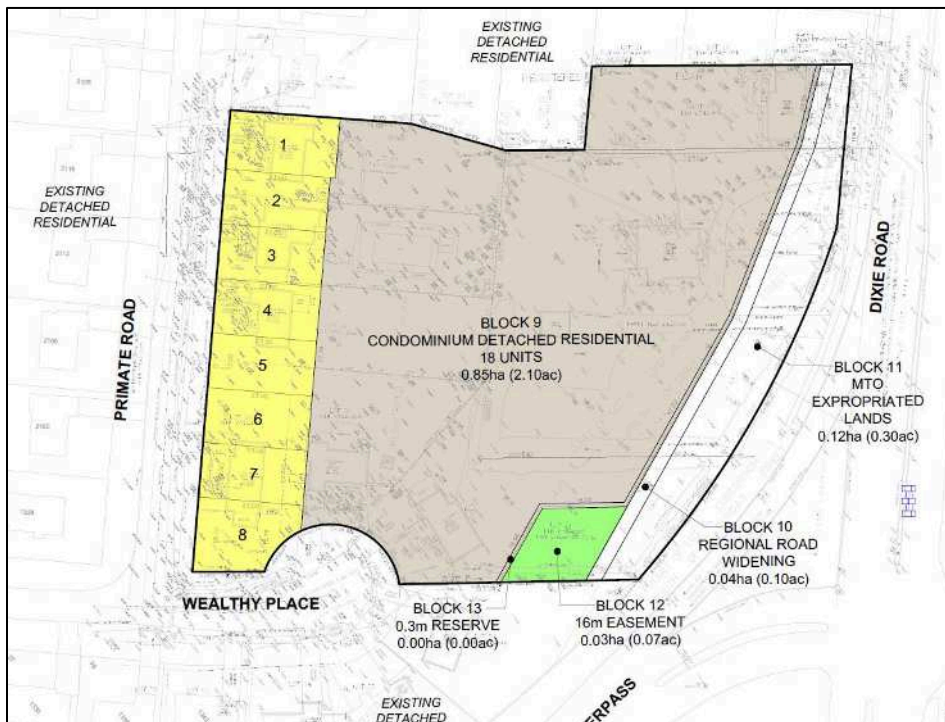
There is bus service via Miway route 8 along Dixie Road, which provides access to the Dixie Outlet Mall transit station, the Long Branch Go Station, and the Dixie Go Station. Portions of Dixie Road to the north of the site include a multi-use trail and Dixie Road is also identified as a primary on-road regional cycling route in the Official Plan. Existing transit and trails help provide support for alternate modes of transportation.

4. Project Details

The applications are to revise the zoning by-law and approve a plan of subdivision to permit twenty-six detached dwellings. Eight of the proposed dwellings are freehold ownership with individual driveways onto Primate Road. Eighteen of the proposed dwellings are common element condominium (CEC) ownership with individual driveways onto a new private road extending from the existing Wealthy Place cul-de-sac.

The dwellings are proposed to have a height of 10.4 m (34.1 ft.). The design includes the top storey within the roofline of the building so as to help deemphasize height and create the appearance of a 2 ½ storey dwelling. There are three different building designs which generally correspond to variations in the lot frontages.

Development Proposal		
Applications submitted:	Received: February 23, 2018 Deemed complete: March 23, 2018	
Developer/ Owner:	City Park (Dixie Rd.) Inc.	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	8 detached homes 18 detached homes (common element condominium) 26 total	
Height:	10.4 m (34.1 ft.)	
Lot Coverage:	<ul style="list-style-type: none"> • 36% (homes on Primate Road) • 40% (homes on Private CEC Road) 	
Landscaped Area:	<ul style="list-style-type: none"> • 51% (homes on Primate Road) • 25% (homes on Private CEC Road) 	
Road Type:	<ul style="list-style-type: none"> • 8 lots on a public road (Primate Road) • 18 lots on a Common element condominium private road (CEC) accessed from Wealthy Place 	
Anticipated Population:	92* *Average household sizes for all units (by type) based on the 2016 Census	
Parking For Homes on Primate Road:	Required 16	Proposed 16
Parking For Homes On a CEC Road:	Required	Proposed
<ul style="list-style-type: none"> • resident spaces • visitor spaces • Total 	36 <u>5</u> 41	56 <u>7</u> 63
Green Initiatives:	A variety of green initiatives have been proposed including: <ul style="list-style-type: none"> • Landscaping (e.g. over 50 percent native plant species) • Storm Water Management (e.g. permeable pavers) • Site Lighting (e.g. LED street lights) • Building Features (e.g. built to Energy Star standards) 	

Concept Plan and Elevations**Site Plan****Draft Plan of Subdivision**

Elevations



5. Community Comments

A community meeting was held by Ward 1 Councillor Cook on June 4, 2018, and the following comments were made by the community.

- Concern that the amount of parking is insufficient, including whether on-street parking can be accommodated on both sides of Primate Road
- Will there be sidewalks installed to increase pedestrian safety
- The Lakeview neighbourhood is not supposed to support intensification
- How is stormwater management going to be handled
- Concern with increased traffic and speed of cars driving through the area
- It is difficult to get access to the area from Dixie Road – the intersection needs a light
- The proposal does not fit the character of the area, the homes are a lot closer to the street than existing ones, and will result in more changes to the area
- New development should be in accordance with the existing R3-75 zoning
- Will new development result in increases in taxes
- Proposed playground should go in the middle of the site to make it more safe
- Concern with construction - will a construction management plan be submitted, can heavy equipment access the site from Dixie Road
- Concern whether emergency vehicles can safely access the proposed development

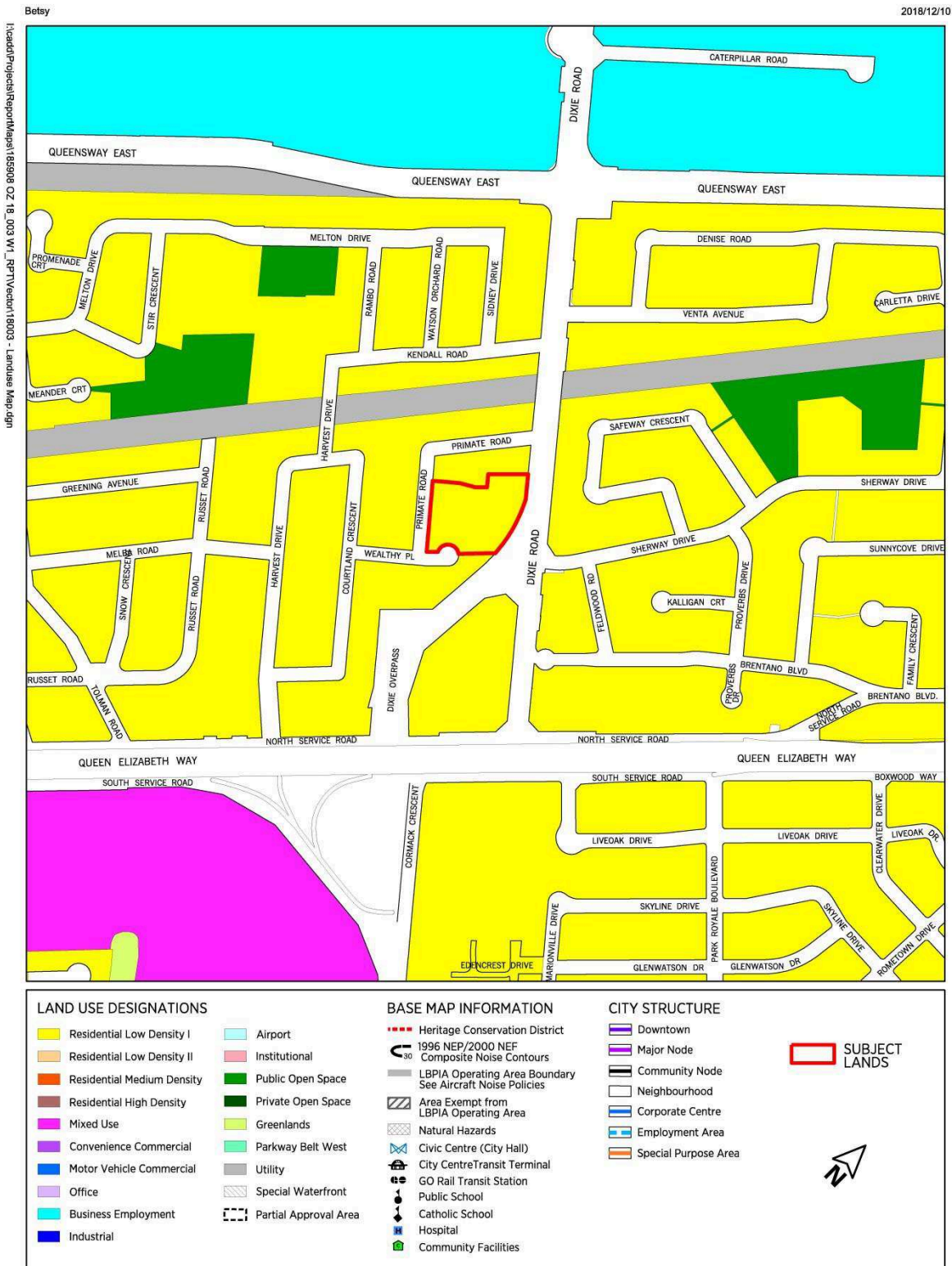
In addition, staff attended a meeting on January 23, 2019, with representatives of the Applewood Ratepayers Association, the Ward 1 Councillor Stephen Dasko, the land use planners and architect for the proposed development. The following issues of concern were identified and discussed.

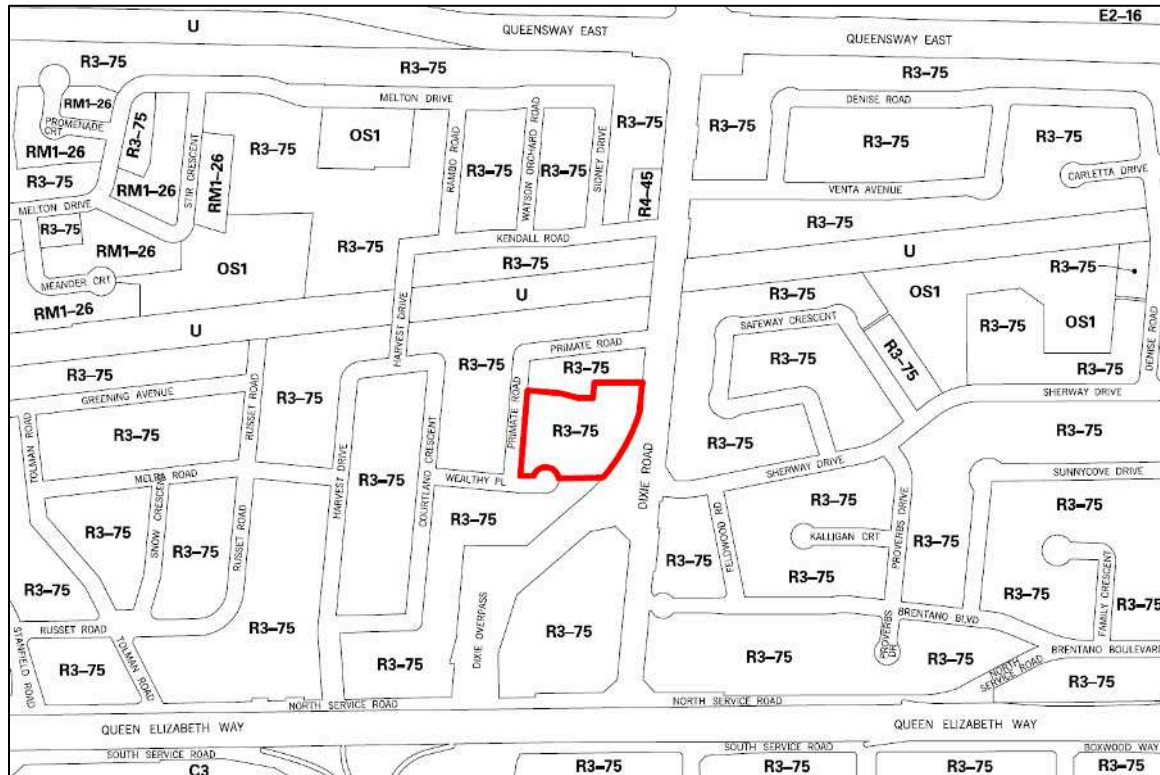
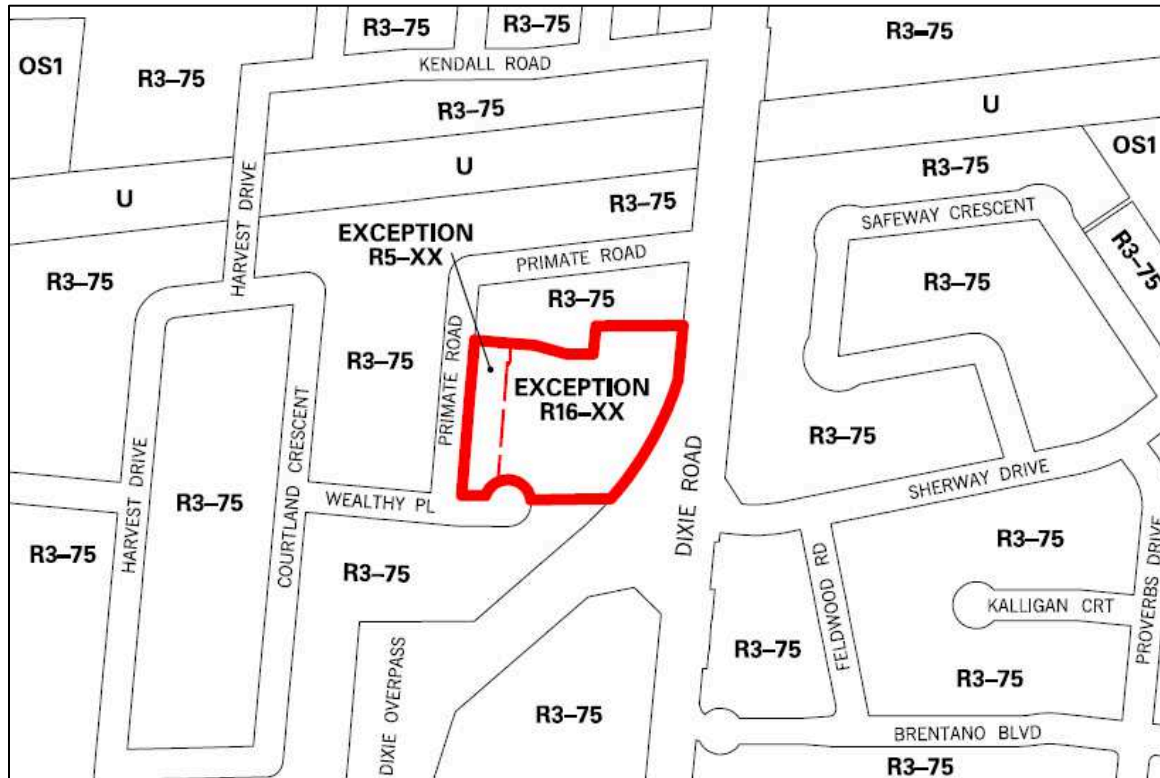
- Height of the proposed homes on Primate Road as compared to existing buildings and current zoning
- Parking demand, from the lots on the private road, spilling onto Primate Road and surrounding roads
- Location of the private road entrance onto Wealthy Place and need to ensure all options for alternate locations have been reviewed
- Loss of trees resulting from development
- Stormwater run-off impacts from the proposal onto the surrounding neighbourhood
- Firetruck access into the site
- Overall density of development

The issues raised at these meetings, as well as any others raised at the public meeting or after, will be addressed in the Recommendation Report, which will come at a later date

6. Land Use Policies and Regulations

Excerpt of Lakeview 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 these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<i>Provincial Policy Statement (PPS)</i>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	The relevant 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>
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are generally consistent with the ROP	The proposed development is generally consistent with the Regional Official Plan. There is no requirement for an Official Plan Amendment and associated Regional approval.
Mississauga Official Plan	<p>The lands are located within the Lakeview Neighbourhood Character Area and are designated Residential Low Density I which permits detached dwelling; semi-detached dwelling; and duplex dwelling.</p> <p>Neighbourhoods are intended to focus on residential uses and associated services and facilities.</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><i>The applicant is proposing to retain the existing Residential Low Density I designation to permit the proposed subdivision of detached homes.</i></p> <p>This designation is consistent with the intent of the official plan but the applicant will need to address, amongst other things, the built form policies as outlined in the Development Issues section below.</p>
Zoning By-law 225-2007	The lands are currently zoned R3-75 (Detached Dwellings – Typical Lots) – Exception which permits detached dwellings and provides additional regulations pertaining to maximum height and dwelling unit depth	<p>A rezoning is proposed to the following:</p> <ul style="list-style-type: none"> • R5-Exception (Detached Dwellings – Typical Lots) for lands fronting Primate Road to permit 8 detached homes • R16-Exception (Detached Dwelling on a CEC-Private Road) for remainder of the site to permit 18 detached homes

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

Residential Low Density I which permits detached dwellings; semi-detached dwellings; and duplex dwellings

Proposed Designation

The existing **Residential Low Density I** designation will be retained, as the proposed detached dwellings are a permitted use.

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 18/003 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

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure). Neighbourhood Character Areas may accommodate intensification that is sensitive to the existing and planned character and will include	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.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
	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> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons),</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</p>	<p>MOP recognizes the importance of directing forecast 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 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 avoids 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 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> <p>a) Densities and a mix of land uses which:</p> <ol style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and 	<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.</p> <p>These policies provide for appropriate densities and mix</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>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>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>of land uses and range of opportunities for intensification and redevelopment (5.0 Direct Growth).</p> <p>The subject lands are located within the Lakeview 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 Dixie 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>Dixie Road is identified as a corridor where development should be compact, and appropriate to the context of</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the next staff report.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
	the surrounding area (5.4.4 Direct Growth)	
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	<p>MOP contains policies that provide direction on appropriate standards to facilities intensification with respect to issues such as transition, sun/shadow impacts, compact urban realm and public realm (9.0 Desirable Urban Form).</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands. (5.4.5).</p>	The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the 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 notes 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 to accommodate 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>
1.4 Housing		
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,	MOP states 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	The proposed development with its smaller lot 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.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>redevelopment, and lands that are designated and available.</p> <p>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.</p>	<p>resources and assets are managed in a sustainable manner (5.1.3 Direct Growth).</p> <p>MOP policy 7.2.2 Complete Communities notes that Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price The production of a variety of affordable dwelling types for both the ownership and rental markets 	
<p>1.6.7 Transportation System</p> <p>1.6.7.2 Efficient use shall be made of existing and planned infrastructure</p> <p>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.</p>	<p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9 Direct Growth)</p> <p>Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas. (8.1.7 Multi-Modal City)</p>	<p>Although the proposed development is not located within an intensification area (where the city is focusing growth), its proximity to Dixie Road and MiWay service is transit supportive.</p>
4.0 Implementation and Interpretation		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be</p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial</p>	<p>The applications to permit the development of 26 detached lots are supportive of a number of PPS and MOP policies.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	Policy Statement.	However, the applications require further analysis with respect to density and built form. The applications will be evaluated based on all MOP policies and reported on in a subsequent staff report.

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 18/003 W1 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

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

Conformity Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent:</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</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</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>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
communities, climate change and healthy environment	Principles which will help shape change that the Growth Plan anticipates.	
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: 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.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> Complete communities Prioritize intensification Provide flexibility to capitalize on new employment opportunities Support a range and mix of housing options Integrate land use planning and investment in infrastructure Provide different approaches to manage growth that recognize diversity of communities Protect natural heritage, hydrologic, landforms 	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following: Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system) Section 9 – Building a Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)	The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
<ul style="list-style-type: none"> h. Conserve and promote cultural heritage i. Integrate climate change considerations 		
1.2.2 Legislative Authority		
General Statement of Intent: 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.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: 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.
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	<p>The applications are located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification partially within a Corridor and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.</p> <p>It is important, however, to ensure the manner in which this intensification occurs are planned and designed appropriately. The applications are subject to further analysis.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	<p>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 - Direct Growth).</p> <p>MOP includes policies that speak to appropriateness of locations for intensification including:</p> <ul style="list-style-type: none"> • Intensification Areas will be planned to reflect their role in the City Structure hierarchy (5.5.4) • 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 • 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). <p>To ensure development is appropriate for the proposed</p>	<p>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.</p> <p>The next step in the planning 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>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
	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>Relevant Policies:</p> <p>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 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>2.2.1.3</p> <p>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</p>	<p>The Lakeview Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.</p> <p>Dixie Road is identified as a Corridor on Schedule 1C, 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 Dixie 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"> • 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 	<p>The proposed development represents intensification along the Dixie Corridor 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 development (e.g. transit, active 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>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
<p>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>2.2.1.4 The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>a) Features a diverse mix of land uses</p> <p>b) Improves social equity</p> <p>c) Provides mix of housing options</p> <p>d) Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>e) Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>f) Mitigates climate change</p> <p>g) Integrates green infrastructure</p>	<p>encouraged</p> <ul style="list-style-type: none"> 10.1.11 which states infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs. <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 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>	
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: 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</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</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
Minister of Municipal Affairs and Housing).		subject to further review.
2.2.6 Housing		
General Statement of Intent: 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: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The proposed development includes 8 detached freehold homes and 18 detached CEC homes on a private road.
Relevant Policies: <ol style="list-style-type: none"> The Region is responsible for preparing a housing strategy (2.2.6.1) 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) 	MOP policies provide opportunities for a range of housing choices in terms of type, tenure and price.	The proposed development includes a variety of lot frontages ranging from 9.6 m (31.5 ft.) to 15.85 m (52ft). The average lot size is approximately 12 m (39 ft.) whereas lots in the area tend to range between 15 m (49 ft.) to 19 m (62 ft.)
5 Implementation		
Statement of Intent: 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. The policies of this section address implementation matters such as: how to	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 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.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
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.		

Region of Peel Official Plan

The proposed development does not require an amendment to MOP or the Region of Peel Official Plan. The applications have been circulated to the Region and Section 9 of the report provides a summary of their comments.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outline in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieve 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 to 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 these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	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.

	Specific Policies	General Intent
Section 5 Direct Growth	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>
Section 5.3.3 Neighbourhoods	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>

	Specific Policies	General Intent
Section 5.4.4 Corridors	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>
Section 7 Complete Communities	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>

	Specific Policies	General Intent
Section 8 Multi-Model City	8.2.2.1a 8.2.2.7 8.2.4.6 8.4.6	<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 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> <p>Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.</p> <p>Street designs will consider opportunities to maximize on-street parking. The provision of on- street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.</p>
Section 9 Desirable Urban Form	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>

	Specific Policies	General Intent
Section 9.2.2 Desirable Urban Form Non- Intensification Areas (includes Neighbourhoods)	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"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.
Section 9 Desirable Urban Form Various Policies That Address <ul style="list-style-type: none"> - Public Realm - Movement - Site Development - Buildings 	9.3.1.8 9.3.1.5 9.3.1.6 9.3.1.1 9.4.1.1 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 with site conditions, the surrounding context and surrounding landscape of the existing or planned character area. Appropriate transition should be provided and have regard for various elements including sunlight, wind, privacy, overlook, skyviews.</p> <p>The improvement of existing streets and the design of new streets should enhance connectivity by developing a fine-grain system of roads, using short blocks to encourage pedestrian movement, minimize cul-de-sacs and dead end streets. Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created where possible.</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. The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.</p>

	Specific Policies	General Intent
Section 11 Land Use	11.2.5.3 Schedule 10	<p>Lands designated Residential Low Density I will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling; and c. duplex dwelling. <p>The subject lands are identified as being designated Residential Low Density I</p>
Section 16 Neighbourhoods	16.1.1.1 16.1.2.1	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements</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"> a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or b. the requirements of the Zoning By-law.
Lakeview Local Area Plan General	1.0	<p>Official Plan policies for the Lakeview Neighbourhood Character area are contained in the Lakeview Local Area Plan. There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.</p>

	Specific Policies	General Intent
Lakeview Local Area Plan – Vision Neighbourhoods Complete Communities Desirable Urban Form	5.0 6.0 6.2 6.2.1 6.2.2 6.2.3 8 10 10.1 10.1.2 10.5.1	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.</p> <p>Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.</p> <p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p> <p>Lakeview contains many of the attributes associated with complete communities, including recreation, schools, housing options, cultural resources, significant waterfront.</p> <p>Neighbourhood policies are intended to reflect a number of objectives, including among other things ensuring development is sensitive to the existing low rise context and reinforce the planned character of the area;</p> <p>This residential area (i.e. Applewood Acres, Sherway West) will be maintained while allowing for infill which enhances and is compatible with the character of the area</p> <p>For the development of detached, semidetached, duplex and triplex dwellings, the following will be addressed, among other things:</p> <ol style="list-style-type: none"> a. new housing within Lakeview should maintain the existing character of the area; and b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation. <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this plan. Map 3 indicates the maximum height for buildings is 3 storeys.</p>

	Specific Policies	General Intent
Lakeview Built Form Standards September 2015 How To Read Purpose Expectations Built Form Detached Dwellings	1.1 1.2 1.3 2.2 2.2.1	<p>It should be noted that the Built Form Standards predate the most recent amendment to the Zoning By-law that reduced Building Heights.</p> <p>The Standards may be amended, modified or updated on an as need basis to provide clarity on the intent of the Lakeview Local Area Plan, provisions of the Zoning By-law including the outcome of other studies or initiatives that impact the Lakeview area</p> <p>Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.</p> <p>New developments will be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area. This can be done by maintaining the existing lotting fabric layout and using consistent and transitional heights.</p> <p>New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:</p> <ul style="list-style-type: none"> a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows; b. New development will preserve and enhance the generous front, rear and side yard setbacks; c. New development will ensure that existing grades and drainage conditions are preserved; d. New development will fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation, location to railway tracks;

	Specific Policies	General Intent
		<p>e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;</p> <p>f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;</p> <p>g. New development will minimize the hard surface areas in the front yard;</p> <p>h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;</p> <p>i. New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.</p> <p>j. The use of standard, repeat designs is strongly discouraged; and</p> <p>k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.</p>

	Specific Policies	General Intent
Lakeview Built Form Standards September 2015 Standard and Common Element Condominium	2.2.3 2.2.3.1	<p>For Single Detached Standard and Common Element Condominiums:</p> <ul style="list-style-type: none"> a) The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood; b) The maximum height for a dwellings will be 10.7 m; c) The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit; d) Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit; e) The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller; f) Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings; g) No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; h) Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself; i) Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; j) End and rear units exposed to an external or internal road will be required to have upgraded elevations; k) Amenity spaces will be in the rear of the unit and not on public roads; and l) All common element units must have a private amenity

Existing and Proposed Zoning

Existing Zone – R3-75 (Detached Dwellings – Typical Lots) - Exception which permits detached dwellings

Proposed Zoning Regulations:

- **R5-Exception** (Detached Dwellings – Typical Lots) – Exception and
- **R16-Exception** (Detached Dwellings On A CEC – Private Road) – Exception

Selected Zone Regulations	R3-75 Zone Regulations	R5 Zone Regulations	Proposed R5 Exception Zone Regulations⁽¹⁾
Max. Height – highest ridge sloped roof	9.5 m (31 ft.)	10.7 m (35 ft.)	Same as R5
Min. Lot Area <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	295 m ² (3,175 ft ²) 415 m ² (4,467 ft ²)	276 m ² (2,971 ft ²) 314 m ² (3,380 ft ²)
Min. Lot Frontage <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	15.0 m (49 ft.) 19.5 m (64 ft.)	9.75 m (32 ft.) 13.5 m (44 ft.)	Same as R5
Max. Lot Coverage	35%	40%	Same as R5
Min. Front Yard <ul style="list-style-type: none"> - 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 R5
Min. Exterior Side Yard	6.0 m (20 ft.)	4.5 m (15 ft.)	3.0 m (10 ft.)
Min. Interior Side Yard <ul style="list-style-type: none"> - Interior Lot 	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) on one side of the lot and 0.61 m (2 ft.) on the other side	Same as R5
Min. Interior Side Yard <ul style="list-style-type: none"> - Corner Lot 	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey above one (1) storey	1.2 m (4 ft.)	Same as R5
Min. Rear Yard <ul style="list-style-type: none"> - 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 R5 4.5 m (15 ft.)
⁽¹⁾ In some cases dimensions of proposed development are less than regulations (e.g. proposed maximum height of 10.4 m (34 ft.) as opposed to proposed R5 zoning height of 10.7 m (35 ft.)) Note: The provisions listed are based on information provided by the applicant, which are subject to revisions as the applications are further refined.			

Selected Zone Regulations	R3-75 Zone Regulations	R16 Zone Regulations⁽¹⁾	Proposed R16 Exception Zone Regulations⁽²⁾
Max. Height – highest ridge sloped roof	9.5 m (31 ft.)	10.7 m (35 ft.)	Same as R16
Min. Lot Area - Interior Lot - Corner Lot	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	249 m ² (2,680 ft ²) 286 m ² (3,079 ft ²)
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.)	10 m (33 ft.) 11 m (36 ft.)
Max. Lot Coverage	35%	35%	41%
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.)	4.5 m (15 ft.) 4.5 m (15 ft.)
Min. Exterior Side Yard - Abutting a street - Abutting a CEC – private road - Abutting CEC sidewalk	6.0 m (20 ft.) n/a n/a	6.0 m (20 ft.) 6.0 m (20 ft.) 3.3 m (11 ft.)	3.0 m (10 ft.) 2.8 m (9 ft.)
Min. Interior Side Yard - Interior 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	1.2 m (4 ft.)
Min. Interior Side Yard - Corner Lot	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey above one (1) storey	1.2 m (4 ft.) + 0.61 m for each additional storey or portion thereof above one storey	1.2 m (4 ft.)
Min. Rear - 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 R16
Minimum setback from a front garage face to a street, CEC-private road or CEC – sidewalk	n/a	6.0 m (20 ft.)	Same as R16
Minimum setback of a detached dwelling to a CEC-visitor parking space	n/a	3.3 m (12 ft.)	2.8 m (9 ft.)
Maximum driveway width a) Where accessing a single car garage b) Where accessing a double car garage	Width of garage door opening(s) plus 2.0 m (7 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)	Lesser of 8.5 m (28 ft.) or 50 percent of the lot frontage (for a typical interior lot this would be 7.5 m (25 ft.))	3.0 m (10 ft.) 6.0 m (20 ft.)
⁽¹⁾ Regulations for corner lots are for CEC Corner lots			

Selected Zone Regulations	R3-75 Zone Regulations	R16 Zone Regulations⁽¹⁾	Proposed R16 Exception Zone Regulations⁽²⁾
<p>⁽²⁾ In some cases dimensions of proposed development are less than regulations (e.g. proposed maximum height of 10.4 m (34 ft.) as opposed to proposed R5 zoning height of 10.7 m (35 ft.))</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.</p>			

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"> Student Yield: <ul style="list-style-type: none"> 3 Kindergarten to Grade 5 1 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Westacres PS <ul style="list-style-type: none"> Enrolment: 286 Capacity: 248 Portables: 2 Allan A. Martin Sr.PS <ul style="list-style-type: none"> Enrolment: 478 Capacity: 538 Portables: 0 Cawthra Park S.S. <ul style="list-style-type: none"> Enrolment: 1,295 Capacity: 1,044 Portables: 5 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Edmund <ul style="list-style-type: none"> Enrolment: 334 Capacity: 237 Portables: 3 St. Paul S.S. <ul style="list-style-type: none"> Enrolment: 424 Capacity: 807 Portables: 0

9. Development Issues

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

Agency / Comment Date	Comment
Ministry of Transportation (April 11, 2018)	<p>No objection in principle. All development must be setback 14 m (46 ft.) from ministry property limits, no encroachment into highway right-of-way is permitted, and noise attenuation features must be setback a minimum of 0.3 m (1.0 ft.) from property limits.</p> <p>No direct access to Dixie Road and no encroachment onto a highway right of way, will be permitted.</p> <p>Prior to final approval, traffic impact study, stormwater management report, detailed grading servicing, and road construction plans are to be submitted for approval.</p> <p>Conditions of approval and permits are required.</p>
Region of Peel (November 21, 2018)	<p>No lots or blocks shall have direct access to Dixie Road, no encroachment into easements and no changes in grade within the Dixie right of way is permitted. A road widening, reserves and buffer blocks are required along Dixie Road.</p> <p>Municipal sanitary sewer facilities consist of 250 mm (9.8 in.) diameter sewers on Primate Road, Wealthy Place and Dixie Road. Existing water facilities consist of a 400 mm (15.7 in.) diameter watermain on Dixie Road, 150 mm (5.9 in.) diameter watermain on Wealthy Place, and 150 mm (5.9 in.) diameter watermain on Primate Road. Costs associated with serving the site shall be the responsibility of the developer.</p> <p>Revisions to the Functional Servicing Report must be made. External easements, construction fees, conditions, approvals permits letters of credit, development charges and agreements will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 20, 2018)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (December 3, 2018)	<p>Community Services indicated that future residents of the proposed development will be served by Fred Halliday Memorial Park (P-035), which contains an unlit softball diamond and playground that is located less than 965 m (3,166 ft.) from the subject lands. Laughton Heights (P-047), contains basketball nets, lit tennis courts, outdoor fitness equipment and a multi pad that is located 925 m (3,035 ft.) from the subject lands.</p> <p>Arrangements shall be made for the preservation of as many of the existing trees on the public boulevard as possible. A tree preservation plan for the public boulevard shall be approved prior to Site Plan Approval. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.4 in.) caliper, will be required for every 10 m (33 ft.) of frontage on Primate Road and Wealthy Place in accordance with current City standards.</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> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p>
City Community Services Department – Culture Division (November 1, 2018)	An archaeological assessment has been submitted. No grading or other soil disturbance shall take place on the subject property prior to the approval of the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met their requirements.
City Community Services Department – Fire and Emergency Services Division (April 10, 2018)	Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (December 6, 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>Storm Drainage: The Functional Servicing and Storm Water Management report is to be updated to provide additional details and address concerns regarding external flows, the capacity of the municipal storm system and the onsite stormwater management techniques being proposed.</p> <p>Grading/Servicing Plans: The engineering drawings are to demonstrate that the necessary services can be provided for the proposed</p>

Agency / Comment Date	Comment
	<p>development, in particular, they are to address the onsite drainage requirements.</p> <p>Municipal Infrastructure Works: Municipal Works (installation/reconstruction of public roads, boulevards and services) will be required and these works shall form part of the Subdivision Agreement. The extent of the works will be determined prior to the Recommendation Report.</p> <p>Note: All aspects relating to Dixie Road will be addressed by the Region of Peel as this road is under their jurisdiction.</p> <p>Environmental: The owner is to submit a Dewatering Plan. Additional information is required to confirm how potential environmental constraints identified in the Phase 1 ESA and Geotechnical reports will be managed.</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 Greater Toronto Airport Authority Hydro One Network Enersource</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Partners Conseil Solaire Viamonde Conseil Scolaire de District Catholique Centre-Sud Alectra Utilities Peel Regional Police</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, building configuration and road pattern?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- 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 applications:

- | | |
|---|---|
| • Plan of Survey | • Traffic Impact Assessment and Parking Utilization Study |
| • Aerial Context Map | • Noise Feasibility Study |
| • Draft Plan of Subdivision | • Phase 1 Environmental Site Assessment |
| • Site Plan | • Arborist Report |
| • Sample Elevations | • Tree Preservation Plan |
| • Master Landscape Plan | • Planning Justification Report |
| • Engineering Plans | • Parcel Register Documents |
| • Functional Servicing & Stormwater Management Report | • Low Impact Design Features |
| | • Archaeological Assessment (Stage 1&2) |

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 files:
OZ 17/002 W6 &
T-M17001 W6

Meeting date:
2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

Applications to Permit 83 townhomes on a private condominium road

1707-1725 Barbertown Road, north side of Barbertown Road, east of Creditview Road

Owner: Barbertown Ventures Inc.

Files: OZ 17/002 W6 & T-M17001 W6

Pre-Bill 139

Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by Barbertown Ventures Inc. to permit 83 townhomes on a private condominium road, under Files OZ 17/002 W6 and T-M17001 W6, 1707-1725 Barbertown 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, rezoning and draft plan of subdivision applications are required to permit 83 townhomes on a private condominium road. The applicant is proposing to amend the official plan for a portion of the lands from **Greenlands – Exempt Site 4 to Residential Medium Density** to allow for the townhome development. The remainder of the lands would remain designated **Greenlands**. A portion of the lands is proposed to be retained by the applicant. The zoning by-law will also need to be amended from **G1-6** (Greenlands – Natural Hazards) to **RM6 – Exception** (Townhouse 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 property is located on the north side of Barbertown Road, east of Creditview Road within the East Credit Neighbourhood Character Area. The site is currently occupied by 3 detached homes. The surrounding neighbourhood contains, detached, semi-detached and townhomes with a private park located south of the property and the Credit River located to the west.

Aerial image of 1707-1725 Barbertown Road



Applicant's elevations of the proposed townhomes



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 being reviewed for consistency with the PPS and conformity 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. 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. Key issues include: resolution of the limits of development; to address flooding and erosion hazards; safe access to the site; protection of natural heritage features; resolution of noise impacts from the railway and the ADM Mill and providing the required setback to the CP rail line.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Aiden Stanley, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Barbertown Ventures Inc.

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1. Site History

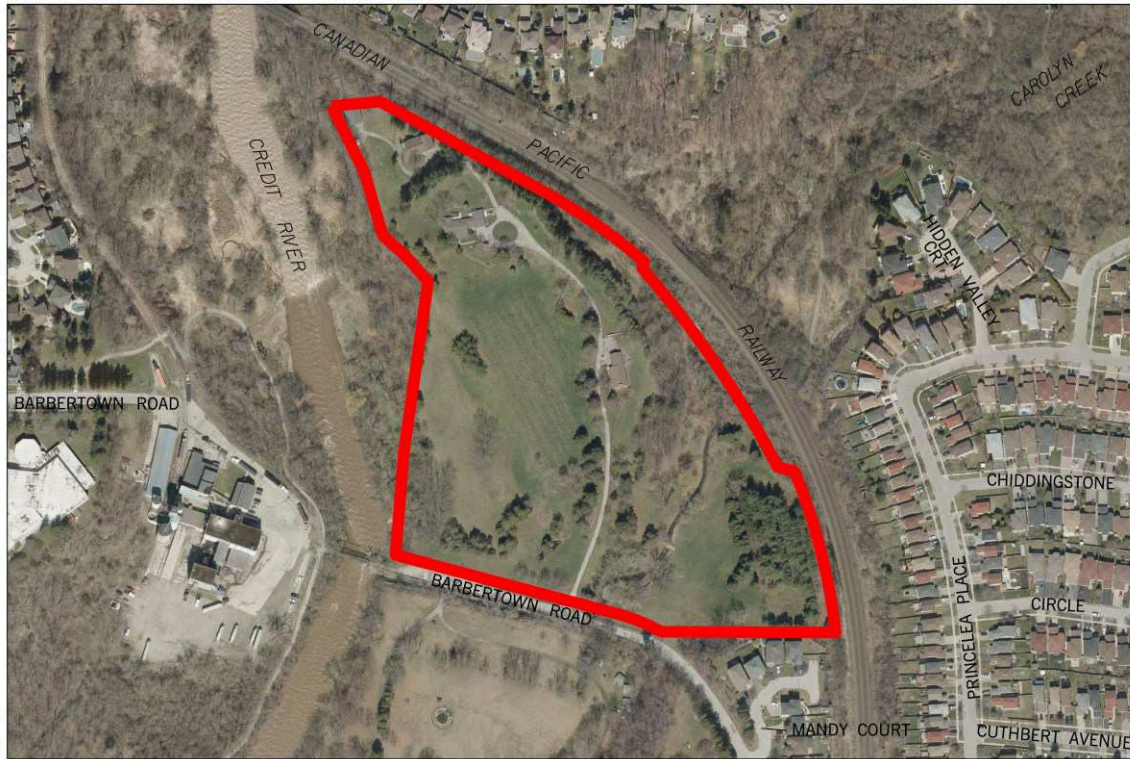
- 1960-1990 – The lands were historically used as an apple orchard and farm residence
- 1975-1976 – Two additional detached dwellings were built on the property
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **G1-6** (Greenlands – Natural Hazards) which permits food control, conservation uses and the three existing detached dwellings
- December 7, 2011 – General Committee discussed the potential acquisition of the property in closed session. The land was not acquired by the City
- August 13, 2012 – Two severance applications ('B' 57-12 and 'B' 58-12) were filed and withdrawn
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Greenlands – Exempt Site 4** in the East Credit Neighbourhood Character Area

2. Site Context

The property is located southeast of Streetsville between the Credit River to the west and Carolyn Creek to the east. There are townhomes and detached homes built within the last 15 years on Barbertain Road. The tree-lined road continues north down a hill, becomes less travelled and ends in a pedestrian bridge across the Credit River. The immediate area is park-like with trees, manicured lawns and creeks. The property is located on the north side of Barbertain Road across from Koliba Park (a private park owned by the Slovak Canadian Culture Society). The site is within the East Credit Neighbourhood Character Area and is currently occupied by three detached homes. The property slopes up towards the CP rail line/ Milton Go Line which runs along the northeast boundary of the site and separates it from the residential neighbourhoods to the north.

The property is regulated by Credit Valley Conservation due to the location between the Credit River and Carolyn Creek and their associated valley systems. The property contains floodplain and erosion hazards and Regional Core Greenlands. The site is within the city's Natural Heritage System and a portion of the lands contains a Significant Natural Area.

Aerial Image of 1707-1725 Barbertown Road



Property Size and Use	
Frontages:	
Barbertown Road	135.5 m (444.5 ft.)
Depth:	284.7 m (934.1 ft.)
Gross Lot Area:	4.58 ha (11.3 ac.)
Existing Uses:	Three detached homes

The surrounding land uses are:

North and East: CP Rail Line, detached homes, Carolyn Creek

South: Barbertown Road, Koliba Park

West: Credit River, ADM Mill

The site is served by MiWay transit routes along Eglinton Avenue West (Routes 35, 35A and 9) with service to Square One transit terminal and Islington Subway Station.

Image of existing conditions facing northeast from Barbertown Road



3. Neighbourhood Context

The subject property is located within the East Credit Neighbourhood Character area. The neighbourhood is an established residential area generally characterized by large, detached homes built in the 1980s.

Demographics

Based on the 2011 census, the existing population of the neighbourhood is 65,850 with a median age of 27 (compared to the City's median age 72.4% of the neighbourhood population are of working age (15 to 64 years of age), with 18% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 60 % of people living in detached homes (higher than the City's average of 39.09%). Housing tenure for the neighbourhood is a mix of 89.99% owned (15,485 units) and 10.98 % rented (1,910 units) with an apartment vacancy rate of approximately 0.8% according to data from Canada Mortgage and Housing Corporation.

Other Development Applications

There is some development activity in Streestville to the northwest of the site, as well as the following applications in the immediate area which have been approved in principle but have not yet received final approval:

- 6727 Melody Drive, northeast quadrant of Mississauga Road and Melody Drive: proposal for five commercial buildings and ten detached homes

- 5155 Mississauga Road, northeast corner of Mississauga Road and Barbertown Road: proposal for detached, semi-detached and townhomes and conversion of the Old Barberhouse into residential units

Another application for 34 townhomes is being processed by staff at 1745-1775 Thornybrae Place at the southeast corner of Mississauga Road and Eglinton Avenue West.

Community Facilities and Services

The proposal is served by major City of Mississauga facilities in the Streetsville and Erin Mills Neighbourhoods. Streetsville Library and Vic Johnston Community Centre and Arena are 3 km (1.9 mi.) to the north. Erin Meadows Library is approximately 4 km (2.5 mi.) to the west. The site is also served by nearby Barberton Park to the east. Additional comments from Community Services regarding city parks and facilities can be reviewed within Section 9 of this Appendix.

4. Project Details

The applications are to permit 83 townhouses on a common element condominium private road and a greenlands block through a plan of subdivision. The land is in the flood plain as identified by Mississauga Official Plan and Credit Valley Conservation authority mapping. The area of land proposed for development is the only portion of the site that is not subject to significant environmental constraints, particularly flooding as demonstrated by supporting studies and drawings. If the subdivision is approved as proposed, two additional lots will also be created through the registration of the plan. The future of the potential retained lots is to be determined as they would not have flood free access to a public road and they are identified as being in the floodplain. The proposal will require the reconfiguration of the driveway in order to achieve flood free access to the site; a noise and crash wall adjacent to the rail line and rezoning of the undevelopable lands for environmental buffers, conservation and naturalization. The limits of potential development remain under consideration.

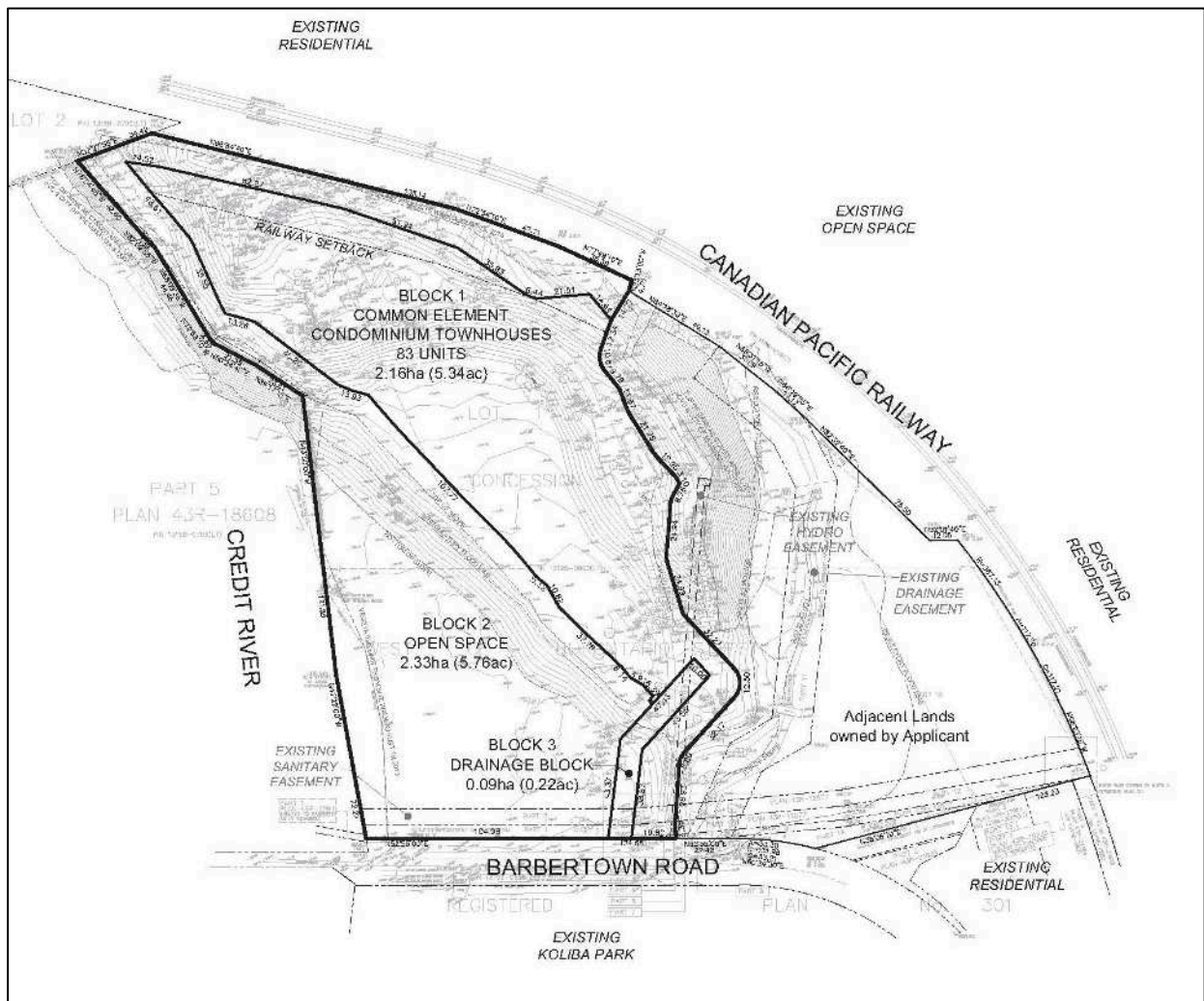
It is recommended that all hazard lands, natural features and buffers be dedicated to the City and zoned appropriately for their long term conservation and management.

Development Proposal	
Applications submitted:	Received: January 27, 2017 Deemed complete: February 24, 2017 Revised: May 16, 2018
Developer/ Owner:	Barbertown Ventures Inc.
Applicant:	Glen Schnarr and Associates Inc. / Sterling Group
Number of units:	83 townhomes
Height:	3 storeys
Lot Coverage:	7.9 %
Landscaped Area:	1 357 m ² (14,606.1 ft ²)
Road Type:	Common element condominium private road (CEC)
Anticipated Population:	252*

Development Proposal		
	*Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	166	166
visitor spaces	21	21
Total	187	187
Green Initiatives:	<ul style="list-style-type: none"> • Restoration and extent of natural areas to be determined • Permeable paving and bio-retention island around parking spaces 	

Draft Plan of Subdivision, Concept Plan and Elevations

Draft Plan of Subdivision



Elevations

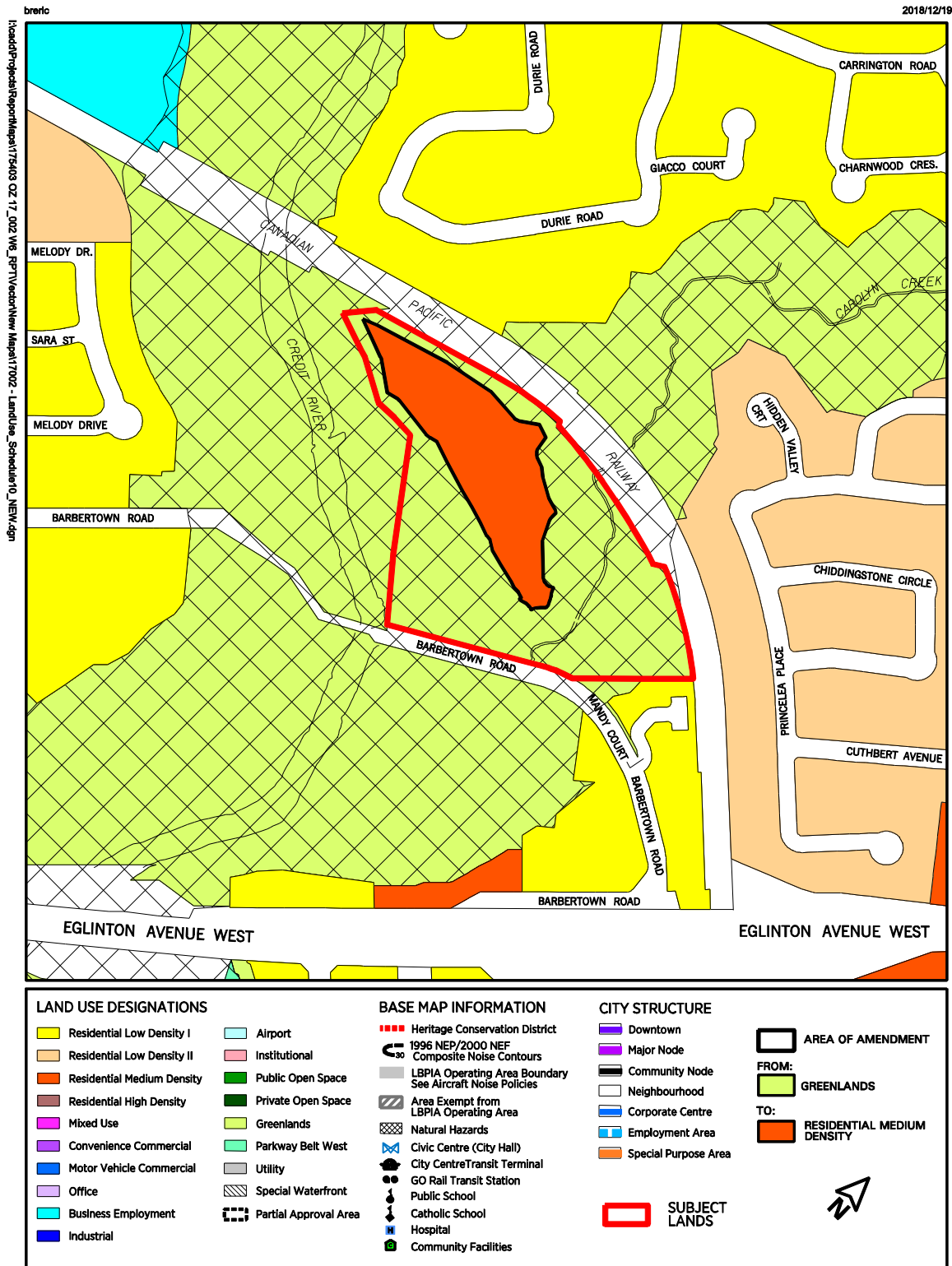


5. Community Comments

A community meeting was held by Ward 6 Councillor, Ron Starr on July 17, 2018. Written comments and phone calls were also received by the Planning and Building Department. The following, summarized comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date:

- The area should remain in the Greenlands designation and should not be intensified
- Too many units are proposed
- Any increase in units will result in negative traffic impacts to Barbertown Road and the intersection of Barbertown Road and Eglinton Avenue West
- The development will cause environmental impacts to the Credit River and natural areas
- Additional residential development may impact the operations of the existing ADM mill

Excerpt of East Credit Neighbourhood Character Area – Proposed Land Use



Summary of Applicable Policies

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

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<i>Provincial Policy Statement (PPS)</i>	The existing policies of MOP consistent with the PPS.	The proposed development is being reviewed for consistency with the PPS.
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	The relevant existing policies of the MOP conform with the <i>Growth Plan</i> . Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels.	The proposed development is being reviewed for conformity with the <i>Growth Plan</i> .
Greenbelt Plan	n/a	Only public lands are subject to the Urban River Valley policies in the <i>Greenbelt Plan</i> . Since this proposal is on privately owned lands, it is not subject to these policies.
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP.	The lands are identified as a Core Area of the Greenland System. The proposed application is exempt from Regional approval and its consistency is being considered during the review of this application.
Mississauga Official Plan	The lands are located within the East Credit Neighbourhood Character Area and are designated Greenlands – Exempt Site 4 which permits flood control and/or erosion management, conservation uses and the existing detached dwellings. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Neighbourhoods will accommodate the lowest densities and building heights, will focus on residential uses and associated services. Neighbourhoods are intended to preserve the character, cultural heritage and livability of the community and provide a range of housing types.	The applicant is proposing to change the designation of a portion of the site to Residential Medium Density . The applicant will need to demonstrate consistency with the intent of MOP with regard to environmental, servicing and built form policies outlined in the development issues section below.

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Zoning By-law 225-2007	The lands are zoned G1-6 (Greenlands – Natural Hazards) which permits flood control, stormwater management, erosion management, natural heritage features, conservation and the existing detached dwellings.	A rezoning is proposed to RM6 - Exception (Townhouse Dwellings on a CEC – private road) to permit townhouses on a common element condominium (private) road.

Existing and Proposed Mississauga Official Plan Designation for the Subject Site

Existing Designation

Greenlands – Exempt Site 4 which permits conservation, bridges, stormwater management, flood control, erosion management, passive recreation activities, parkland, accessory uses and the existing dwellings.

Proposed Designation

A portion of the site is proposed to be designated **Residential Medium Density** which permits all forms of townhouse dwellings. The remainder of the lands will retain the Greenlands designation.

Provincial Policy Statement (PPS) and Growth Plan Analysis

Consistency with Provincial Policy Statement 2014

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

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 17/002 W6 and T-M17001 W6 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

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: 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 Neighbourhoods (as defined in MOP) supports the general intent of the PPS with respect to building strong, healthy communities.	Residential intensification promotes the efficient use of lands and additional population facilitates economic growth. As part of the next staff report, the applications will be assessed with regard to whether the proposal represents appropriate infill.
1.1.1 (b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns (h) promoting development and land use patterns that conserve biodiversity and consider the impact of a changing climate	The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development. As the City continues to grow, it is imperative that growth does not compromise the natural environment.	The area contains a mix of low-rise housing types. Condominium townhomes are proposed to be located on a private road. Development within Neighbourhoods can occur subject to meeting MOP policies with respect to appropriate design and sensitivity to the surrounding context. The remaining portion of the subject property will retain the Greenlands designation and is recommended to be rezoned from G1-6 (Greenlands - Natural Hazards) to G1 (Greenlands – Natural Hazards) to retain and protect natural features.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service	The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and	The area contains a mix of detached, semi-detached and street townhomes. Condominium townhomes are proposed to be located on a private road. The built form will be evaluated within the context of the MOP policies.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 17/002 W6 and T-M17001 W6 Consistency
<p>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>scale to surrounding development.</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 East Credit Neighbourhood is an area not considered for intensification. MOP policy 5.3.5.1 states that 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>The applications will be evaluated to ensure development is in accordance with the Direct Growth policies of MOP.</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>Policies in MOP ensure development is in accordance with the wise management and resource of protecting health and safety.</p>	<p>The subject property is located within an established neighbourhood and represents intensification. Flood-free access to the site is required and the proposed solution is under review.</p>
<p>1.2.6.1 Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.</p>	<p>In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.</p>	<p>A Noise and Vibration Feasibility Study has been submitted for review to address noise from the railway as well as from the ADM mill.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Consistency
	Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations.	
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.	These applications could contribute to the diversity of housing choices by providing an additional townhouse form of development.
1.5.1 Healthy, active communities should be promoted by: (d) recognizing provincial parks, conservation reserves, and other protect areas, and minimizing negative impacts on these areas.	Mississauga will promote and protect green infrastructures. Buffers which are vegetated protected areas will provide a physical separation of development and maintain the green system (6.3.7)	Only a portion of the site is proposed to be developed for residential uses. The remainder of the lands is proposed to stay zoned as G1-6 which will provide for the long term protection and conservation of a woodlot and valley lands.
2.0 Wise Use and Management of Resources		
General Statement of Intent: Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.	Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for lands within the City that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives including some of the following: (d) land securement; (e) stewardship; (g) naturalization/restoration	A portion of the lands will remain designated Greenlands. However, the future use of a portion of these lands has not been identified and are proposed to remain in private ownership.
2.1.1 Natural features and areas shall be protected for the	The policies in Section 6.3.12 speak to the long	The applicant has submitted an Environmental Impact

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Consistency
<p>long term.</p> <p>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p> <p>2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>term protection of Significant Natural Areas.</p> <p>In addition to MOP policies, Mississauga undertakes a Natural Areas Survey (NAS) which contains an inventory of natural heritage features. The NAS was last updated in 2018.</p>	<p>Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit valley Conservation to determine the limits of development.</p>
3.0 Protecting Public Health and Safety		
<p>Statement of Intent:</p> <p>Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.</p>	<p>Access for development to or within the floodplain will be subject to appropriate conservation authority policies and the policies of the City.</p>	<p>The applicant has submitted an environmental impact study to delineate the floodplain boundaries and the exact limits of development.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Consistency
<p>3.0 Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.</p> <p>3.1.1 Development shall generally be directed to areas outside of:</p> <p>hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and hazardous sites.</p> <p>3.1.7 Development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved: Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;</p> <p>a. Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;</p> <p>b. New hazards are not created and existing hazards are not aggravated; and c. No adverse environmental impacts will result.</p>	<p>Development adjacent to valleylands and watercourse features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancement and restoration of the Natural Heritage System.</p>	<p>The applicant has submitted the required environmental reports which is currently under review and will be addressed.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Consistency
4.0 Implementation and Interpretation		
General Statement of Intent: 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>		The applications for townhouses are being further evaluated under MOP policies with respect to environmental impact, traffic, servicing capacity, context and built form.

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. "(i.e. "OZ 17/002 W6 and T-M17001 W6 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

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an	People of diverse backgrounds, ages and abilities are choosing to live, work and invest in	The development applications represent intensification within the existing urban boundary.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
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	Mississauga. They not only want to raise their families in the community, but they also want to spend their senior years in communities that offer appealing amenities and health, urban lifestyle options (section 4.3)	Matters associated with accommodating growth on the subject site are under evaluation.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> Complete communities Prioritize intensification Provide flexibility to capitalize on new employment opportunities Support a range and mix of housing options Integrate land use planning and investment in infrastructure Provide different approaches to manage growth that recognize diversity of communities Protect natural heritage, hydrologic, landforms Conserve and promote cultural heritage Integrate climate change considerations 	Neighbourhoods are not appropriate areas for significant intensification, however, they will not remain static and redevelopment should be sensitive to the existing neighbourhood's character. Intensification may be considered where the proposed development is compatible in built form, density and scale to the surrounding neighbourhood. (Chapter 5)	The proposal is for intensification in the neighbourhood and would provide another choice of housing type. The applications are supportive of many Growth Plan principles, however, the manner in which the applications implement those principles will be evaluated against applicable MOP policies.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section:	MOP has been reviewed in respect of the <i>Growth Plan</i>	The applications are under review.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	and other applicable Provincial planning documents.	
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: 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.	Complete communities should meet the day-to-day needs of people throughout all stages of their life. The housing mix should accommodate people with diverse housing preferences and socioeconomic characteristics and needs while making use of existing infrastructure and services.	The applications are for an infill development. It is important to ensure that the manner in which these uses are planned and designed are appropriate. The applications are subject to further analysis.
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated. (Section 9) Mississauga will provide a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its inhabitants to experience the benefits of city living. (Section 7)	The subject lands are within a Neighbourhood Character Area, which allows for limited intensification in accordance with applicable MOP policies.
Relevant Policies: a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems	Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. Housing and job growth will be balanced and phased to	The appropriateness of the applications is being evaluated against the MOP policies.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
<p>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>ensure that required services and amenities keep pace with development.</p>	

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
<ul style="list-style-type: none"> ii. mix of land uses iii. Improves social equity iv. Provides mix of housing options v. Expands convenient access to transportation, public service facilities, open space, healthy food options vi. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vii. Mitigates climate change viii. Integrates green infrastructure 		
2.2.2 Delineated Built-up Areas		
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	MOP provides the framework for the City to achieve a sustainable urban form which includes intensification and non-intensification areas. Neighbourhoods are physically stable and new development should be sensitive to the existing and planned character of the neighbourhood. Development should be compatible with built form and scale.	The subject property is located within a Neighbourhood which is considered to be within the built-up area. The proposal and how growth is accommodated will be further evaluated.
2.2.6 Housing		
General Statement of Intent: 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	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planningreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The application proposes medium density residential development. How the proposal addresses this strategy will be further evaluated.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
used.		
<p>Relevant Policies:</p> <ul style="list-style-type: none"> 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 planning to diversify the housing stock. (2.2.6.2) 	MOP policies provide opportunities for the development of a range of housing choices in terms of type, tenure and price	This development proposal proposes additional townhome units.
3.2.2 Transportation - General		
<p>The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> a. provide connectivity among transportation modes for moving people and for moving goods; b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; c. be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles; 	MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel. In addition, policies look to encourage redevelopment to support multi-modal transportation. (MOP Policy 8.1.1., 8.1.4., 8.1.7.)	The site is served by MiWay transit routes along Eglinton Avenue West.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
<ul style="list-style-type: none"> d. offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; e. accommodate agricultural vehicles and equipment, as appropriate; and provide for the safety of system users. 		
4.2 Policies for Protecting What is Valuable		
General Statement of Intent: Natural Heritage Assets must be protected and managed as part of planning for future growth. Beyond the Natural Heritage System, including within settlement areas, the municipality will continue to protect any other natural heritage features in a manner that is consistent with the <i>PPS</i> . (4.2.2.6)	MOP contains policies (Section 6.3) that provide for the protection of natural heritage features.	The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit valley Conservation to determine the limits of development.
5 Implementation		
Statement of Intent: 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. The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of MOP.	Applications will have regard to the <i>Growth Plan</i> and Mississauga Official Plan.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ File17/002 W6 and T-M17001 W6 Conformity
implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		

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 application meets the requirements for exemption from Regional approval. The property is identified as a Core Area within the Greenlands System as governed by the Region of Peel Official Plan. The Region of Peel relies on the expertise of the Credit Valley Conservation Authority to determine the exact limits of the Greenlands system. 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/these applications, some of which are found below.

	Specific Policies	General Intent
Chapter 4 Vision	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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 (a) (c) Section 5.1.5 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 to: (a) project ecological functions, public health and safety; (c) minimize environmental and social impacts</p> <p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.</p>
	Section 5.2 Section 5.2.1 Green System	<p>Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for lands within the City that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives including some of the following: (d) land securement; (e) stewardship; (g) naturalization/restoration</p>
	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6 Neighbourhoods	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <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>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>

	Specific Policies	General Intent
Chapter 6 Value the Environ- ment	Section 6.1	Mississauga will: (a) protect, enhance and expand the Natural Heritage System; (b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System; (c) protect life and property from natural and human made hazards
	Section 6.1.1	
	Section 6.1.2	
	Section 6.1.5	
	Section 6.1.11	
	Section 6.1.12	
	Section 6.2.6	Mississauga will promote an ecosystem approach to planning.
	Section 6.3	Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.
	Section 6.3.1	
	Section 6.3.2	
	Section 6.3.3	
	Section 6.3.4	Access for development to or within the floodplain will be subject to appropriate conservation authority policies and the policies of the City.
	Section 6.3.5	
	Section 6.3.6	
	Section 6.3.9	The loss of any portion of the Natural Heritage System diminishes the entire system. The exact limits and potential refinements to the boundaries of the Natural Heritage System will be determined through specific studies such as an Environmental Impact Study.
	Section 6.3.12	
	Section 6.3.23	
	Section 6.3.30	
	Section 6.3.51	Significant Natural Areas are areas which contain significant life science areas of natural and scientific interest (ANSI), environmentally sensitive or significant areas, habitats, significant woodlands and significant wetlands.
	Section 6.3.53	
	Section 6.3.54	
		The Natural Heritage System will be protected, enhanced, restored and expanded. New lots that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and buffers will generally be discouraged and will be supported by an Environmental Impact Study.
		Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

	Specific Policies	General Intent
Chapter 6 Value the Environ- ment (cont'd)	Section 6.10.1 Section 6.10.4	<p>Development adjacent to valleylands and watercourse features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancement and restoration of the Natural Heritage System.</p> <p>In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.</p> <p>Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations.</p> <p>Development and site alterations are generally prohibited on lands subject to flooding.</p> <p>The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Access for development adjacent to the flood plain and additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the conservation authority.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1 Section 7.1.1 Section 7.1.6 Section 7.2 Section 7.2.1 Section 7.2.2	<p>MOP 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 for opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>

	Specific Policies	General Intent
Chapter 9 Build a Desirable Form	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.6 Section 9.1.10 Section 9.2 Section 9.2.2 Section 9.2.2.3 Section 9.2.3.1 Section 9.3 Section 9.3.1.1 Section 9.3.1.4 Section 9.3.5 Section 9.3.5.3 Section 9.3.5.6 Section 9.4 Section 9.5 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2 Section 9.5.2.7	<p>MOP will ensure that non-intensification area (Neighbourhoods) will experience limited growth and change, limit height to 4 storeys and will generally not allow for tall buildings. New development in neighbourhoods will respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the buildings to represent the existing scale, massing, character and grades of the surrounding area.</p> <p>Appropriate infill in non-intensification areas will help to revitalize existing communities by developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that the infill fits within the existing urban context and minimizes undue impacts on the adjacent properties.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Chapter 11 General Land Use Designation	Section 11.2 Section 11.2.3 Section 11.2.5	<p>Greenlands are associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.</p> <p>Residential uses are permitted within the Low Density Residential and Medium Density Residential designation.</p>
Section 16 Neighbour- hood	Section 16.1.1 Section 16.1.2 Section 16.17.1 Section 16.17.3.1 Section 16.17.3.2	<p>Residential neighbourhoods will maintain their existing character. Infill development should be consistent with the density and scale of the existing developments within the area.</p>

	Specific Policies	General Intent
Section 19 Implementation	Section 19.5.1 Section 19.18	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant <p>As a condition of development approval, Natural Hazard Lands may be placed in public ownership for their long term protection.</p>

Existing and Proposed Zoning

Existing Zone – G1-6 (Greenlands – Natural Hazards) which permits flood control, stormwater management, erosion management, natural heritage features, conservation uses and the existing detached dwellings

Proposed Zone: RM6 (Townhouse Dwellings on a CEC – Private Road) and **G1-6** (Greenlands – Natural Hazards)

Proposed Zoning Regulations – RM6 (Townhouse Dwellings on a CEC – Private Road)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-Exception Zone Regulations
The minimum setback for all buildings, structures, parking areas and swimming pools in Residential Zones to all lands zoned G1 or G2 Base Zone	7.5 m (24.6 ft.)	0 m (0 ft.)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-Exception Zone Regulations
Minimum exterior side yard for a lot with an exterior lot line abutting a CEC- private road	4.5 m (14.8 ft.)	3.2m (10.5 ft.)
Minimum interior side yard , unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	7.0 m (23.0 ft.)
Maximum height	10.7 m (35.1 ft.)	13.0 m (42.7 ft.)
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 yards	1.6 m (5.2 ft.)	2.5 m (8.2 ft.)
Minimum setback of a townhouse dwelling to a CEC – visitor parking space	3.3 m (10.8 ft.)	2.0 m (6.6 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Maximum width of a driveway	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)
Minimum setback of a dwelling to a railway right-of-way	30.0 m (98.4 ft.)	25.0 m (82.0 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

7. Section 37 Community Benefits (Bonus Zoning)

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

8. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>15</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>7</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Ray Underhill Public School</p> <table> <tr> <td>Enrolment:</td><td>279</td></tr> <tr> <td>Capacity:</td><td>364</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Dolphin Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>505</td></tr> <tr> <td>Capacity:</td><td>625</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Streetsville Secondary School</p> <table> <tr> <td>Enrolment:</td><td>842</td></tr> <tr> <td>Capacity:</td><td>1,008</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	15	Kindergarten to Grade 6	7	Grade 7 to Grade 8	8	Grade 9 to Grade 12	Enrolment:	279	Capacity:	364	Portables:	1	Enrolment:	505	Capacity:	625	Portables:	0	Enrolment:	842	Capacity:	1,008	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>7</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>5</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Herbert</p> <table> <tr> <td>Enrolment:</td><td>230</td></tr> <tr> <td>Capacity:</td><td>533</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Joseph Catholic Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,369</td></tr> <tr> <td>Capacity:</td><td>1,265</td></tr> <tr> <td>Portables:</td><td>22</td></tr> </table> 	7	Junior Kindergarten to Grade 8	5	Grade 9 to Grade 12	Enrolment:	230	Capacity:	533	Portables:	0	Enrolment:	1,369	Capacity:	1,265	Portables:	22
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9. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (December 4, 2018)	<p>The Region relies on the environmental expertise of the Credit Valley Conservation Authority (CVC) Staff for the review of development applications located within or adjacent to Core Areas of the Greenlands Systems in Peel and their potential impacts on the natural environment. Regional Planning staff therefore, request that City staff consider comments from the CVC and incorporate their conditions of approval appropriately.</p> <p>Policy 2.1.6 of the Provincial Policy Statement (2005) states that development and site alterations shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.3, 2.1.4 and 2.1.5 unless the ecological function of the adjacent lands have been evaluated and it has been demonstrated that there will be no negative impacts on the natural feature or on their ecological functions. The applicant has previously submitted an Environmental Impact Study which has been reviewed by the Region and CVC Staff. Prior to receiving Regional Clearance, all outstanding CVC requirements must be satisfied.</p> <p>There is a 150 mm (5.9 in) diameter watermain and a 675 mm (26.6 in) diameter sanitary trunk sewer on Barbertown Road. The watermain will be replaced at the same time as the proposed watermain extension by the developer. The sanitary sewer must be upsized to 250 mm (9.8 in).</p> <p>Additional hydrant flow will be required to be arranged for emergency fire flow.</p> <p>External and construction easements will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May, 2018)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>

Agency / Comment Date	Comment
	<p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
<p>Credit Valley Conservation (September 17, 2018)</p>	<p>The property is regulated due to the presence of Carolyn Creek and the Credit River and their associated valley systems. The property also contains floodplain and erosion hazards associated with Carolyn Creek. The property contains Regional Core Greenlands. A portion of the site is within the City of Mississauga's Natural Heritage System and is designated Significant Natural Site.</p> <p>Limits of development and associated grading should be established to adhere to required setbacks from environmental constraints. It is recommended that all hazard lands, natural features and buffers be dedicated to the City and zoned appropriately for their long term conservation and management.</p> <p>Additional information is required on the detailed design of the relief culvert.</p> <p>Updates are required to the Hydraulic Report, Safe Access Assessment, Environmental Impact Statement, Stormwater Management Report, Functional Servicing Report, grading plan and HEC-RAS flood modelling.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (December 6, 2018)</p>	<p>Barberton Park (P-311) is located approximately 500 m (1,640 ft.) to the east of the site which contains a play site. In addition, the Greenlands associated with Carolyn Creek are located to the northeast and south of the site. In consultation with CVC, all lands below the established top-of bank, including natural features and associated buffer is recommended to be dedicated to the City. This Department is also requesting a 10 meter (32.9 ft.) buffer setback to be maintained from the staked woodland dripline without any encroachments, grading or structures. The addition of the Greenlands and buffer within the subject property will serve to provide an uninterrupted connection between the existing Carolyn Creek Greenlands and contribute directly to long term conservation and preservation of natural areas.</p>

Agency / Comment Date	Comment
	<p>A satisfactory Environmental Impact Statement, Tree Inventory and Preservation Plan including a Buffer Restoration and Enhancement Plan are still outstanding. All associated requirements and securities related to Greenlands and associated buffers will be reviewed through the Development Engineering Submission review process.</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.</p>
<p>City Transportation and Works Department (December 7, 2018)</p>	<p><i>Noise Study</i> The report is to provide additional clarification regarding nearby noise sources as well as noise fence/berm requirements. All calculations are to be provided in the report. If required, noise mitigation measures will be secured for through the Subdivision Agreement. Approval from CP Rail will be required.</p> <p><i>Functional Servicing Report</i> The report is to provide additional clarification regarding a storm sewer outlet, capacity and quality control issues. Credit Valley Conservation Authority approval is also required with regards to the flood free access and any proposed fill works.</p> <p><i>Grading Servicing Plan</i> The engineering drawings are to show that necessary municipal services can be provided for the proposed development, in particular a safe access for the site must be determined, as well as the storm water outlet. Additional grading information, including cross-sections and any noise fences/berms, are to be shown on the drawings. The site design is also to conform to the City's Common Element Condominium standards.</p> <p><i>Municipal Works</i> Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. The extent of the works will be determined prior to the Recommendation Report. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p>

Agency / Comment Date	Comment
	<p><i>Traffic</i></p> <p>The Traffic Impact Study (TIS) is to be revised to provide more information regarding signals timing in the vicinity of the subject property and any recommended Transportation Demand Management (TDM) measures. Provision of a new sidewalk will be required and will be determined through subsequent circulations. Approvals from Fire and Peel Waste Collection are required.</p> <p><i>Environmental</i></p> <p>Additional information is required to confirm how potential environmental constraints identified in the Phase I Environmental Site Assessment will be managed. Further, as lands will be dedicated to the City for Greenbelt purposes, the owner is to confirm the presence and quality of fill material on those lands.</p>
CP Rail (June 11, 2018)	The applicant's proposed berm and noise wall requires additional review. The concept plan shows an insufficient setback to the CP rail line.
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>City Community Services Department – Culture Division City Community Services Department – Fire and Emergency City Planning and Building Department – Development Services Economic Development Office Go Transit/Metrolinx Mississauga Transit Services Division Bell Canada Rogers Cable Canada Post Alectra Greater Toronto Airport Authority</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Partners Conseil Scolaire Viamonde City Realty Services Division</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 table land identified for development able to be protected against natural hazards to ensure safe access if a flood should occur
- Are site constraints related to natural features, natural hazards, noise, servicing, grading and access identified and resolved
- Are there environmental impacts to the natural heritage features
- Is the proposal compatible with the character of the area given the project's land use, density, setbacks, grading and building configuration
- Are the proposed zoning by-law exception standards appropriate
- What are the expected traffic impacts
- Should the applications apply to the owners' entire land holding – is it appropriate to create two flood-prone parcels of retained land if the subdivision proceeds
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

Development Requirements

In conjunction with the proposed development, there are other engineering and conservation matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision. 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:

- | | |
|---|---|
| • Site Plan and Context Plan | • Phase Two Environmental Site Assessment |
| • Draft Plan of Subdivision | • Slope Stability Study Letter |
| • Survey and Draft R-Plan | • Functional Servicing and Preliminary Stormwater Management Report |
| • Building Elevations | • Stage 1 and 2 Archaeological Assessment |
| • Site Servicing and Grading Plans | • Shadow Study |
| • Composite Constraint Plan | • Noise and Vibration Feasibility Study |
| • Barbertown Road Plan and Profile | • Safe Access Assessment |
| • Pre and Post-Development Drainage Plans | • Restrictions on Title |
| • Tree Inventory and Preservation Plan | • Public Consultation Strategy |
| • Photometric Plan | • Green Building and Site Initiatives |
| • Planning Justification Report | • Draft Zoning By-law |
| • Environmental Impact Study | • Draft Official Plan Amendment |
| • Transportation Study | |
| • Phase One Environmental Site Assessment | |

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 18/005 W3

Meeting date:
2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 3)

Applications to permit a new 8 storey apartment building with 159 units and retain the existing 8 storey apartment building

1315 Silver Spear Road, south side of Burnhamthorpe Road East, west of Dixie Road

Owner: IMH 1315 Silver Spear Ltd.

File: OZ 18/005 W3

Bill 139

Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by IMH 1315 Silver Spear Ltd. to permit a new 8 storey apartment building with 159 units, and retain the existing 8 storey apartment building, under File OZ 18/005 W3, 1315 Silver Spear 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 a new 8 storey rental apartment building containing 159 units, and retain the existing 8 storey rental apartment building. The applicant is proposing to amend the official plan to permit the proposed increase in floor space index (FSI) but maintain the **Residential High Density** designation. The zoning by-law will also need to be amended from **RA2-4** (Apartment Dwellings) to **RA2-Exception** (Apartment Dwellings) to implement this development proposal.

Comments

The property is located on the south side of Burnhamthorpe Road East, west of Dixie Road within the Rathwood-Applewood Community Node Character Area. The site is currently occupied by an 8 storey rental apartment building.

The Burnhamthorpe Library is located immediately east of the site and there is an apartment building to the west of the site. To the north there is a heritage home, a one storey office, a gas station and a four storey retirement home. There are detached dwellings and townhomes located south of the subject site.

Aerial image of 1315 Silver Spear Road



Applicant's rendering of the proposed new 8 storey apartment building fronting Burnhamthorpe Road East



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. 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. Most issues are technical in nature. The key issues to be addressed are confirmation of adequacy of the storm sewer on Silver Spear Road, traffic analysis and impacts, and compatibility of the proposed development with the character of the area and Mississauga Official Plan policies.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: IMH 1315 Silver Spear Ltd.****Table of Contents**

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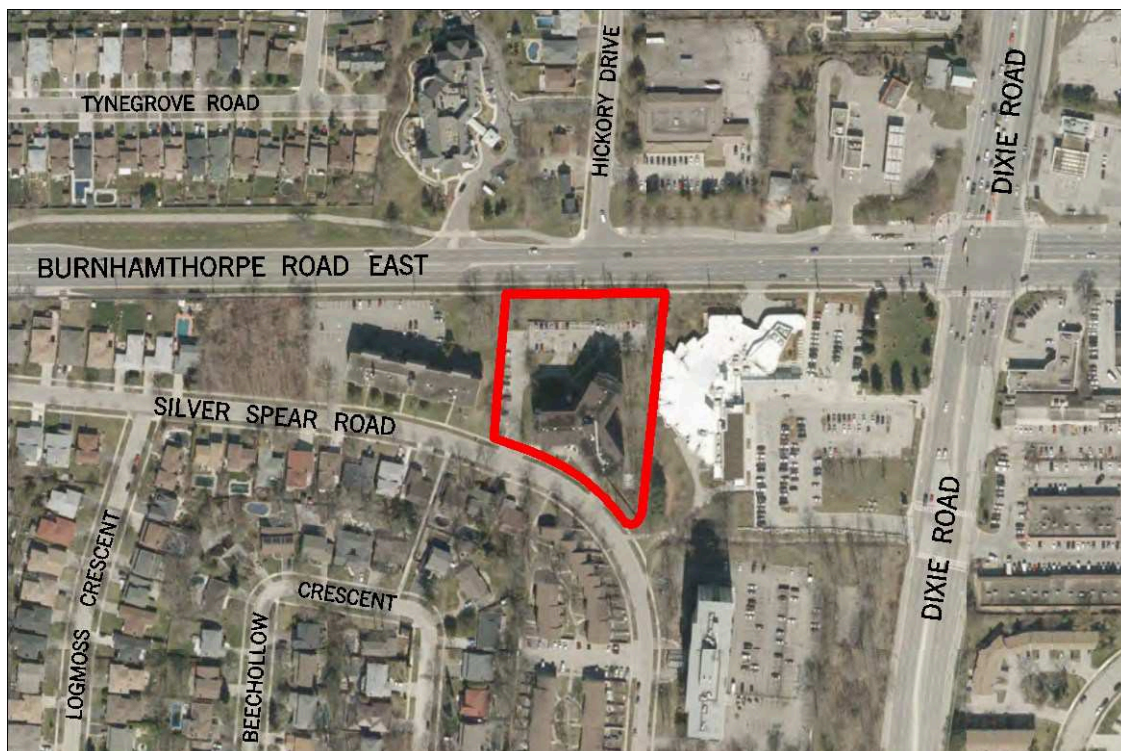
1. Site History

- 1968 – existing 8 storey apartment building constructed
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA2-4** (Apartment Dwellings) which permits apartment 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 Mississauga Official Plan apply. The subject lands are designated Residential High Density in the Rathwood-Applewood Community Node Character Area
- April 10, 2014 – Committee of Adjustment approved minor variance application under File A-118/14 to permit the conversion of existing storage rooms to create 2 new bachelor apartment units and 2 new one-bedroom apartment units proposing a total of 108 parking spaces on-site; whereas the By-law requires a minimum of 127 parking spaces be provided

2. Site Context

The property is located within the Rathwood-Applewood Community Node near the intersection of Burnhamthorpe Road East and Dixie Road. The area contains a mix of residential, commercial and community uses. The site is currently occupied by an 8 storey rental apartment building and a mix of surface and underground parking and landscaping. There is currently no access to Burnhamthorpe Road East as the entire Burnhamthorpe frontage is fenced in chain link.

Aerial Photo of 1315 Silver Spear Road



The surrounding land uses are:

North:	2 storey heritage home, one storey offices, 4 storey retirement home on the north side of Burnhamthorpe Road East
East:	Burnhamthorpe Library, retail/commercial and gas bar at Dixie Road
South:	Townhomes and detached dwellings
West:	5 storey apartment building

3. Neighbourhood Context

The subject property is located in an area that is undergoing transition and growth. The surrounding neighbourhood was originally developed in the 1960's. The neighbourhood contains a range of housing types with apartments on Burnhamthorpe Road East and Dixie Road, while the neighbourhood to the south is mainly detached homes and townhomes.

Based on the 2011 census, the existing population of the Rathwood-Applewood Community Node character area is 3,450 with a population density of 70 people/ha. Sixty-seven percent of the node population are of working age (15 to 64 years of age), with 18% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 4,200, and 4,700, respectively. On average, the average household size is 2 persons with 89.84% of the population living in apartments greater than or equal to five storeys (higher than the City's 25.07% average).

The node contains Rockwood Mall, Rockwest Plaza (west side of Dixie Road north of Burnhamthorpe Road East), and Wisla Plaza (east side of Dixie Road south of Burnhamthorpe Road East). These plazas provide a range of services including a grocery store, drug store and restaurants. The Burnhamthorpe Library and Maja Prentice Theatre are located just east of the subject property.

There is bus service via route 26 and 76 providing access directly to the Downtown Transit Terminal and Islington (TTC) station, and bus route 5 on Dixie Road connects to the Mississauga Transitway and Dixie GO station. There is also a multi-use trail along Burnhamthorpe Road East which supports alternative modes of transportation.

Other Development Applications

The City is currently processing a site plan application for a new 12 storey and 128 unit rental apartment building to the southeast at 1355 Silver Spear Road. An official plan amendment and Rezoning application for 102 back to back stacked townhomes to the north at 4005 Hickory Drive was refused by Council in July 2018 and is under appeal by the applicant to the Local Planning Appeals Tribunal. There is a site plan for a 4 storey office and veterinary clinic to the northeast at 1325 Burnhamthorpe Road East. There is also a removal of "H" holding symbol and site plan application for a new 14 storey, 245 unit apartment building and 16 stacked townhome units to the northeast at 4064-4078 Dixie Road.

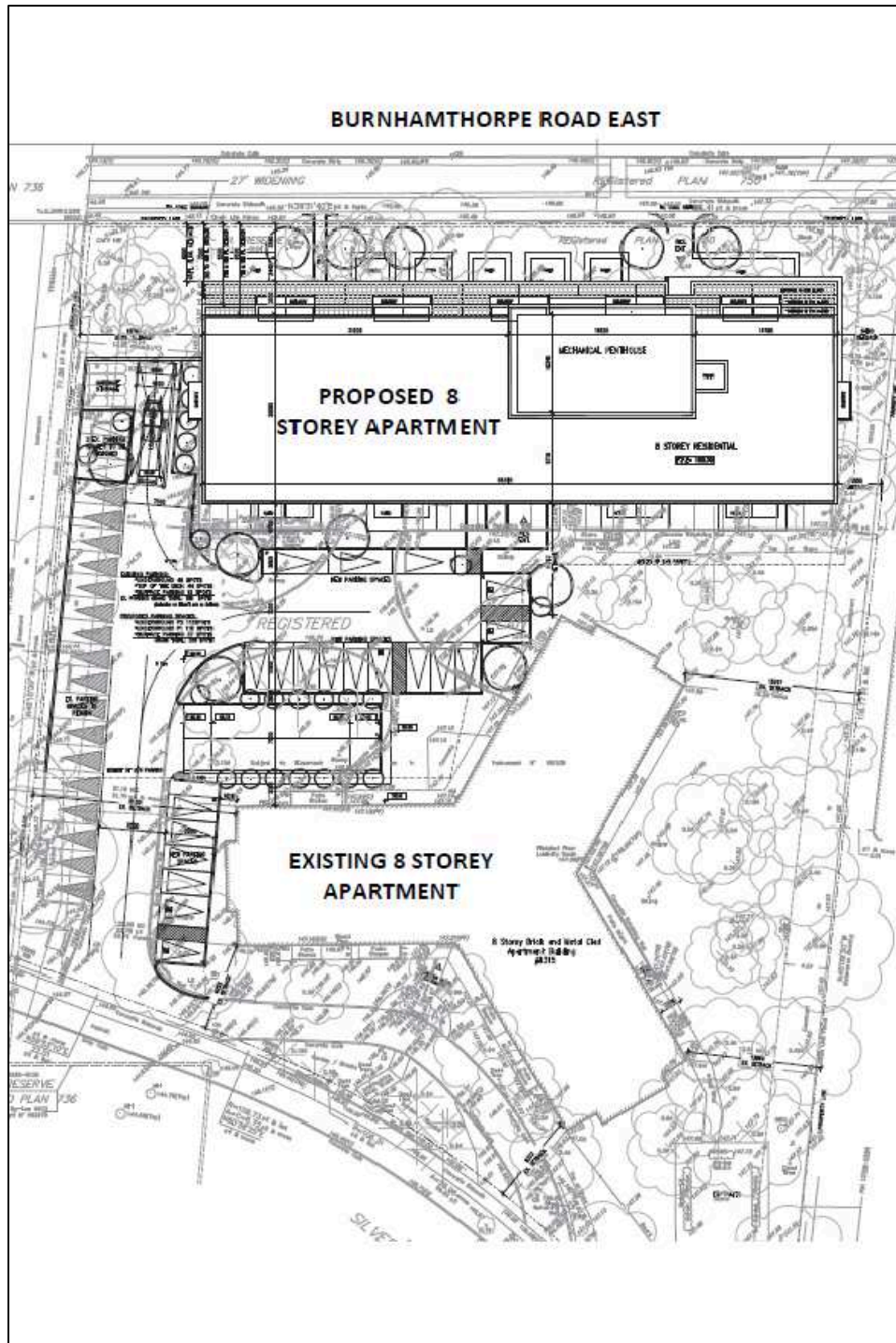
Community Services and Infrastructure

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

4. Project Details

The applications are to permit a new 8 storey rental apartment building with 159 units, and retain the existing 8 storey rental apartment building.

Development Proposal	
Applications submitted:	Received: March 9, 2018 Deemed complete: May 15, 2018
Developer/ Owner:	IMH 1315 Silver Spear Ltd.
Applicant:	John D. Rogers & Associates Inc.
Number of units:	93 (existing building) 159 (proposed building) 252 (total)
Existing Gross Floor Area:	8,091 m ² (87,091 ft ²)
Proposed Gross Floor Area:	10,577 m ² (113,850 ft ²)
Total Gross Floor Area:	18,668 m ² (200,941 ft ²)
Height:	8 storeys
Lot Coverage:	32%
Floor Space Index:	2.22
Landscaped Area:	47.9%
Anticipated Population:	348* *Average household sizes for all units (by type) based on the 2016 Census
Parking:	Required Proposed
resident spaces	322 224
visitor spaces	50 34
Total	372 258
Green Initiatives:	<ul style="list-style-type: none"> Soft landscaping and low albedo on roof surface of new apartment building

Concept Plan and Elevations
Site Plan

Architectural elevation drawing of the proposed building facade. The drawing shows a multi-story building with a modern design, featuring large windows and a flat roof. The facade is divided into several sections, with a central section that is slightly taller than the others. The drawing includes vertical and horizontal dimensions and labels for various levels and features.

Labels on the left side of the drawing include:

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- FINISH 1ST FL.
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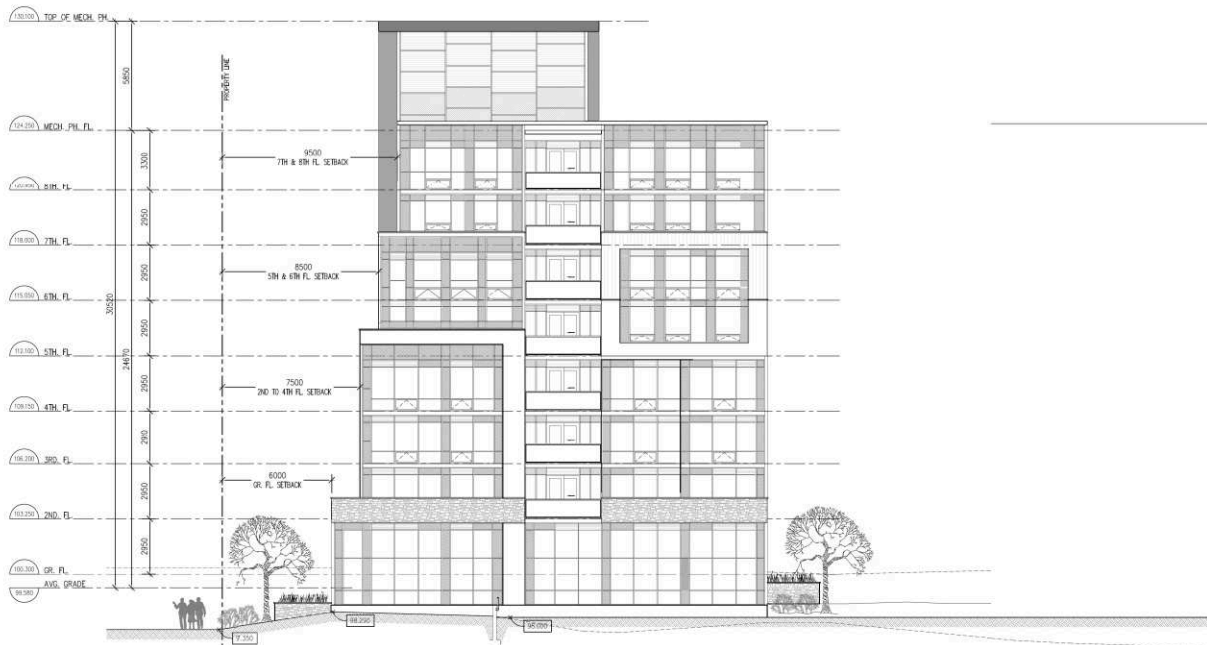
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SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Applicant's rendering of proposed new 8 storey apartment building

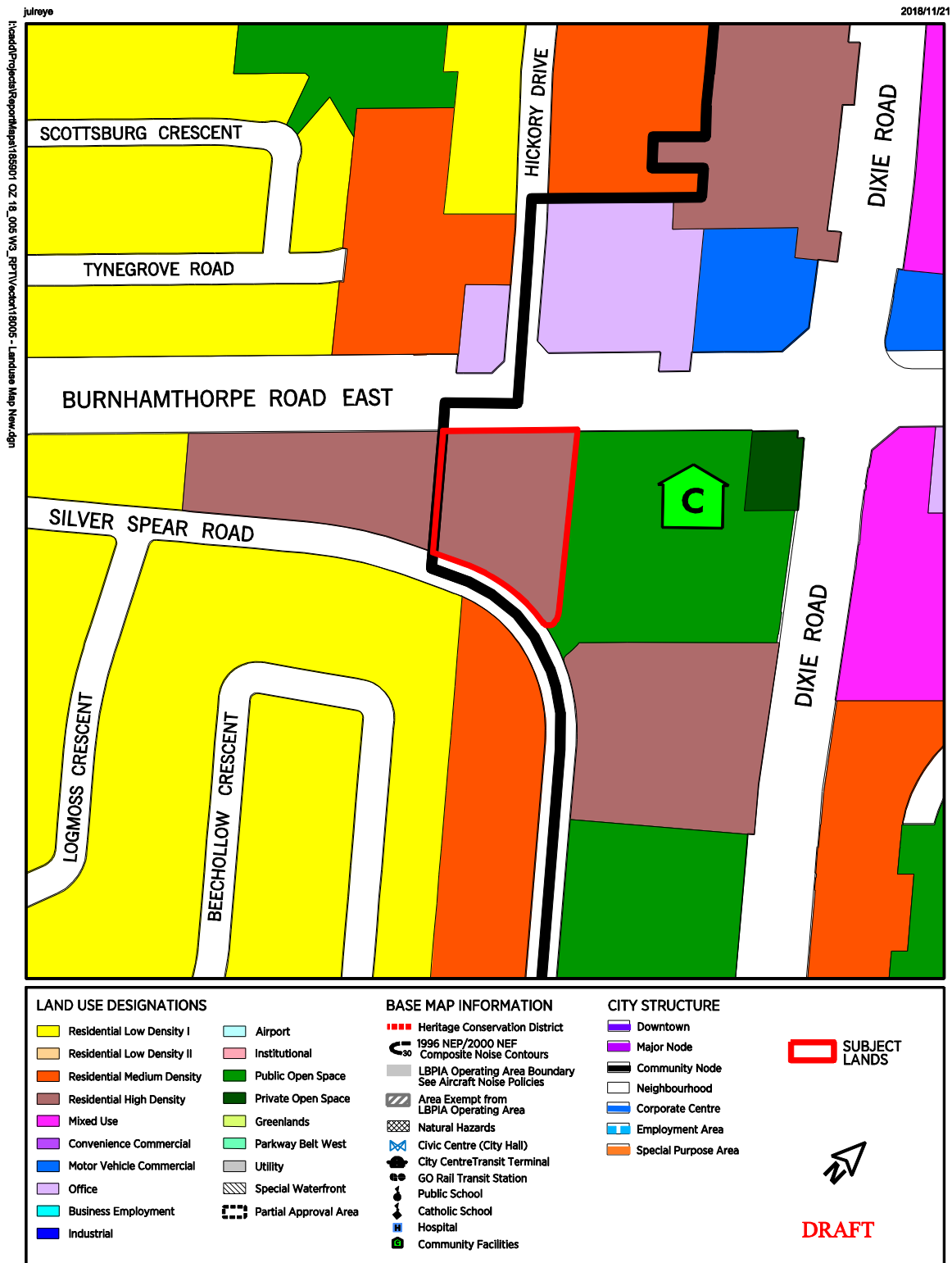


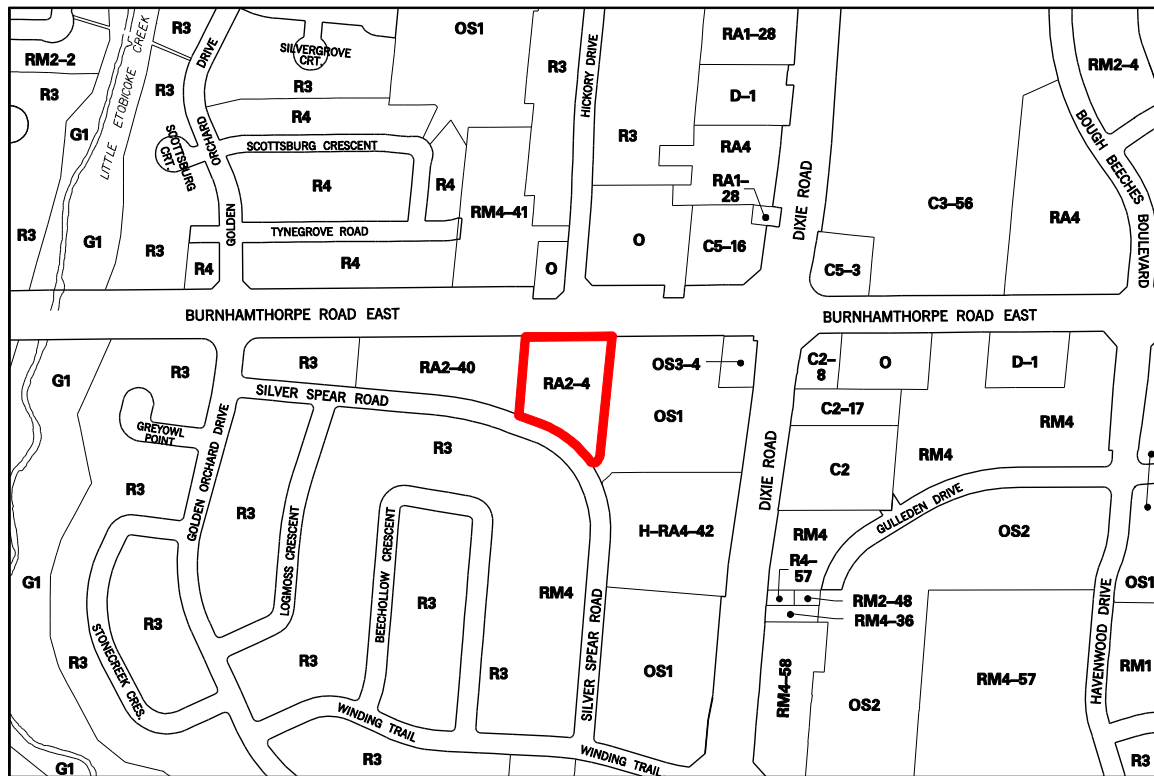
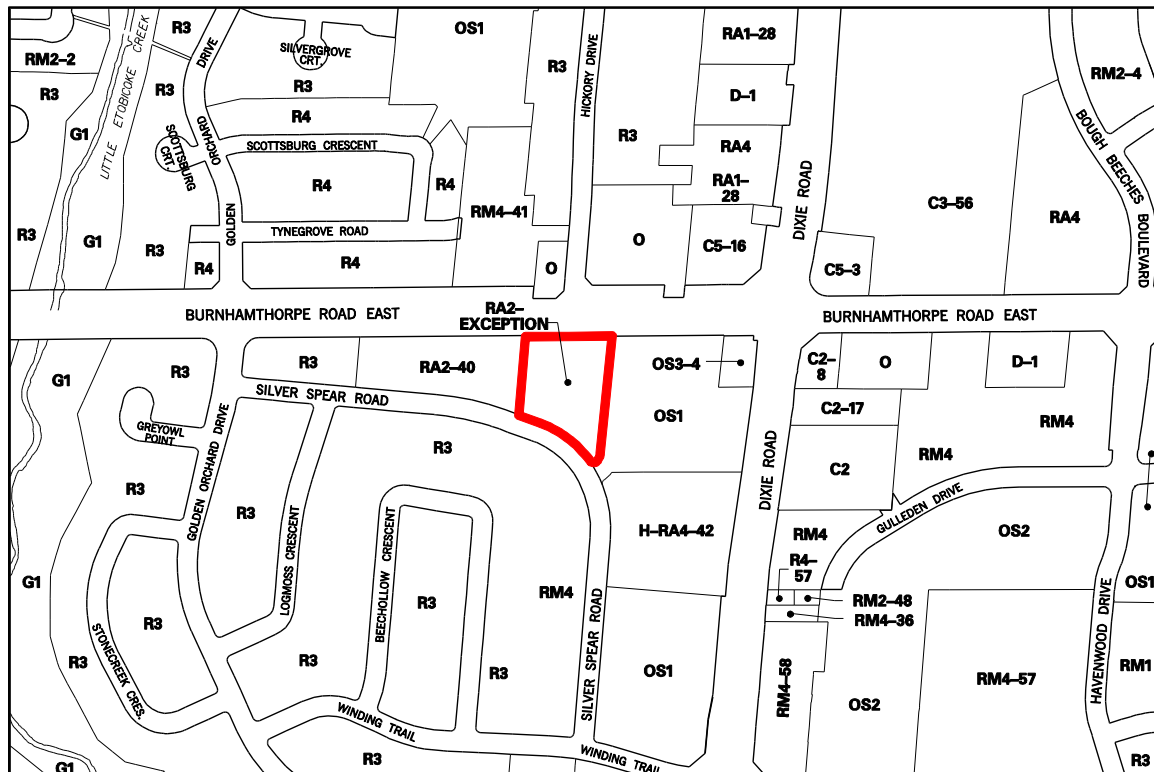
5. Community Comments

A community meeting was held by Ward 3 Councillor, Chris Fonseca on November 14, 2018.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date:

- The site will be too dense and the buildings are too close to each other
- There is not enough parking on-site and visitor parking is paid, leading to people parking on Silver Spear Road
- The Silver Spear Road access is unsafe as it is a narrow residential street with on-street parking and the curvature of the road impacts views
- Traffic in the area is already too congested and the proposal will make it worse
- Concern with whether Fire and Emergency Services have reviewed the proposal
- Where will existing residents park during construction of the second building
- There will be noise and dust during construction
- Is there sufficient school capacity to accommodate this development
- There is concern with the loss of the existing mature trees
- There will be increased noise pollution
- The light will spread onto adjacent properties disturbing area residents
- The added residents and vehicles will diminish air quality
- The proposal will have impacts on stormwater and increase flooding in the area
- Having pedestrian access to Burnhamthorpe Road East is desirable

6. Land Use Policies and Regulations**Excerpt of Rathwood-Applewood Community 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:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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>
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	The lands are located within the Rathwood-Applewood Community Node Character Area and are designated Residential High Density which permits apartment dwellings. Community Nodes are intended to provide access to uses required for daily living including local shops and restaurants, community facilities and a range of housing types that meet the needs of residents in the area as they move through their lifecycle.	The applicant is proposing to maintain the Residential High Density designation but increase the permitted floor space index (FSI) to 2.25, whereas currently a maximum of 1.5 is permitted.
Zoning By-law 225-2007	The lands are currently zoned RA2-4 (Apartment Dwellings)	A rezoning is proposed from RA2-4 (Apartment Dwellings) to RA2-Exception (Apartment Dwellings) to permit the proposal with exceptions for floor space index (FSI), setbacks and parking standards

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

Residential High Density which permits apartment dwellings with a maximum FSI of 1.5

Proposed Designation

Residential High Density which permits apartment dwellings with a maximum FSI of 2.25

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 as outlined in the "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 as shown in the "OZ 18/005 W3 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

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: 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 Community Nodes (as defined in Mississauga Official Plan (MOP)) by infilling with a mix of uses and diverse housing stock supports the general intent of the PPS with respect to building strong healthy communities and efficient use of land.	The applications propose a form of housing that is generally consistent with the policy of providing a mix of uses and housing choices.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize	The Rathwood-Applewood Node is identified as a Community Node which is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area). As described in policy 5.3.3, Community Nodes among other things are intended to: • Be an area of	The Rathwood-Applewood Community Node contains a mix of housing types and tenures. A new rental apartment would contribute to the range of housing types available to residents. The applications are under review for consistency with MOP policies regarding site development.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Consistency
<p>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>intensification with a mix of uses;</p> <ul style="list-style-type: none"> • Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move through their lifecycle. • Achieve a targeted grow density of between 100 and 200 residents plus jobs per hectare. 	
<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 Rathwood-Applewood Community Node is an area intended for intensification (MOP policy 5.3.3.3). 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 applications are located in a Community Node, an area designated for intensification. The applications will have to demonstrate consistency with MOP policies with respect to compatibility with and transition to the surrounding neighbourhood.</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 development provides intensification within the Community Node and is being evaluated on providing</p>	<p>The proposed development is being reviewed for consistency with the MOP built form transitional and compatibility policies.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Consistency
	an appropriate transition to the surrounding detached dwellings. 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	Community Nodes are intended to provide a diverse range of housing options for residents at different stages of life (5.3.3).	The applications propose rental apartment units which are required to meet a range and mix of housing that is affordable.
4.0 Implementation and Interpretation		
General Statement of Intent: 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 relevant policies of the <i>Provincial Policy Statement</i> .	The applications are generally consistent with the <i>Provincial Policy Statement</i> .

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 as outlined in the "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 as shown in the "OZ 18/005 W3 Conformity" column. Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

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

Conformity Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas. The Rathwood-Applewood Community Node is an Intensification Area intended to provide a mix of uses required for daily living, including local shops, restaurants, community facilities cultural, heritage and entertainment uses, schools, parks and a range of housing types to serve residents throughout their lifecycle. Community Nodes are centred around existing indoor shopping malls within established residential areas and are able to accommodate growth within an existing urban area by making use of existing physical and community infrastructure.	The proposed development would contribute to the neighbourhood fabric by infilling on an existing apartment site within a designated intensification area. The applications will have to demonstrate compatibility with the policies of MOP with respect to the intended character of the Community Node.
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: 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 and a variety housing and community infrastructure to create distinct, complete communities. MOP directs	The applications will provide housing within a location meant to accommodate growth.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
	growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP section 4.5). Further the intent is to further develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.	
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section: The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	<p>MOP policies include but are not limited to:</p> <ul style="list-style-type: none"> a. Providing for a mix of land uses in a vibrant pedestrian oriented environment (MOP section 5.3.3); b. Identifying the area as a Community Node which is intended to accommodate intensification with a gross density of between 100 and 200 residents plus jobs (MOP section 5.3.3); c. Providing for a range of housing types to meet the needs of the adjacent population as they move through their lifecycle. d. Ensuring that development in Community Nodes will be in a form and density that complements the existing character and achieves a high quality urban environment. 	<p>The proposed development seeks to provide for intensification which adds to the range and mix of housing options. The compatibility with MOP character and design policies is being reviewed.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	The proposal generally conforms to the Growth Plan.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.	n/a
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: 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 Rathwood-Applewood Node is planned as a complete community and identified as a Community Node which is an area for intensification that provides for a mix of housing and employment uses. This node is situated on existing transit routes and is in proximity to existing community infrastructure (schools, parks, libraries, community centres, emergency services and places of religious assembly).	The proposal seeks to make better use of land and infrastructure and increase transit usage in a Community Node, well served by transit and community uses.
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Rathwood-Applewood Community Node is designated as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods.	The applications generally seek to intensify in an appropriate location.
Relevant Policies: a. Growth should be primarily directed to	a. The Rathwood-Applewood Community Node is an established	The applications under File OZ 18/005 W3 generally supports this intent by providing a denser

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
<p>settlement areas that:</p> <ul style="list-style-type: none"> 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) 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), iii. that is generally away from hazardous lands (2.2.1.2. e) <p>b. Integrated planning to manage forecasted growth will:</p> <ul style="list-style-type: none"> 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) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) <p>c. The <i>Growth Plan</i> will</p>	<p>area with sufficient infrastructure to accommodate growth.</p> <ul style="list-style-type: none"> b. The 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. c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made. <p>The Node includes a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	<p>building form within an intensification area, a mix of housing options, and convenient access to public transportation. The built form policies of MOP will have to be met. The applicant has been requested to provide green development features as part of their application.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
<p>support the achievement of complete communities that</p> <ul style="list-style-type: none"> i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure 		
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: 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 Rathwood-Applewood Community Node is located within the delineated built-up area and will assist in achieving intensification targets.</p>	<p>The proposed applications support this goal by providing intensification within the Node boundary.</p>
2.2.5 Employment		
<p>General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.</p>	<p>The Community Node policies encourage a mix of uses.</p>	<p>The proposal does not remove any employment lands.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
2.2.6 Housing		
General Statement of Intent: 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: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	Then proposal provides for additional housing options and adds to the supply of rental units.
Relevant Policies: <ol style="list-style-type: none"> The Region is responsible for preparing a housing strategy (2.2.6.1) 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) 	<p>The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>A diverse range of housing options is encouraged by MOP (section 7.2.2).</p>	The applications would generally help in meeting intensification targets and diversify the housing stock available.
5 Implementation		
Statement of Intent: 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. The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on	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.	n/a

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/005 W3 Conformity
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.		

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 their 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 this/these applications, some of which are found below.

	Specific Policies	General Intent
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	<p>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.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
Section 5.3.3 Community Nodes	Section 5.3.3.3 Section 5.3.3.4 Section 5.3.3.8 Section 5.3.3.12 Section 5.3.3.13	<p>Community Nodes will be focus of a mix of use including commercial, residential, educational and open spaces.</p> <p>Community Nodes are Intensification Areas</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections.</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
Section 5 Direct Growth- Corridors	Section 5.4.1 Section 5.4.7 Section 5.4.9	<p>A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. Corridors are shown conceptually on Schedule 1c: Urban System – Corridors (note: Burnhamthorpe Road East is a Corridor).</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>Transit services infrastructure will utilize Corridors to connect Intensification Areas.</p>
Section 7 Complete Communities	Section 7.1.3 Section 7.1.6	<p>The official plan seeks to create complete communities and develop a built environment that supports public health by encouraging compacted mixed use development that reduces travel needs and design streets that facilitate alternative modes of transportation.</p>

	Specific Policies	General Intent
	Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	<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"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <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>
Section 9 Building a Desirable Urban Form	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.9 Section 9.2.1.21 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.37 Section 9.2.1.38 Section 9.5	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure shown on Schedule 1: Urban System.</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>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas from surrounding areas.</p> <p>Where the right-of-way width exceeds 20m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</p> <p>Development will face the street and have active facades</p>

	Specific Policies	General Intent
		<p>characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street.</p> <p>Parking lots and structures should not be located adjacent to major streets.</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>
Section 14 Community Nodes	Section 14.1.1.2 Section 14.1.1.3 Section 14.1.2.3 Section 14.8.1.1	<p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposal for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> An appropriate transition in heights that respects the surrounding context will be achieved; The development proposal enhances the existing or planned development; The City Structure hierarchy is maintained; and The development proposal is consistent with the policies of this Plan. <p>Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate that the site meets site plan and landscaping requirements, complies with property standards, and applicable building code and fire code (code in effect when the building was constructed).</p> <p>In the Rathwood-Applewood Community Node, new development should not exceed the height of any existing</p>

	Specific Policies	General Intent
		buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development.
Section 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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.

Existing and Proposed Zoning

Existing Zone - RA2-4 (Apartment Dwellings) which permits apartment dwellings, long-term care dwellings, and retirement dwellings.

Proposed Zone – RA2-Exception (Apartment Dwellings)**Proposed Zoning Regulations**

Zone Regulations	RA2-4 Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.5	2.25
Minimum Rear Yard (Burnhamthorpe Road East)	12.5 m (41 ft.)	6 m (19.7 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Maximum Encroachments into Required Yards of a porch or balcony located on the first storey	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)
Minimum Above Grade Separation between Buildings	12 m (39.4 ft.)	11.7 m (38.4 ft.)
Minimum Landscaped Area	40%	49%
Minimum depth of landscaped buffer abutting a street	4.5 m (14.7 ft.)	3.5 m (11.5 ft.)
Minimum depth of landscaped buffer abutting the lands to the west	3 m (9.8 ft.)	1.5 m (4.9 ft.)
Minimum Amenity Area	1,412 m ² (15,199 ft ²) (5.6 m ² /60.2 ft ² per unit)	2,538.8 m ² (27,327.4 ft ²)
Minimum Amenity Area in one contiguous area	50%	100%
Minimum Amenity Area provided outside at-grade	55 m ² (592 ft ²)	2,363.2 m ² (25,437.3 ft ²)
Minimum setback from an underground parking structure to any lot line	3 m (9.8 ft.)	0.1 m (0.3 ft.)
Minimum number of parking spaces	1 space per bachelor unit 1.18 spaces per one bed unit 1.36 spaces per two bed unit 1.5 spaces per three bed unit 0.2 visitor spaces per unit	1.02 spaces per unit (resident and visitor combined)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

7. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, the City 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"> Student Yield: <table> <tr> <td>19</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>8</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>9</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Burnhamthorpe PS</p> <table> <tr> <td>Enrolment:</td><td>652</td></tr> <tr> <td>Capacity:</td><td>504</td></tr> <tr> <td>Portables:</td><td>8</td></tr> </table> <p>Tomken Road Middle PS</p> <table> <tr> <td>Enrolment:</td><td>1,053</td></tr> <tr> <td>Capacity:</td><td>947</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>Applewood Heights SS</p> <table> <tr> <td>Enrolment:</td><td>1,173</td></tr> <tr> <td>Capacity:</td><td>1,284</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> 	19	Kindergarten to Grade 6	8	Grade 7 to Grade 8	9	Grade 9 to Grade 12	Enrolment:	652	Capacity:	504	Portables:	8	Enrolment:	1,053	Capacity:	947	Portables:	6	Enrolment:	1,173	Capacity:	1,284	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>3</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>2</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Teresa of Calcutta Elementary School</p> <table> <tr> <td>Enrolment:</td><td>240</td></tr> <tr> <td>Capacity:</td><td>349</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>John Cabot Secondary School</p> <table> <tr> <td>Enrolment:</td><td>808</td></tr> <tr> <td>Capacity:</td><td>933</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	3	Junior Kindergarten to Grade 8	2	Grade 9 to Grade 12	Enrolment:	240	Capacity:	349	Portables:	0	Enrolment:	808	Capacity:	933	Portables:	0
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9. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (July 27, 2018)	<p>Regional services consist of an existing 250 mm (10 in.) sanitary sewer and an existing 300 mm (11.8 in.) watermain on Silver Spear Road.</p> <p>A satisfactory Functional Servicing Report will be required prior to the approval of the Official Plan and Zoning By-law Amendments.</p> <p>The Region of Peel will provide front end collection of garbage and recyclable materials. At the Site Plan stage, a revised Site Plan or Waste Collection Plan will be required to ensure Regional requirements are addressed.</p>
Dufferin-Peel Catholic District School Board (July 27, 2018) and the Peel District School Board (July 3, 2018)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (June 29, 2018)	<p>The subject property is adjacent to City owned lands identified as Burnhamthorpe Library Grounds which is zoned Open Space - Community Park (OS1). The subject property is approximately within 300 m (984 ft.) from Gullenden Park which is zoned Open Space - City Park (OS2) and contains two tennis courts, and a softball diamond.</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> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
Community Services - Arborist (July 24, 2018)	<p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p>

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	<p>The approval of the Tree Removal Permission application is required prior to the earliest of the Demolition Permit/Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p>
<p>City Community Services Department – Fire and Emergency Services Division (June 7, 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>
<p>City Community Services Department – Culture & Heritage Planning (July 30, 2018)</p>	<p>As per Council adopted Corporate Policy and Procedure 07-03-01 (Bonus Zoning), the City may require the provision of community benefits, such as public art, as a condition of approval.</p> <p>The subject property is adjacent to 3650 Burnhamthorpe Road East, a property listed in the Municipal Register of Property of Cultural Heritage Value or Interest, and identified as a cultural heritage property not designated under the Ontario Heritage Act. The City of Mississauga Official Plan Section 7.4.2.3 states that "Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property."</p>
<p>City Transportation and Works Department (December 4, 2018)</p>	<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 report is to be revised to use the City's ultimate traffic data to assess the noise caused by transportation sources and to address any off-site stationary noise impacts caused by existing and proposed developments. All calculations are to be provided in the report.</p> <p>Functional Servicing Report (FSR) The report is to provide a downstream analysis on the storm sewer along Silver Spear Road including a storm sewer design sheet as there are concerns on its capacity to accept drainage from this proposed development. Additionally, details in regards to the proposed storage tanks, and verification if those tanks will have an open bottom are required.</p> <p>Depending on the results of the downstream analysis, Municipal Works could be required to support this development and if so, an H will be requested to capture these</p>

Agency / Comment Date	Comment
	<p>works on the Development Agreement. The extent of the works, if any, will be determined prior to the Recommendation Report. Detailed design, securities and insurance will be addressed through the Development Agreement.</p> <p>Grading/Servicing Plan The engineering drawings are to be updated to relate all elevations to a current and existing published City of Mississauga benchmark value without applying any shift; to clearly show and label existing easements within the site; to provide U/G parking limits that allow future shoring piles to be self-contained within the owner's property limits; to clearly show where proposed grades are going to match the existing ones, to remove any proposed works/infrastructure from within the existing easement limits; and to provide existing grading information on adjacent properties and along the center line of Burnhamthorpe Road East, Silver Spear Road and along the boundaries with municipal roads.</p> <p>Traffic The Traffic Impact Study (TIS) is to be updated to include traffic volume figures and the data to support the proposed 25% vehicle trip reduction and trip distribution. Additionally, the corridor data shall be confirmed with the City's Transportation Planning section and the background traffic shall include the traffic generated by the development of 1355 Silver Spear Road. The traffic analysis shall address pedestrian safety at the intersection of Winding Trail/Silver Spear Road and to determine whether exclusive lane designations for the west leg of the intersection of Winding Trail / Dixie Road is required. Further, a draft plan is to be submitted detailing all the required land dedications as required by the official plan across the site frontage of Burnhamthorpe Rd. East and all the drawings supporting this application shall be updated to include this required widening.</p> <p>Environmental Letter of Reliance for the Phase I Environmental Site Assessment (ESA).</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
City Transportation and Works Department – Mississauga Transit (July 16, 2018)	This site is currently serviced by MiWay Routes 26 & 76 along Burnhamthorpe Road. Please ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay service.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Agency / Comment Date	Comment
	Alectra Utilities Bell Canada Post Greater Toronto Airport Authority
	The following City Departments and external agencies were circulated the applications but provided no comments: Economic Development Trillium Health Partners Rogers Cable Conseil Scolaire de District Catholique Centre-Sud Conseil Scolaire Viamonde

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?
- Submission of updated Noise Study to ensure any noise impacts can be appropriately mitigated
- 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 applications:

- General Context Map
- Site Plan
- Floor Plans
- Elevations
- Site Servicing and Grading Plans
- Tree Protection Plan
- Planning Justification Report
- Functional Servicing & Stormwater Management Report
- Transportation Study & Parking Justification Study
- Pedestrian Wind Assessment
- Shadow Study
- Environmental Noise Assessment
- Phase One Environmental Site Assessment
- Arborist Report
- Parcel Register/Restrictions On Title
- Low Impact Development Features
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment