

City of Mississauga
Agenda



Planning and Development Committee

Date

2019/10/07

Time

6:00 PM

Location

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

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
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>

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and archived at Mississauga.ca/videos

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

Approval of Draft Minutes of September 16, 2019

4. MATTERS TO BE CONSIDERED

4.1. RECOMMENDATION REPORT (WARD 1)

Sign Variance Application to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²)

1675 Queensway East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 18-4282 VAR (W1)

4.2. RECOMMENDATION REPORT (WARD 3)

Sign Variance Application to permit one (1) double sided billboard sign with electronic changing copy sign faces

765 Dundas Street East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 17-6915 VAR (W3)

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- 4.3. RECOMMENDATION REPORT (WARD 6)
Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home
5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive
Owner: Yee Hong Centre for Geriatric Care
File: OZ 19/001 W6
Bill 139
- 4.4. REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)
Application to remove the "H" Holding Symbol to permit a 14 storey apartment building and 16 stacked townhomes
4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East
Owner: Hazelton Development Corp.
File: H-OZ 18/004 W3
- 4.5. REMOVAL OF THE "H" SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)
Application to remove the "H" Holding Symbol for the extension of Winchester Drive 4560-4570 and 4572 Tomken Road
Owner: DeZen Realty Company Limited
File: H-OZ 18/003 W3
- 4.6. PUBLIC MEETING INFORMATION REPORT (WARD 1)
Rezoning application to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking
78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East
Owner: Edenshaw Ann Developments Limited
File: OZ 19/008 W1
Bill 139
- 4.7. PUBLIC MEETING INFORMATION REPORT (WARD 7)
Rezoning application to permit four semi-detached homes
2476 and 2482 Confederation Parkway, southwest corner of Dunbar Road and Confederation Parkway
Owner: 2629604 Ontario Ltd.
File: OZ 19/007 W7
Bill 139

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- 4.8. PUBLIC MEETING INFORMATION REPORT (ALL WARDS)
Potential Zoning By-law Amendments for Accessory Motor Vehicle Sales
File: BL.09-MOT (All Wards)
- 4.9. Gateway Corporate Centre Character Area - City-initiated Zoning By-law Amendment -
Public Meeting
- 4.10. Draft Provincial Policy Statement 2019
5. ADJOURNMENT

City of Mississauga
Corporate Report



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 SGNBLD 18-4282 VAR (W1)

Meeting date:
 2019/10/07

Subject

RECOMMENDATION REPORT (WARD 1)

Sign Variance Application to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²)

1675 Queensway East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 18-4282 VAR (W1)

Recommendation

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 18-4282 VAR (W1), Pattison Outdoor Advertising, 1675 Queensway East be received for information.
2. That the request to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²) be refused.

Background

The applicant has requested a variance to the Sign By-law to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²) (Appendix 1). Planning and Building Department staff do not support the variance as proposed. In accordance with Resolution 0020-2015, applications for sign variances that are refused by staff may be appealed by applicants to the Planning and Development Committee for further consideration.

In addition, in accordance with Recommendation PDC-0065-2017 all proposed billboard signs are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* and brought to Planning and Development Committee for consideration.

The purpose of this report is to provide the information regarding the application and the rationale for the recommendations.

Comments

Site Location

The site is a vacant property located on the north side of Queensway East, just west of Etobicoke Creek. The south side of Queensway East consists of the Hydro Corridor zoned U (Utility) and two storey detached residential homes on lands zoned for residential uses to the west of Etobicoke Creek. An existing north south street, Greenhurst Avenue which serves the residential developments, currently terminates at the southern edge of the Hydro Corridor. There is provision for Greenhurst Avenue to extend and intersect with Queensway East, directly opposite the road on the north side of Queensway East that provides vehicular access to the subject property and the existing industrial development to the west of the subject property. There are traffic signals at this intersection.

The surrounding context to the north and west of the subject property consists mainly of industrial developments on properties which are zoned E2 (Employment).



Aerial Image of Subject Property

History

There is an existing double sided static billboard sign (14 ft. x 48 ft.) on the property. A sign permit for this static billboard sign was issued in 2002.

In November 2017, Council endorsed a report recommending that applications for electronic billboard signs be reviewed on an individual basis through the sign variance process. In addition, Guidelines to evaluate sign variance applications for electronic billboard signs were approved. The Guidelines include, but are not limited to, areas of the City in which such sign variance applications will be considered, minimum distances of electronic billboard signs from intersections, driver decision points and residential zones.

Proposal

Pattison Outdoor advertising has requested a variance to the Sign By-Law to permit one (1) west facing single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²). The applicant has confirmed that the existing static billboard sign will be removed.



Image of Existing Conditions

Analysis

Planning and Building Department staff have reviewed the above sign variance application. It does not meet some of the criteria listed in the Council approved document entitled, *Guidelines for the Review of Billboard Signs with Electronic Changing Copy*, in the following areas:

- Maximum sign area of 20 m² (215.2 ft²) whereas 32.52 m² (350 ft²) is proposed;
- Where the speed limit is less than 80 km/h, electronic billboard sign shall not be erected within 120 m (393.7 ft.) of driver decision points such as intersections and traffic control devices, whereas the electronic billboard sign is proposed 40 m (131.2 ft.) to 60 m (196.8 ft.) away from the intersection and traffic lights;

- Minimum distance of 250 m (820.2 ft.) from an electronic billboard signs to a residential zone whereas about 90 m (295.2 ft.) is proposed relative to the residential zone on the south side of Queensway East.

The proposed electronic billboard sign is more than 60% larger than the maximum sign area recommended in the Guidelines. The proposed location at 40 m (131.2 ft.) to 60 m (196.8 ft.) away from the signalized intersection is less than half of the 120 m (393.7 ft.) which is recommended in order to allow drivers sufficient time to anticipate a decision at an intersection without the distraction that an electronic billboard sign can cause. Although Greenhurst Avenue currently terminates at the southern edge of the Hydro corridor, the City's current mapping records still show it as a designated Right Of Way that intersects with Queensway East. This indicates that there is a possibility of its future extension and this further heightens the need to maintain the minimum recommended distance separation from a potential distraction such as an electronic billboard sign. In addition, the proposed minimum distance of 90 m (295.2 ft.) from a residential zone, is significantly less than half of the recommended 250 m (820.2 ft.) minimum distance. The recommended 250 m (820.2 ft.) minimum distance from a residential zone contributes to maintaining the residential character of an area and achieving the appropriate transition to surrounding uses.

The applicant has requested the matter be given consideration by Planning and Development Committee.

Financial Impact

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

Conclusion

The requested variances to permit a billboard sign with electronic changing copy should be refused. The sign does not meet the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

Attachments

Appendix 1: SGNBLD 18-4282 VAR (W1) Pattison Letter of Rationale

Appendix 2: SGNBLD 18-4282 VAR (W1) Pattison Urban Design Impact Assessment



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

Prepared by: Erinma Chibututu, Urban Designer



November 5, 2018

City of Mississauga
Planning and Building Department,
Development and Design
300 City Centre Drive
Mississauga ON, L5B 3C1
Tel: 905. 615. 3200 x4249
Fax: 905. 896. 5553

Att: Michael J. Karowich
Urban Designer

Re: Sign Bylaw 54-05 Variance Rationale for 1675 Queensway East., Mississauga ON

Dear Michael,

By way of this letter, we are formally making an application for a sign variance in conjunction with the above noted location.

The property is located at 1675 Queensway East which is owned by Horner Developments Limited and is zoned (E2) Employment operating as a vacant commercial parcel of land. There is currently an existing third party billboard sign located on the property under permit number BP 02 324 issued 24 April 2002, permitted under Sign By-Law 38-88. Pattison Outdoor Advertising is requesting approval to convert its existing single sided 14' x 48' static Paper Posted Billboard to 1 - 10' x 35' single sided LED Digital Billboard Display Unit with Illuminated Electronic Static Changeable Copy.

The subject property is an undeveloped parcel of land located on the north side of the Queensway East. The digital billboard sign shall be orientated facing west for visibility to eastbound vehicular traffic on Queensway East.

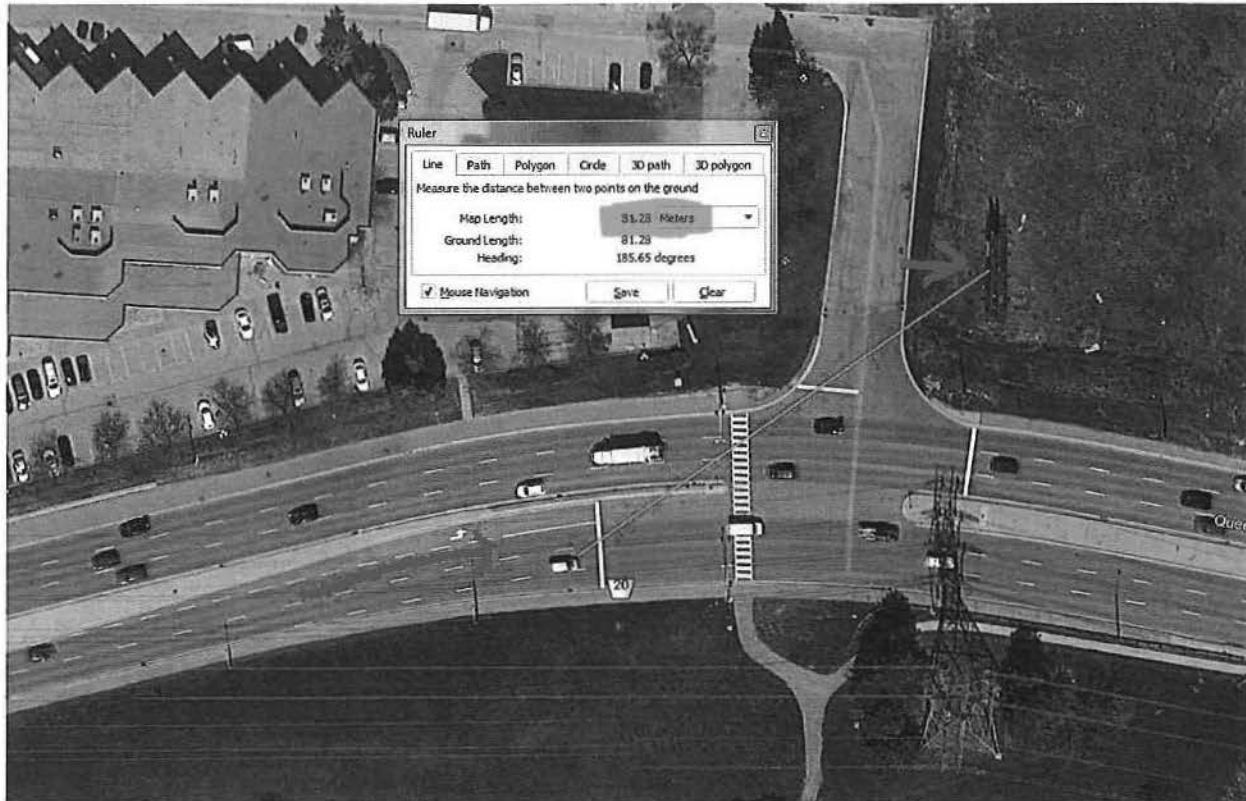
The variances being sought under the "*Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*" are as follows:

- 1) Section 3.5; the maximum sign area of a billboard shall be 20 m2 per sign face. (240-07)
 - 2) Located closer than 250 m measured in a straight line from a residential zone.
 - 3) Section 3.6; the location of billboard signs with electronic changing copy, relative to traffic control devices. Where the posted speed limit on a road is less than 80 km/hour, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.
- 1) We are seeking a variance from section 3.5, whereas the existing sign does not meet the maximum sign face area of 20 m2. The existing billboard currently has a per sign face area of 62.43 m2, which is being reduced to 32.52 m2 per sign face. This is an overall reduction in sign face area by 47%. The reduced display area on the new digital display will bring the sign into greater compliance with the current sign by-

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law requirement. The existing billboard has been in existence for 16 years and has not caused any concerns, which we as the owners and operators of the sign or the owners of property are aware of. The increased display is being requested as the sign will be viewed from cars travelling on the opposite side of the road on an unusually wide section of roadway, resulting in a greater than usual viewing distance to the sign. The larger display will be more easily viewed and less distracting than a sign with a smaller display area. The proposed size matches other signs approved in Mississauga including the digital sign located at the Mississauga City Centre and the new sign will be smaller than the existing sign, which is a reasonable compromise.



The existing 14' x 48' sign proposed for digital conversion does not meet the spacing requirement of 250 m from residential zone; currently the existing sign is located approximately 91 m from a residential zone. However, the sign is not visible to the residential use in the residential zone for two reasons:

- i) The sign is orientated perpendicular to the road and to the residential zone, which is located south of the road and south of a hydro corridor, which runs parallel to the road between the road and the residential zone. The light emitted from an LED sign travels outward from the display face and does not bend vs. a traditional front lit lamp which bounces off the surface it is facing causing light spill. The LED sign will not cause light spill or light trespass into the residential zone as a result and will be an improvement over the existing method of illumination on the existing sign.
- ii) The residential use is completely shielded or hidden from the road and the existing sign location by a large sound barrier wall and by trees making the existing sign or a sign with a digital display invisible to the residential homes in the residential zone. A sign with a digital method of display will have no impact whatsoever.

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In addition to 3.5, we are seeking a variance from section 3.6, whereas the location of billboard sign with electronic changing copy, relative to traffic control devices.

Our position is this is not a new sign; this is an existing illuminated sign of sixteen years. We are simply changing how the message or content is displayed. There will be no video effects, animation, motion, or flashing effect. The digital billboard sign will be operated in full compliance with Section 3.12 *"Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy"* see Appendix 1, Page 7., as related to sign light levels and brightness. A recent traffic safety study completed for another digital sign installation, which was a similar location, with similar layout and relationship relative to a traffic control device. The independent report

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confirmed that the digital sign would not have any negative impact on driver distraction or traffic safety. Please see the attached report.

Pattison Outdoor has always made it a policy to provide no charge billboard space to the City and/or the community, for the purpose of, promoting community events. During unsold periods, the sign can also be made available to the municipality at no cost, for the purpose of promoting Drive Safe messaging, reminding drivers to reduce speed, stay alert and not text and drive as example.

For these reasons, we feel the variances we are seeking is in keeping with previous approved electronic digital billboard locations in the City of Mississauga, and that the converted sign will make an important contribution to marketing the business owners and/or tenants' services.

Yours truly,

Steve Wolowich
Manager, Digital Outdoor Strategy, Leasing

C.C Marcia Marciniak
Leasing Representative
Direct: 905. 282. 6989



Friday January 11, 2019

Michael J. Karowich
Urban Designer, Planning and Building Department,
Development and Design
City of Mississauga
300 City Centre Drive
Mississauga ON, L5B 3C1

Dear: Michael J. Karowich

RE: Revised- Urban Design Impact Study- SGNBLD 18-4282- Sign Variance 1675 QUEENSWAY E., MISSISSAUGA ON.

The following submission is our Design Impact Assessment Study as it pertains to our sign variance submission for the property known as 1675 Queensway E., Mississauga Ontario.

The subject property is located at the north side of Queensway East, west of The West Mall. It should be noted that the subject property is zoned (E2-51) Employment having a property code Vacant Commercial Land and is surrounded by developed industrial lands: north, east and west of the subject property.

Currently located on the southwest corner of subject property is a permitted single sided Paper Posted billboard housing one 1- 14' x 48' static display face facing west on Queensway East. The existing permit was issued April 24, 2002, under Permit Number BP 02 324, permitted under Sign By-Law 38-33. The Legal Description of this property is known as CON 1 SDS PT LOT 3 PLAN 43R10627 PART 1. PIN 13360193.

The following assessment of our application will be completed in conjunction with the document entitled "Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy" which City Council at its meeting of November 22, 2017 adopted said guidelines.

The following is an excerpt from the guidelines, which I will use to analyze our sign variance application against said Guidelines.

"The purpose of this document is to establish a set of criteria by which sign variance applications for billboard signs with electronic changing copy will be evaluated. Municipalities generally establish controls to mitigate the impacts of electronic billboard signs on traffic safety, sensitive land uses and on the visual image of the communities in which they are located"

The following guidelines (3.1 to 3.12) as contained in the document and their criteria will be applied in this review and submission of our Sign Variance Application at 1675 Queensway East for the conversion of our 14' x 48' (62.43 m²) single sided static Paper Posted Billboard, converted to 1- 10' x 35' (32.52 m²) Electronic Changing Copy. The electronic changing copy display face will be facing West on the Queensway East capturing eastbound vehicle traffic. It should be noted; we are reducing the overall size of the display face from 62.43m² to 32.53 m² (see attached sign variance rationale).

3.1 Waiver

The owner of the property upon which a billboard sign with Electronic Changing Copy is installed shall execute a waiver form releasing the City and Road Authority from liability and shall further indemnify the City and Road Authority against any claim, action or process for damage and/or injury that arises as a result of the installation or existence of the billboard sign. The City of Mississauga will provide the required wording for the waiver.

PATTISON RESPONSE:

As part of all our lease agreements, we maintain a policy or policies of the insurance covering its legal liability for bodily injury or death in the sum of TWO MILLION DOLLARS (\$2,000,000.00). Both Pattison and the property are co-named on the policy. We could co name, the City of Mississauga on same policy as well. We feel this should address your newly created waiver which releases the City and Road from liability and further indemnify the City and Road. A copy of our lease and Certificate of Insurance can be provided upon request.

3.2 Location

Billboard Signs with Electronic Changing Copy shall only be considered wherever billboard signs are permitted in accordance with Sign By-Law 54-02 (See Table 4, Page 19 of Sign By-Law 54-02) and in the following areas of the City:

- Public Squares in the Downtown Core
- Public Squares within the Cooksville 4 Corners
- Public Squares within Major Nodes
- Specific areas of the City, deemed by the City to be locations in which electronic billboard signs are seen as key elements that contribute to the character and vibrancy of the area.

PATTISON RESPONSE:

As per this criteria, our billboard sign should be considered for the conversion to electric changing sign copy, due to the permit in place (Sign Permit BP 02 324).

3.3 Urban Design Impact Assessment

Each Sign Variance Application package for a billboard sign with electronic changing copy shall include an urban design impact assessment of the proposed sign on the views, visual quality and character of the existing and planned surrounding context (See Appendix C for Terms of Reference).

PATTISON RESPONSE:

A contextual plan/site plan will form part of this submission as per the criteria contained in Appendix C of said Guidelines

3.4 Sign By-Law 54-01

The provisions of Sign By-Law 54-02 with regard to Billboards and as shown on Table 4, Page 20 of Sign By-Law 54-02, shall also apply to Billboard Signs with Electronic Changing Copy except where otherwise stated (See Appendix A).

PATTISON RESPONSE:

In accordance with APPENDIX A, Table 4: Billboards, Sign By-Law 54-02 and the criteria contained in Page 20 of Sign By law 54-02, our existing permitted billboard is considered a legal conforming sign that abides by all the criteria as set out in the Sign Bylaw at the time of our application submission in 2002.

3.5 Separation Distances, Heights, Setbacks, Maximum Sign Area

Billboard Signs with Electronic Changing Copy shall be positioned relative to one another such that not more than one electronic billboard display shall be visible to an approaching driver at the same time.

Except for 2(a), 2(b) the provisions of Sign By-Law 54-02, Section 20, shall also apply to billboard signs with electronic changing copy.

No part of a billboard sign with electronic changing copy shall:

- Exceed 7.62 m in height; (240-07)
- Be located closer than 7.5 meters to the street line; (240-07)
- Be multi-faced;
- The maximum sign area of a billboard shall be 20 m² per sign face. (240-07)

Notwithstanding the provisions of Sign By-Law 54-02, Section 20, 2(a) and 2(b), no part of a billboard sign with electronic changing copy shall be:

- Located closer than 250 m from another billboard sign on the same side of the street, but this does not apply to billboard signs on opposite sides of grade separated railway crossings
- Located closer than 250 m measured in a straight line from a residential zone

PATTISON RESPONSE:

The existing billboard sign permitted in 2002 does not exceed 7.62 m in height, and will have a reduced set back of 12.6 m from the property line. The sign is not multi-faced, and has an existing sign area of 14' x 48' equaling 672 square feet, or 62.43 m² per sign face. The existing sign display face will be reduced in size to 10' x 35' equaling 350 square feet or 32.51 m² per sign face. We are seeking a sign variance whereas the maximum sign area exceeds the requirement by 12.51 m². (See attached sign variance rationale)

The current location of our billboard is located in E2 zoned lands and surrounded by industrial zone lands north, east, and west of the subject property, south of the subject property is residential zoned. It should be noted, that we are seeking a variance whereas the current 250 m measured in a straight line from residential zoned setback requirement will not be met. (see attached sign variance rationale)

3.6 Location of billboard signs with electronic changing copy, relative to traffic control devices and important driver decision points

Where the posted speed limit on a road is less than 80 km/hour, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.

Where the posted speed on a road is **80km/hour or greater**, an electronic billboard sign with changing copy shall not be erected within **250 m (820.21 ft.)** of a major traffic sign and **500 m (1,640.42 ft.)** of a driver decision point

Driver decision points include, intersections, on ramps, off ramps, interchanges, merge areas, right/left lane turn lanes and close to traffic signals, toll plazas, **pedestrians Crossings**, rail crossings, work zones, where the cognitive demands on drivers are greatest.

PATTISON RESPONSE:

The current speed limit on Queensway East is 60km/hour. The existing billboard is located 25 meters of the controlled traffic signal. The existing billboard satisfied the previous City of Mississauga Sign Bylaws as a static billboard, but not in the case of an electronic changing copy billboard. It should be noted the current display face will be reduced to 10' x 35'. Currently, there is no on ramps, off ramps, rail crossing, toll plazas, or work zones. To date, there has not been any traffic accidents and/or driver distractions reported to Pattison Outdoor Advertising, as a direct result of the existing illuminated billboard sign that has been on the premises for over 16 years. (see-attached sign variance rationale)

3.7 Minimum Message Display Duration

Generally, bright lights and visual change, both of which are associated with electronic billboards, can draw the eye to a stimulus that is brighter than its surroundings. Bright lights and visual change can also draw the eye to a stimulus that exhibits movement or apparent movement. In addition, the Zeigarnik Effect suggests that drivers will focus longer on a display in which the message changes, in an effort to "complete" the viewing experience. To minimize these potentially distracting effects, the minimum display duration on an electronic billboard sign, should be set to reduce the possibility that the approaching driver will be able to see more than one display.

- The minimum display duration of a billboard sign with electronic changing copy shall be 10 seconds

PATTISON RESPONSE:

Pattison will commit to a minimum display duration of 10 seconds as per this requirement.

3.8 Transition between successive displays

The transition between successive displays on a billboard sign with electronic changing copy shall appear seamless and imperceptible to approaching drivers.

- The maximum interval between successive displays on a billboard sign with electronic changing copy shall be 0.1 second.
- There shall be no visual effects or animation of any kind, including, but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays.

PATTISON RESPONSE:

Our proposed electronic changing copy billboard will provide only static images, whose images will change on 10 second intervals. There will be no visual effects or animation of any kind, including, but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays. This also includes no video, or animation or flashing. The maximum interval between successive displays on the billboard sign with electronic changing copy will adhere to the 0.1 second.

3.9 Message Sequencing

When a single message or advertisement is divided into segments and presented over two or more successive display phases on a single electronic billboard or across two or more billboards, it is described as Message Sequencing. This objective of this type of advertising is to capture and hold the viewer's attention throughout the time or distance required to complete the message.

- Billboard Signs with Electronic Changing Copy shall not use message sequencing or text scrolling of any kind, over successive display phases on a single billboard or across multiple billboards.

PATTISON RESPONSE:

Pattison existing inventory of electronic changing copy sign structures currently do not use sequencing or text scrolling of any kind.

3.10 Amount of Information displayed

It takes approximately one second for a road user to read one word. The number of words displayed on a billboard sign with electronic changing copy shall not be greater than the number of seconds required for the duration of the message display. The Height of each character on the message display shall be sufficient to ensure that the message is clearly legible over the entire viewing distance.

- Interactive billboard messages that permit, support or encourage interactive communication with drivers in real time shall not be permitted. These include billboard signs with electronic changing copy that respond to text messages, phone calls or e-mails from passing drivers or that request immediate response by text, phone, e-mail etc.

PATTISON RESPONSE:

The electronic changing copy billboard will not support or encourage interactive communication with drivers in real time, which includes electronic changing copy billboards that respond to text messages, phone calls or emails from passing drivers that request immediate response by text, phone, e-mail. Our existing inventory of electronic changing copy billboards, solely displays static images which meet your criteria noted above.

3.11 Sign Animation

Animation refers to any motion in the advertisement, including video, special effects within a single frame and transition, movement and rotation between successive frames.

- There shall be no animation, flashing movement or appearance of movement on a billboard with electronic changing copy, except where the billboard sign with electronic change copy is not visible from any vehicular road way.

PATTISON RESPONSE:

Our proposed electronic changing copy billboard will provide only static images, whose images will change on 10 second intervals. In addition, there will be no video, or animation or flashing, as well as those criteria mentioned above in the criteria, referred to as, Transition between successive displays.

3.12 Sign Brightness and Luminance

Brightness is the perceived intensity of a source of light. It is the appearance of light to the viewer. Luminance is the amount of light leaving a surface in a particular direction or, the amount of light that is deflected off a surface. Sign Brightness is a function of sign luminance, the background against which the sign is viewed, the driver's age, level of adaptation of the eyes, and atmospheric conditions such as fog.

Brightness can be measured as luminance, in candelas per square m (cd/m²) or illuminance in foot-candles (fc). Luminance is the amount of light that is emitted from a surface, while illuminance is the amount of light falling upon a surface. The human eye is drawn to the brightest objects in a field of view and this is generally referred to as the "moth effect". A brightly illuminated electronic billboard sign could draw a driver's attention away from the road, other vehicles and traffic devices. This is of particular concern at night time, dusk or dawn and during periods of inclement weather. The maximum luminance level for a billboard sign with electronic changing copy shall be:

- 5000cd/m² from sunrise to sunset (One Nit = One Candela per m² (cd/m²))
- 300cd/m² from sunset to sunrise (One Nit = One Candela per m² (cd/m²))
- The maximum illumination level for a billboard sign with electronic change copy shall be 0.3 lux above ambient light levels (One Lux = 0.093 foot-candles (fc))
- All billboard signs with electronic changing copy shall be equipped with ambient light sensors and automatic dimmers that control the light output relative to ambient conditions
- Electronic billboards signs shall be illuminated between the hours of 5:00 a.m. and 12 mid-night only each day.

To measure illumination, the International Sign Association (2011) has provided the following equation to determine the distance away from the billboard sign, at which the measurement shall be taken:

- Measurement Distance = Square Root of (Sign Area (m²) x 100)

PATTISON RESPONSE:

Our proposed billboard will adhere to the proposed criteria of 5,000 nits during the day and powering down to 300 nits during the night. Many of the other municipalities in Ontario have similar illumination levels that we are currently adhering to. In addition, our LED digital signs are equipped with a "honeycomb filter" which in controls the overall brightness of the board with respect to ambient light levels. Our digital signs are controlled by having a camera on an arm placed in front of our boards and monitored remotely at our head office in Mississauga. Therefore any breakdowns, malfunctions, etc. to our board while operating can be immediately detected and rectified, it is our opinion we comply with this criteria. We can certainly adhere to the hours of illumination of 5:00 AM and 12 midnight only, daily.

CONCLUSION:

It is important to note that these are guidelines and are not contained in a municipal bylaw, but provide the same affect, save and except, applications of this nature will be reviewed on a one off basis by staff and decided upon by way of a minor variance heard through a Committee of Council. Therefore, it is the will of Council that all future applications for electronic changing copy billboard signs will be dealt with in this manner.

Contained in the guideline document are 12 criteria used in determining the acceptance of an application for electronic changing copy. Having reviewed those guidelines against our application for minor variance, we are of the opinion that we meet 10 of the 12 guidelines. The single guideline **not** met being Item:

- **Section 3.5;** The maximum sign area of a billboard shall be 20 m² per sign face. (240-07)
Located closer than 250 m measured in a straight line from a residential zone
- **Section 3.6;** The location of billboard signs with electronic changing copy, relative to traffic control devices. Where the posted speed limit on a road is less than 80 km/hour, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.

Our position is this is not a new location for a billboard sign. A billboard sign has been located on this subject property for over 16 years and illuminated as well. There has never been an issue with traffic safety, at least that Pattison is aware of, and if that were to be the case, the City of Mississauga would have informed us about it.

We are reducing the overall display face by 47%, the new sign containing electronic changing copy should not be an issue. The new billboard will contain only digital static instant transitioning images having a duration of minimum 10 seconds or greater per image.

When reviewing our **attached sign variance rationale** against these newly adopted guidelines by City Council, we are of the opinion that our application truly meets the spirit of the guidelines.

Prepared and Submitted by: Marcia Marciniak and Steve Wolowich Pattison Outdoor Advertising

City of Mississauga

Corporate Report



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:
SGNBLD 17-6915 VAR (W3)

Meeting date:
2019/10/07

Subject

RECOMMENDATION REPORT (WARD 3)

Sign Variance Application to permit one (1) double sided billboard sign with electronic changing copy sign faces

765 Dundas Street East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 17-6915 VAR (W3)

Recommendation

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 17-6915 VAR (W3), Pattison Outdoor Advertising, 765 Dundas Street East be received for information.
2. That the request to permit one (1) double sided billboard sign with electronic changing copy sign faces be refused.

Background

The applicant has requested a variance to the Sign By-law to permit one (1) double sided billboard sign with electronic changing copy sign faces (Appendix 1). Planning and Building Department staff do not support the variance as proposed. In accordance with Resolution 0020-2015, applications for sign variances that are refused by staff may be appealed by applicants to the Planning and Development Committee for further consideration.

In addition, in accordance with Recommendation PDC-0065-2017 all proposed billboard signs are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* and brought to Planning and Development Committee for consideration.

The purpose of this report is to provide the information regarding the application and the rationale for the recommendations.

Comments

Site Location

The site is located on the north side of Dundas Street East, between Cawthra Road to the west and Haines Road to the east. It is bounded to the west and the northwest by the heritage designated St. John's Dixie Cemetery and Crematorium and to the east by an existing dental office. Further east along Dundas Street is an existing commercial plaza. Beyond the adjoining properties, the surrounding context to the north consists largely of residential developments including townhouses, semi-detached and detached homes. The property is zoned H-RA1-1 which is a residential zone. Sign By-Law 54-02 prohibits billboard signs of any kind on properties zoned for residential use.



Aerial Image of Subject Property

History

In November 2017, Council endorsed a report recommending that applications for electronic billboard signs be reviewed on an individual basis through the sign variance process. In addition, guidelines to evaluate sign variance applications for electronic billboard signs were approved. The Guidelines include, but are not limited to, areas of the City in which such sign variance applications will be considered, minimum distances of electronic billboard signs from intersections, driver decision points and residential zones.

Proposal

Pattison Outdoor Advertising has requested a variance to the Sign By-law to permit one (1) double sided billboard sign with 100% electronic changing copy sign faces and a sign area of 18.58 m² (200 ft²) per sign face.



Image of Existing Conditions

Analysis

The electronic billboard sign is proposed on a property that is zoned H-RA1-1 which is a residential zone. Sign By-Law 54-02 prohibits billboard signs of any kind on properties zoned for residential use.

In addition, the electronic billboard sign as currently proposed is within 135 m (442.9 ft.) of other residential zones and existing residential developments whereas the Guidelines recommend a minimum distance of 250 m (820.2 ft.) from an electronic billboard sign to a residential zone, including residences within an area zoned for mixed use.

The electronic billboard sign as proposed is setback 4.5 m (14.7 ft.) from the property line along the Dundas Street frontage instead of the required 7.5 m (24.6 ft.) minimum setback for a billboard sign of any kind. The required minimum setback of 7.5 m (24.6 ft.) allows adequate visibility for any billboard sign from traffic along Dundas Street in all directions and there is no evidence to support a reduction of the minimum setback from 7.5 m (24.6 ft.) to 4.5 m (14.7 ft.) as proposed by the applicant.

The guidelines for the location, proximity to residential uses and minimum setbacks from property lines collectively contribute to ensuring that electronic billboard signs are only considered where they will fit in with the existing and planned context as well as the urban

design vision for the area. These guidelines also contribute to ensuring that electronic billboard signs are only considered where there is an appropriate distance separation and transition to sensitive land uses such as residential uses and where they will not have a negative visual impact on the existing or planned character of an area.

The applicant has requested the matter be considered by Planning and Development Committee.

Financial Impact

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

Conclusion

Staff have reviewed the variance application as submitted. The requested variance to permit a double sided billboard sign with 100% electronic changing copy sign faces should be refused. The proposed electronic billboard sign does not meet some of the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

Attachments

Appendix 1: SGNBLD 17-6915 VAR (W3) Pattison Letter of Rationale

Appendix 2: SGNBLD 17-6915 VAR (W3) Urban Design Impact Assessment



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

Prepared by: Erinma Chibututu, Urban Designer



October 31, 2018

City of Mississauga
Planning and Building Department,
Development and Design
300 City Centre Drive
Mississauga ON, L5B 3C1
Tel: 905. 615. 3200 ext. 4249
Fax: 905. 896. 5553

Att: Michael J. Karowich
Urban Designer

Re: Sign Bylaw 54-05 – Revised Variance Rationale for 765 Dundas Street East, Mississauga ON

Dear Michael,

By way of this letter, we are formally making an application for a sign variance in conjunction with the above noted location.

Pattison Outdoor Advertising is requesting approval to erect 1 double-sided 10' x 20' or 18.6m² Electronic Billboard Sign with illuminated Static Electronic Changeable Copy. Enclosed with this revised sign variance rationale is our revised *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* (revised Urban Impact Study enclosed).

The property is located at 765 Dundas Street East, which is owned by Ferndale Venture INC and is zoned H-RA1-1 Employment operating as a Multi-Residential Vacant Land. The subject property is an undeveloped vacant parcel of land located on the north side of Dundas Street East. The assigned municipal address for the electronic billboard is 765 Dundas Street East in Mississauga Ontario. The sign will be erected at the southwest corner on the premises orientated for visibility to East and Westbound vehicular traffic on Dundas Street East.

The variances being sought under the "*Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*" are as follows:

- **Section 3.5;** no part of a billboard sign with electronic changing copy shall Be located closer than 7.5 meters to the street line; (240-07)
- Located closer than **250 meters** measured in a straight line from a residential zone

We are seeking a variance from section 3.5: whereby, no part of the billboard with electronic changing copy shall be closer than 7.5 m (25') to the street line. While it would be possible to comply with the required 7.5 m setback, we are requesting a minor variance to erect the electronic sign closer to the street line to 4.5m (15'). This variance is required in order for the billboard to be viewed by vehicle traffic traveling westbound on Dundas Street East because the adjacent 2-story building located at 775 Dundas St East, which is also owned by Ferndale Venture INC. will substantially obstruct the view of the display face.

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We are also seeking a variance, as the proposed electronic billboard does not meet the spacing requirement of 250 meters from residential zone. The immediate area both east and west and to the south are surrounded by commercial uses however; a residential zone is located northeast of the subject property. The residential use is completely shielded or hidden by the existing commercial buildings located along Dundas Street East and trees making a sign with a digital display invisible to the residential homes in the residential zone. A sign with a digital method of display will have no impact whatsoever. See Figure 1-3 below.

Figure1: Proposed Location of the Billboard



Figure2: Aerial View of Surrounding Neighboring Shopping Centre's



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Figure 3: Facing Eastbound on Dundast Street East

The digital sign being proposed is consistent with many of the digital approvals that have been granted by the City of Mississauga over the last two years, except that most signs that have been approved and installed thus far in Mississauga are larger in overall display area. There will be no video effects, animation, motion, or flashing. The change from one image to the next shall be instant with a 10 second dwell time in between each change so as not to cause distraction.

The electronic billboard sign will be operated in full compliance with Section 3.12 *"Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy"* see Appendix 1, Page 7., as related to sign light levels and brightness. The electronic billboard will be monitored on a 24 hour basis, 365 days of the year, using a billboard mounted camera so as to ensure that the sign is not malfunctioning. The electronic digital signs are equipped with a "honeycomb filter", which automatically controls the overall brightness of the board with respect to the ambient light levels.

Pattison Outdoor has always made it a policy to provide no charge billboard space to the City and/or the community, for the purpose of, promoting community events. During unsold periods, the sign can also be made available to the municipality at no cost, for the purpose of promoting Drive Safe messaging, reminding drivers to reduce speed, stay alert and not text and drive as example.

For these reasons, we feel the variances we are seeking is in keeping with previous approved electronic digital billboard locations in the City of Mississauga.

Yours truly,

Steve Wolowich
Manager, Digital Outdoor Strategy

C.C Marcia Marciniak
Leasing Representative
Direct: 905. 282. 6989

PATTISON OUTDOOR ADVERTISING

Suite 500 West Tower, 2700 Matheson Blvd East, Mississauga, Ontario L4W 4V9 | Tel : 905-282-6800 Fax : 905-282-9698



October 31, 2018

City of Mississauga
Planning and Building Department,
Development and Design
300 City Centre Drive
Mississauga ON, L5B 3C1

Att: Michael J. Karowich
Urban Designer

RE: Urban Design Impact Study- Billboard Sign with Electronic Changing Copy -765 Dundas Street East

Dear, Michael:

The following submission is our Design Impact Assessment Study as it pertains to our sign variance submission for the property municipally known as 765 Dundas Street East. Mississauga Ontario.

The subject property is located at the north side of Dundas Street East, west of Haines Road and east of Cawthra Road. It should be noted that the subject property is zoned (H-RA1-1) having a property code Multi-Residential Vacant Land and is surrounded by commercial uses. The Legal Description of the property is under identification NO.02933000, tax roll NO.21-05040-068-208000-0000.

The following assessment of our application will be completed in conjunction with the document entitled "*Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*" which City Council at its meeting of November 22, 2017 adopted said guidelines.

The following is an excerpt from the guidelines, which I will use to analyze our sign variance application against said Guidelines.

"The purpose of this document is to establish a set of criteria by which sign variance applications for billboard signs with electronic changing copy will be evaluated. Municipalities generally establish controls to mitigate the impacts of electronic billboard signs on traffic safety, sensitive land uses and on the visual image of the communities in which they are located"

The following guidelines (3.1 to 3.12) as contained in the document and their criteria will be applied in this review and submission of our Revised Sign Variance Rationale dated on 31st, day of October 2018, for 765 Dundas Street East for the erection of 1 double-sided 10' x 20' or 18.6m² Electronic Billboard Sign. The sign will be erected at the southwest corner on the premises orientated for visibility to East and Westbound vehicular traffic on Dundas Street East.

3.1 Waiver

The owner of the property upon which a billboard sign with Electronic Changing Copy is installed shall execute a waiver form releasing the City and Road Authority from liability and shall further indemnify the City and Road Authority against any claim, action or process for damage and/or injury that arises as a result of the installation or existence of the billboard sign. The City of Mississauga will provide the required wording for the waiver.



PATTISON RESPONSE:

As part of all our lease agreements, we maintain a policy or policies of the insurance covering its legal liability for bodily injury or death in the sum of TWO MILLION DOLLARS (\$2,000,000.00). Both Pattison and the property owner are co-named on the policy.

3.2 Location

Billboard Signs with Electronic Changing Copy shall only be considered wherever billboard signs are permitted in accordance with Sign By-Law 54-02 (See Table 4, Page 19 of Sign By-Law 54-02) and in the following areas of the City:

- Public Squares in the Downtown Core
- Public Squares within the Cooksville 4 Corners
- Public Squares within Major Nodes
- Specific areas of the City, deemed by the City to be locations in which electronic billboard signs are seen as key elements that contribute to the character and vibrancy of the area.

PATTISON RESPONSE:

As per this criteria, our billboard sign should be considered for the conversion to electric changing sign copy, due to the current sign By-Law 54-02.

3.3 Urban Design Impact Assessment

Each Sign Variance Application package for a billboard sign with electronic changing copy shall include an urban design impact assessment of the proposed sign on the views, visual quality and character of the existing and planned surrounding context. (See Appendix C for Terms of Reference)

PATTISON RESPONSE:

A contextual plan/site plan will form part of this submission as per the criteria contained in Appendix C of said Guidelines.

3.4 Sign By-Law 54-01

The provisions of Sign By-Law 54-02 with regard to Billboards and as shown on Table 4, Page 20 of Sign By-Law 54-02, shall also apply to Billboard Signs with Electronic Changing Copy except where otherwise stated (See Appendix A).

PATTISON RESPONSE:

In accordance with APPENDIX A, Table 4: Billboards, Sign By-Law 54-02 and the criteria contained in Page 20 of Sign By law 54-02.



3.5 Separation Distances, Heights, Setbacks, Maximum Sign Area

Billboard Signs with Electronic Changing Copy shall be positioned relative to one another such that not more than one electronic billboard display shall be visible to an approaching driver at the same time.

Except for 2(a), 2(b) the provisions of Sign By-Law 54-02, Section 20, shall also apply to billboard signs with electronic changing copy.

No part of a billboard sign with electronic changing copy shall:

- Exceed 7.62 m in height; (240-07)
- Be located closer than 7.5 meters to the street line; (240-07)
- Be multi-faced;
- The maximum sign area of a billboard shall be 20 m² per sign face. (240-07)

Notwithstanding the provisions of Sign By-Law 54-02, Section 20, 2(a) and 2(b), no part of a billboard sign with electronic changing copy shall be:

- Located closer than 250 m from another billboard sign on the same side of the street, but this does not apply to billboard signs on opposite sides of grade separated railway crossings
- Located closer than 250 m measured in a straight line from a residential zone

PATTISON RESPONSE:

The billboard sign will not exceed 7.62 m in height, is not multi-faced, and has an existing sign area of 10' x 20' equalling 200 square feet, or 18.6 m² per sign face. We are seeking a minor variance from section 3.5: whereby, no part of the billboard with electronic copy shall be closer than 7.5 m to the street line. We are requesting a 4.57 m (15') setback to the street line. See attached variance rationale. Currently, there is no billboard sign located within the current 250 m setback requirement. The proposed billboard is located within 135 m of residential zoned lands we are seeking a variance for the following 250 m set back requirement from residential zoned lands. See attached variance rationale.

3.6 Location of billboard signs with electronic changing copy, relative to traffic control devices and important driver decision points Control devices and important driver decision points

Where the posted speed limit on a road is less than 80 km/hour, a billboard sign with electronic changing copy shall not be erected within 120 m of a major traffic sign or driver decision point.

Where the posted speed on a road is 80km/hour or greater, an electronic billboard sign with changing copy shall not be erected within 250 m (820.21 ft.) of a major traffic sign and 500 m (1,640.42 ft.) of a driver decision point

Driver decision points include, **intersections**, on ramps, off ramps, interchanges, merge areas, **right/left lane turn lanes and close to traffic signals**, toll plazas, pedestrians Crossings, rail crossings, work zones, where the cognitive demands on drivers are greatest.

PATTISON RESPONSE:



The current speed limit on Dundas Street East is 60km/hour. The proposed billboard is not located within 120 meters of the controlled intersection. Currently, there is no on ramps, off ramps, pedestrian crossing, rail crossing, toll plazas, or work zones within the 120 m.

3.7 Minimum Message Display Duration

Generally, bright lights and visual change, both of which are associated with electronic billboards, can draw the eye to a stimulus that is brighter than its surroundings. Bright lights and visual change can also draw the eye to a stimulus that exhibits movement or apparent movement. In addition, the Zeigarnik Effect suggests that drivers will focus longer on a display in which the message changes, in an effort to "complete" the viewing experience. To minimize these potentially distracting effects, the minimum display duration on an electronic billboard sign, should be set to reduce the possibility that the approaching driver will be able to see more than one display.

- The minimum display duration of a billboard sign with electronic changing copy shall be 10 seconds

PATTISON RESPONSE:

Pattison will commit to a minimum display duration of 10 seconds as per this requirement.

3.8 Transition between successive displays

The transition between successive displays on a billboard sign with electronic changing copy shall appear seamless and imperceptible to approaching drivers.

- The maximum interval between successive displays on a billboard sign with electronic changing copy shall be 0.1 second.
- There shall be no visual effects or animation of any kind, including, but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays.

PATTISON RESPONSE:

Our proposed electronic changing copy billboard will provide only static images, whose images will change on 10 second intervals. There will be no visual effects or animation of any kind, including, but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays. This also includes no video, or animation or flashing. The maximum interval between successive displays on the billboard sign with electronic changing copy will adhere to the 0.1 second.

3.9 Message Sequencing

When a single message or advertisement is divided into segments and presented over two or more successive display phases on a single electronic billboard or across two or more billboards, it is described as Message Sequencing. This objective of this type of advertising is to capture and hold the viewer's attention throughout the time or distance required to complete the message.

- Billboard Signs with Electronic Changing Copy shall not use message sequencing or text scrolling of any kind, over successive display phases on a single billboard or across multiple billboards.

PATTISON RESPONSE:



Pattison's existing inventory of electronic changing copy sign structures currently do not use sequencing or text scrolling of any kind.

3.10 Amount of Information displayed

It takes approximately one second for a road user to read one word. The number of words displayed on a billboard sign with electronic changing copy shall not be greater than the number of seconds required for the duration of the message display. The Height of each character on the message display shall be sufficient to ensure that the message is clearly legible over the entire viewing distance.

- Interactive billboard messages that permit, support or encourage interactive communication with drivers in real time shall not be permitted. These include billboard signs with electronic changing copy that respond to text messages, phone calls or e-mails from passing drivers or that request immediate response by text, phone, e-mail etc.

PATTISON RESPONSE:

Interactive billboard messaging are not part of our existing inventory of electronic changing copy structures, our inventory solely displays static images which meet your criteria noted above.

3.11 Sign Animation

Animation refers to any motion in the advertisement, including video, special effects within a single frame and transition, movement and rotation between successive frames.

- There shall be no animation, flashing movement or appearance of movement on a billboard with electronic changing copy, except where the billboard sign with electronic change copy is not visible from any vehicular road way.

PATTISON RESPONSE:

Our proposed electronic changing copy billboard will provide only static images, whose images will change on 10 second intervals. In addition, there will be no video, or animation or flashing, as well as those criteria mentioned above in the criteria, referred to as, Transition between successive displays.

3.12 Sign Brightness and Luminance

Brightness is the perceived intensity of a source of light. It is the appearance of light to the viewer. Luminance is the amount of light leaving a surface in a particular direction or, the amount of light that is deflected off a surface. Sign Brightness is a function of sign luminance, the background against which the sign is viewed, the driver's age, level of adaptation of the eyes, and atmospheric conditions such as fog.

Brightness can be measured as luminance, in candelas per square m (cd/m²) or illuminance in foot-candles (fc). Luminance is the amount of light that is emitted from a surface, while illuminance is the amount of light falling upon a surface. The human eye is drawn to the brightest objects in a field of view and this is generally referred to as the "moth effect". A brightly illuminated electronic billboard sign could draw a driver's attention away from the road, other vehicles and traffic devices. This is of particular concern at night time, dusk or dawn and during periods of inclement weather. The maximum luminance



level for a billboard sign with electronic changing copy shall be:

- 5000cd/m² from sunrise to sunset (One Nit = One Candela per m² (cd/m²))
- 300cd/m² from sunset to sunrise (One Nit = One Candela per m² (cd/m²))
- The maximum illumination level for a billboard sign with electronic change copy shall be 0.3 lux above ambient light levels (One Lux = 0.093 foot-candles (fc))
- All billboard signs with electronic changing copy shall be equipped with ambient light sensors and automatic dimmers that control the light output relative to ambient conditions
- Electronic billboards signs shall be illuminated between the hours of 5:00 a.m. and 12 mid-night only each day.

To measure illumination, the International Sign Association (2011) has provided the following equation to determine the distance away from the billboard sign, at which the measurement shall be taken:

- Measurement Distance = Square Root of (Sign Area (m²) x 100)

PATTISON RESPONSE:

Our proposed billboard will adhere to the proposed criteria of 5,000 nits during the day and powering down to 300 nits during the night. Many of the other municipalities in Ontario have similar illumination levels that we are currently adhering too. In addition, our LED digital signs are equipped with a "honeycomb filter" which in controls the overall brightness of the board with respect to ambient light levels. Our digital signs are controlled by having a camera on an arm placed in front of our boards and monitored remotely at our head office in Mississauga. Therefore any breakdowns, malfunctions, etc. to our billboard while operating can be immediately detected and rectified. Therefor it is our opinion we comply with this criteria. We can certainly adhere to the hours of illumination of 5:00 AM and 12 midnight only, dally.

CONCLUSION:

It is important to note that these are guidelines and are not contained in a municipal sign bylaw, but provide the same affect, save and except, applications of this nature will be reviewed on a one off basis by staff and decided upon by way of a minor variance heard through a Committee of Council. Therefore, it is the will of Council that all future applications for electronic changing copy billboard signs will be dealt with in this manner.

Contained in the guideline document are 12 criteria used in determining the acceptance of an application for electronic changing copy. Having reviewed those guidelines against our application for minor variance, we are of the opinion that we meet 11 of the 12 guidelines. The single guideline not met being Items:

- **Section 3.5;** no part of a billboard sign with electronic changing copy shall Be located closer than 7.5 meters to the street line; (240-07)
- no part of a billboard sign with electronic changing copy shall be: Located closer than 250 m measured in a straight line from a residential zone

Our position is the digital sign being proposed is consistent with many of the digital approvals that have been granted by the City of Mississauga over the last two years, except that most signs that have been approved and



installed thus far in Mississauga are larger in overall display area. There will be no video effects, animation, motion, or flashing. The change from one image to the next shall be instant with a 10 second dwell time in between each change so as not to cause distraction.

The overall height of the sign will be 7.65m (25'), is not multi-faced, and shall have a maximum sign area of 18.6m² per sign face. The Proposed Sign will comply with the time-of-day operation and illumination levels as prescribed by the Sign By-law, it is the belief that the Proposed Sign will not adversely affect adjacent premises

When reviewing our **attached revised sign variance rationale** against these newly adopted guidelines by City Council, we are of the opinion that our application truly meets the spirit of the guidelines.

Prepared and Submitted by: Steve Wolowich and Marcia Marciniak Pattison Outdoor Advertising

City of Mississauga

Corporate Report



Date: 2019/08/23

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 19/001 W6

Meeting date:
2019/10/07

Subject

RECOMMENDATION REPORT (WARD 6)

Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home

5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive

Owner: Yee Hong Centre for Geriatric Care

File: OZ 19/001 W6

Bill 139

Recommendation

1. That the application under File OZ 19/001 W6, Yee Hong Centre for Geriatric Care, 5510 Mavis Road to amend Mississauga Official Plan to Residential High Density – Site 7 (East Credit Neighbourhood), as amended, to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home in conformity with the provisions outlined in Section 4 of Appendix 1 be refused.
2. In the event of an appeal, that City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend any Local Planning Appeal Tribunal hearing on the subject application under File OZ 19/001 W6, Yee Hong Centre for Geriatric Care, 5510 Mavis Road to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home, in support of the recommendations outlined in the report dated August 23, 2019 from the Commissioner of Planning and Building, that concludes that the proposed official plan amendment is not acceptable from a planning standpoint and should not be approved.
3. In the event of an appeal, that City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed

necessary during or before any Local Planning Appeal Tribunal hearing process, however if there is a potential for settlement then a report shall be brought back to Council by Legal Services.

Report Highlights

- The application is seeking to amend the policies of the official plan to allow a an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home in conformity with the provisions outlined in Section 4 of Appendix 1
- It has been concluded that the proposed development is not supportable from a planning perspective for several reasons including height, transition, and lack of conformity to the intent, goals and objectives of the official plan and adverse impacts upon neighbouring lands
- Staff require direction from Council to attend any LPAT proceedings that may take place in connection with the application and in support of the recommendations outlined in this report

Background

A public meeting was held by the Planning and Development Committee on June 24, 2019, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0056 -2019 was then adopted by Council on July 3, 2019.

1. That the report dated May 31, 2019, from the Commissioner of Planning and Building regarding the application by Yee Hong Centre for Geriatric Care to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing five storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, be received for information.
2. That two oral submissions be received.

Comments

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan change. All property owners within 120 m (393 ft.) were notified of the application on March 6, 2019. Three written submissions were received.

The public meeting was held on June 24, 2019. Two members of the public made deputations regarding the application. In addition, open houses hosted by Yee Hong and attended by

Councillor Starr and staff, were held on September 11, 2017, September 18, 2017, and January 17, 2018. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on February 22, 2019. A summary of the comments are contained in the Information Report attached as Appendix 1.

PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in Appendix 2. The application is not consistent with the *Provincial Policy Statement* and does not conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from Residential High Density – Site 7 (East Credit Neighbourhood) to Residential High Density – Site 7 (East Credit Neighbourhood), as amended.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

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

In summary, while both Provincial and City policies support seniors housing the application as proposed cannot be supported for the following reasons:

- The City Structure hierarchy as set out in the official plan does not contemplate 18 storey buildings in neighbourhoods;
- The proposed heights do not respect the surrounding context;
- There is not an appropriate transition to surrounding lands; and,
- The existing permissions for a six to nine storey building are an exception to all of the above and to further increase the building to 18 storeys is not consistent with the goals, objectives and policies of the official plan

Should the applications be approved by Council, the implementing official plan amendment will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

City of Mississauga

Corporate Report



Date: 2019/05/31

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 19/001 W6

Meeting date:
2019/06/24

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing 5 storey long term care home

5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive

Owner: Yee Hong Centre for Geriatric Care

File: OZ 19/001 W6

Bill 139

Recommendation

That the report dated May 31, 2019, from the Commissioner of Planning and Building regarding the application by Yee Hong Centre for Geriatric Care to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, be received for information.

Background

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

PROPOSAL

Yee Hong Centre for Geriatric Care would like to expand their existing operation to include an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home. Although the Zoning By-law currently permits an additional 6 to 9 storey building, the official plan has a maximum floor space index (FSI) of 1.75 on this site, a maximum height of 4 storeys is permitted in Neighbourhoods, and significant growth is directed to the downtown, nodes and intensification

corridors. The applicant is seeking Council's approval to amend the Residential High Density - Special Site 7, East Credit Neighbourhood policies to permit additional height and density in the Official Plan prior to proceeding with separate rezoning and site plan applications.

During the ongoing review of this application, staff may recommend different land use policies to implement the proposal.

Comments

The property is located at the southwest corner of Mavis Road and Father D'Souza Drive within the East Credit Neighbourhood Character Area. The site is currently occupied by a five storey long term care home and surface parking lot.



Aerial image of 5510 Mavis Road



Applicant's rendering of the proposed 18 storey seniors' apartment building and 13 storey retirement home/ seniors' apartment building

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 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

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. The matters to be addressed include evaluation of the appropriateness of the proposed height and density, and assessment of comments received through community consultation.

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: Yee Hong Centre for Geriatric Care

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1. Site History

- August 15, 2001 – Official Plan Amendment and Rezoning, under File OZ 00/047 W6, were approved for a five storey long term care facility with maximum of 200 beds and a six to nine storey seniors' apartment building with a maximum of 212 units
- January 14, 2002 – Site Plan application for a five storey, 200 bed long term care facility approved under File SP 01/121 W6
- June 20, 2007 – Zoning By-law 0025-2007 came into force. The subject lands are zoned RA2-24 (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 the new Mississauga Official Plan apply. The subject lands are designated Residential High Density, Site 7 East Credit Neighbourhood

2. Site and Neighbourhood Context

Site Information

The property is located at the southwest corner of Father D'Souza Drive and Mavis Road in a residential neighbourhood containing detached and semi-detached dwellings, and townhomes on the east side of Mavis Road within the East Credit Neighbourhood. A place of religious assembly is located on the north side of Father D'Souza Drive. Heartland

Town Centre is located two blocks to the north, north of Matheson Boulevard West. The site is currently occupied by a five storey seniors' long term care building and surface parking lot.

There is bus service via route 61 on Mavis Road which connects to the City Centre Transit Terminal.



Image of existing conditions facing south
from Father D'Souza Drive

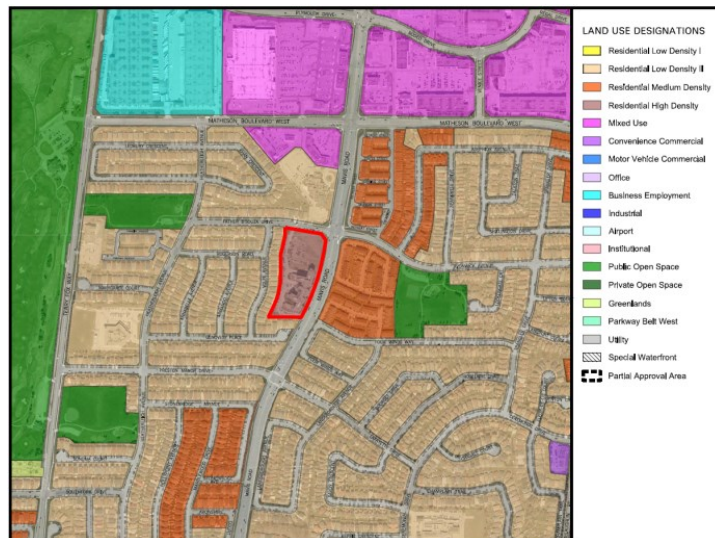
Property Size and Use	
Frontages:	227.95 m (747.87 ft.)
Depth:	110.16 m (361.42 ft.)
Gross Lot Area:	2.23 ha (5.51 ac.)
Existing Uses:	5 storey long term care home

Surrounding Land Uses

Immediately north of the property, on the north side of Father D'Souza Drive, is a place of religious assembly (St. Francis Xavier Church) and detached dwellings. To the west and south are semi-detached dwellings. The east side of Mavis Road is comprised of condominium townhouse dwellings with no direct access to Mavis Road.

The surrounding land uses are:

North: St. Francis Xavier Church, detached dwellings
East: Semi-detached dwellings
South: Semi-detached dwellings
West: Townhouse dwellings



Aerial Photo of 5510 Mavis Road

The Neighbourhood Context

The subject property is located in the East Credit Neighbourhood, an area that was established in the 1980s and 1990s. The surrounding neighbourhood contains a mix of detached, semi-detached, townhouses, and retail commercial uses including the Heartland Town Centre located 320 m (1,050 ft.) to the north. The Yee Hong long term care facility has been located on the lands since 2003. The facility contains 200 beds.

Demographics

Based on the 2016 census, the existing population of this character area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). The percentage of the neighbourhood population that are of working age is 72% (15 to 64 years of age), with 16% 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 57 % of people living in detached homes (higher than the City's average of 38%). The mix of housing tenure for the node is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.8%. In addition, the number of jobs within this CA is 5,711. Total employment combined with the population results in a PPJ for the East Credit NHD of 45 persons plus job per ha (18.21 ppj/ac.).

Other Development Applications

A development application is in review for the northeast corner of Matheson Boulevard West and Terry Fox Way to permit retail commercial uses, the existing warehouse/distribution centres and gas recovery building under file OZ 13/003 W6 (Orlando Corporation and Stevron Holdings).

Community and Transportation Services

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

The proposed development is located 210 m (689 ft.) west of Four Winds Hollow Park which contains a community play site, a parking lot, soccer field and two tennis courts. Highland View Park is located 267 m (876 ft.) to the west from the proposed development, and contains a community play site and parking lot. Braeben Golf Course is located 561 m (1,841 ft.) west of the proposed development.

There is bus service via route 61 on Mavis Road which connects to the City Centre Transit Terminal.

3. Project Details

The applicant proposes to amend the official plan designation to permit development at a maximum floor space index (FSI) of 2.40; a maximum height of 18 storeys; and to permit a hospice, accessory offices, personal service establishments and a retail store. Should the official plan amendment be approved, the applicant will submit a rezoning application to

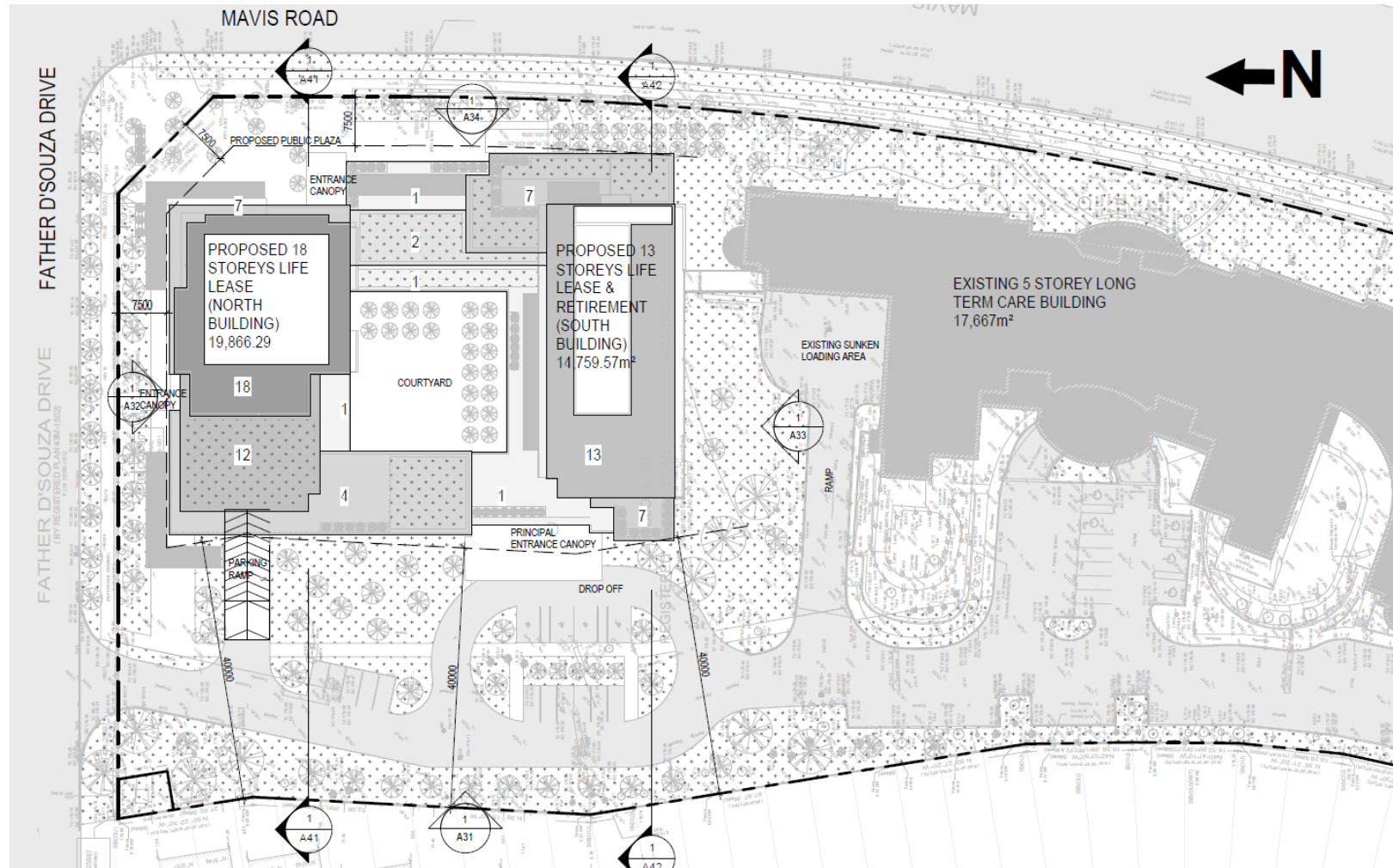
permit an 18 storey senior's apartment building, 13 storey retirement home/senior's apartment building, hospice, and retention of the existing five storey long term care home.

Development Proposal	
Application submitted:	Received: January 24, 2019 Deemed complete: February 19, 2019
Developer/ Owner:	Yee Hong Centre for Geriatric Care
Applicant:	Barry J. Morrison & Associates Ltd.
Number of units:	Not available
Existing Gross Floor Area:	17 667 m ² (190,166 ft ²)
Proposed Gross Floor Area:	34 615.86 m ² (372,602 ft ²)
Total Gross Floor Area:	52 282.86 m ² (562,768 ft ²)
Height:	5 storeys (existing) 18 and 13 storeys (proposed)
Floor Space Index:	2.40
Anticipated Population:	Not available
Parking: resident spaces visitor spaces Total	Not available

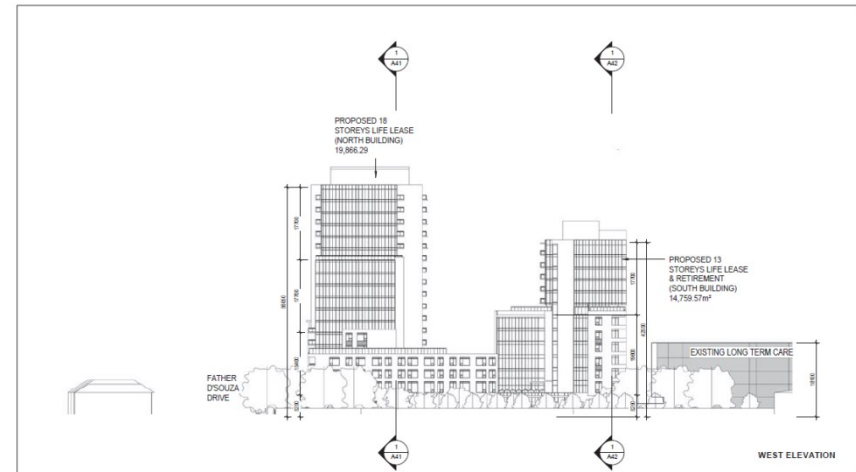
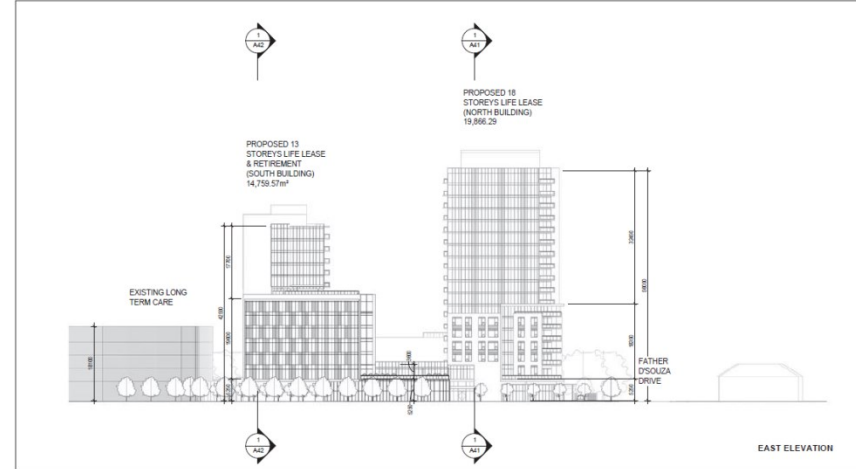
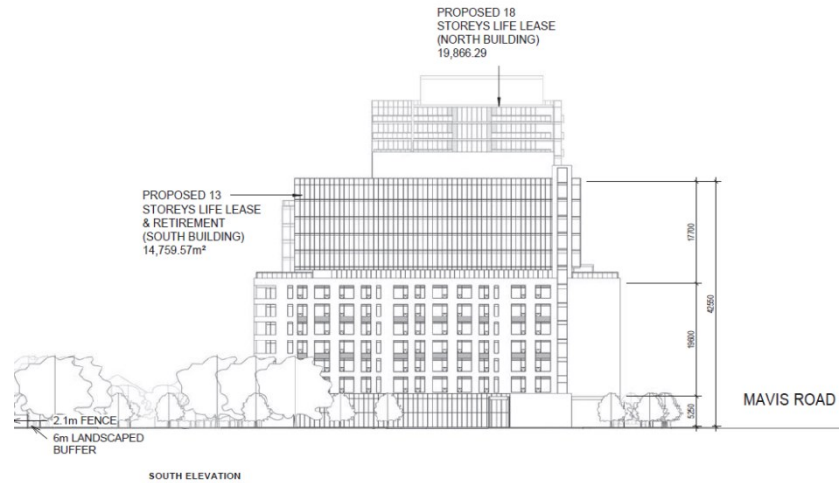
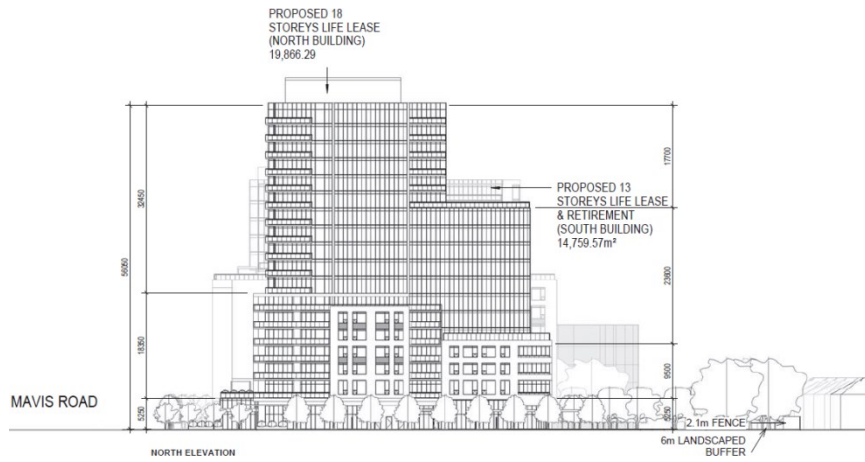
Supporting Studies and Plans

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

- Planning Justification Report
- Urban Design Brief
- Soil Investigation
- Phase 1 Environmental Site Assessment
- Geotechnical Investigation
- Qualitative Pedestrian Wind Assessment
- Sun/shadow Study
- Survey



Concept Plan



Elevations



Applicant's Renderings
Mavis Road Frontage (facing southwest)

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

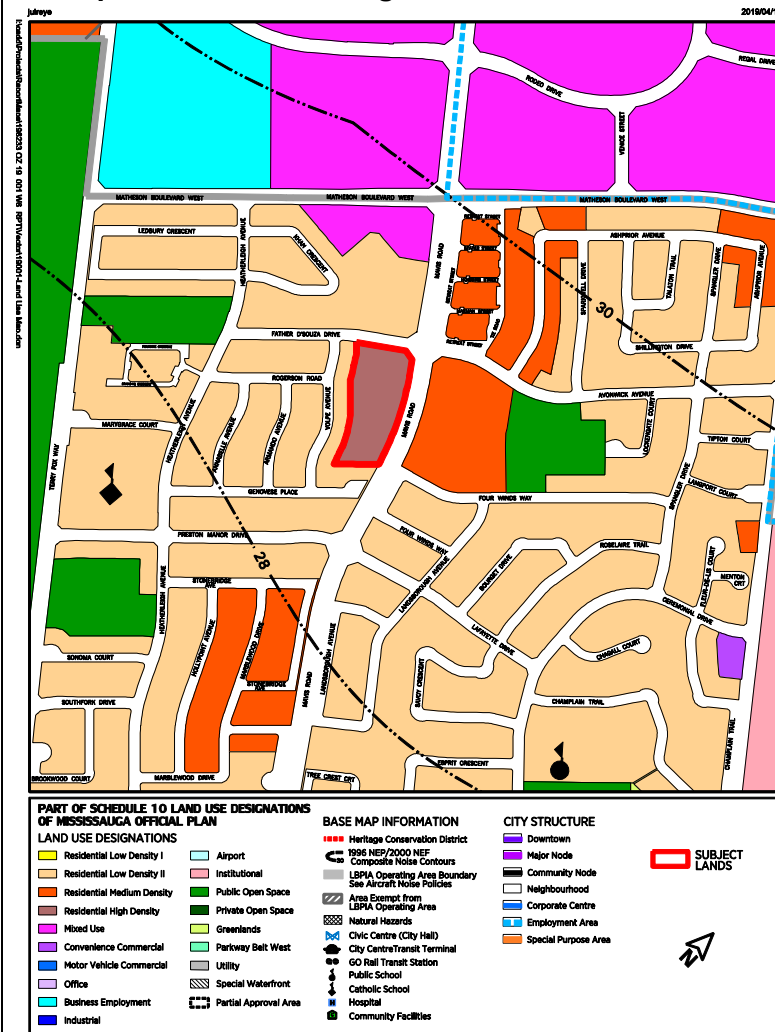
The site is designated **Residential High Density – Site 7 (East Credit Neighbourhood)** which permits apartment dwellings and special needs housing. Site 7 states that notwithstanding the provisions of the Residential High Density designation, development of the property will be permitted up to a maximum floor space index (FSI) of 1.75. The Neighbourhood Character Area policies permit a maximum height of 4 stories.

Proposed Designation

Residential High Density – Special Site 7, as amended (East Credit Neighbourhood) to permit development at a maximum floor space index (FSI) of 2.40, a maximum height of 18 storeys, provided that any portion of the development above 13 storeys shall consist of one single building with a maximum floor plate of 750 m² (8,073 ft²) and be positioned on the northeast corner of the site, and permit a hospice, accessory offices, personal service establishments and a retail store.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Excerpt of East Credit Neighbourhood Land Use



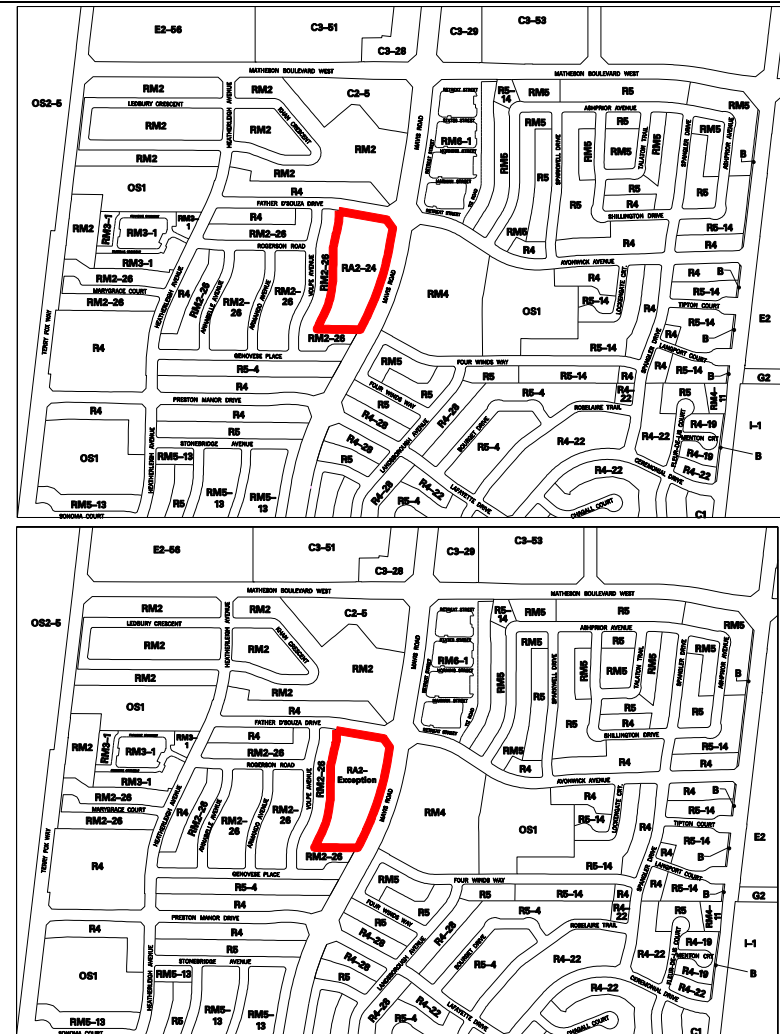
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **RA2 - 24** (Apartment Dwellings), which permits the existing five storey long term care home and a second building ranging in height from six to nine storeys. The maximum floor space index (FSI) is 1.75, with a maximum of 200 long term care beds and a maximum of 212 apartment dwelling units.

Proposed Zoning

The applicant is not proposing an amendment to the zoning by-law at this time. Should the proposed official plan amendment application be approved, they would prepare and submit a future rezoning application.



5. Summary of Applicable Policies

The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. In the sub-sections that follow, a preliminary assessment is provided regarding:

- consistency with the Provincial Policy Statement;
- conformity with the Growth Plan. ;
- conformity with the Region of Peel Official Plan; and
- identification of relevant Mississauga Official Plan policies.

The Provincial Policy Statement and the Growth Plan

evaluations assess both MOP policies (to reaffirm their appropriateness) as well as the proposed development (to ensure it is supportive of the Provincial policy direction). An overview of the Region of Peel Official Plan has also been provided as the Region approved the city's official plan which is the primary instrument used to evaluate applications. Finally, relevant Mississauga Official Plan policies have been identified that will inform the subsequent recommendation report.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS.	The proposed development is being evaluated for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the Growth Plan.	The proposed development is being evaluated with its conformity to the Growth Plan.
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	<p>The lands are located within the East Credit Neighbourhood Character Area and are designated Residential High Density – Site 7 which permits apartments and special needs housing at a maximum floor space index of 1.75.</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. Neighbourhoods will accommodate the lowest densities and building heights, will focus on residential uses and associated services. Neighbourhoods are intended to preserve the</p>	The applicant is proposing to change the designation to Residential High Density – Special Site 7, as amended , to permit development at a maximum floor space index (FSI) of 2.40, a maximum height of 18 storeys, and to permit a hospice, accessory offices, personal service establishments and a retail store. This applicant will need to demonstrate consistency with the intent of MOP with regard to the urban hierarchy, intensification, built form and transition policies.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
	character, cultural heritage and livability of the community and provide a range of housing types.	
Zoning By-law 225-2007	The lands are currently zoned RA2-24 (Apartment Dwellings).	There is no application to rezone the lands at this time. Should this official plan amendment application be approved, a future rezoning application would be required.

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 19/001 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 with the PPS Analysis

<i>Provincial Policy Statement (PPS)</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>File OZ 19/001 W6 Consistency</i>
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 the OP) supports the general intent of the PPS with respect to building strong, healthy communities.	Elements of the PPS are supported through residential intensification, promoting the efficient use of land, facilitating economic growth and providing housing choices within the community. The appropriateness of the proposed level of intensification and built form are being evaluated.
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),	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	The area contains a mix of low-rise housing types. The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 19/001 W6 Consistency
institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.	compatible in built form and scale and respects the surrounding development.	
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <ul style="list-style-type: none"> a) Densities and a mix of land uses which: <ul 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 climate change and promote energy efficiency 4. support active transportation 5. are transit supportive b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3 	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 and respects the surrounding development.	The area contains a mix of low-rise housing types. The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context.
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>MOP has identified appropriate locations for intensification including Downtowns, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors (Hurontario Street and Dundas Street), and Major Transit Station Areas.</p> <p>The East Credit Neighbourhood is not within the locations identified above for intensification and is to be regarded as stable residential area where the existing character is to be preserved.</p>	The application will be evaluated in accordance with the Direct Growth policies of MOP.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (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. 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).	The proposal is being evaluated on its built-form and compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies. This will be included in the next staff report.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 19/001 W6 Consistency
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable.</p> <p>1.4.3 Planning Authorities shall direct new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.</p>	<p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.</p> <p>MOP has directed intensification and growth to areas which can best accommodate it with the necessary infrastructure and services (Intensification Areas). Neighbourhoods are not to be the focus for intensification as services and infrastructure are limited given these areas are considered stable and where the existing character is to be preserved.</p>	<p>This proposal would increase the diversity of housing options for seniors and older persons requiring care.</p> <p>The proposal is being evaluated on its built-form and compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies.</p>
4.0 Implementation and Interpretation		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>.</p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>.</p>	<p>As outlined in the table, relevant MOP policies are consistent with the PPS.</p>	<p>The intensification of the site for senior's housing and care is supportive of a number of PPS policies. However, the applications are being further evaluated on adherence to a range of specific MOP policies including those related to neighbourhood compatibility, transition, massing and the urban hierarchy.</p>

Conformity with Growth Plan 2017

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

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

the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 19/001 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 with the Growth Plan Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 19/001 W6 Conformity</i>
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 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 and respects the surrounding development.	The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context, as well as challenges to infrastructure and congestion.
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 growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.	The appropriateness of the building height and density as it relates to implementing the Vision will be further evaluated.
1.2.1 Guiding Principles		
General Statement of Intent for this Section:	The Vision and Guiding Principles of the Growth	The applications are supportive of many Growth Plan

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>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>Plan are incorporated into MOP, including the following:</p> <p>Section 5 – Direct Growth (addresses prioritizing intensification)</p> <p>Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change)</p> <p>Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities)</p> <p>Section 8 – Creating a Multi-modal City (addresses transportation infrastructure)</p> <p>Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)</p>	<p>principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.</p>
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan.</p>	As illustrated through this table, MOP generally conforms to the Growth Plan.	As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section: Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan.</p>	MOP has been reviewed in respect to the Growth Plan and other applicable Provincial planning documents.	The applications will be reviewed accordingly.
2. Where and How to Grow		
2.1 Context		
<p>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.</p>	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document.	<p>Growth will be directed to intensification areas.</p> <p>The extent to which growth on this site can be accommodated, within a Neighbourhood outside of the City's Intensification Areas, is being evaluated.</p>
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</p>	Growth has been planned and directed to appropriate locations and the City supports complete communities through the following	The subject lands are within a Neighbourhood Character Area which allows for limited intensification in accordance with applicable MOP policies.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
infrastructure, as directed by the upper tier municipality.	<p>sections of MOP:</p> <p>Section 5 – Direct Growth (addresses prioritizing intensification)</p> <p>Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change)</p> <p>Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities)</p> <p>Section 8 – Creating a Multi-modal City (addresses transportation infrastructure)</p> <p>Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)</p> <p>Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated.</p>	
<p>Summary of policies within 2.2.1 Managing Growth:</p> <p>a. Growth should be primarily directed to settlement areas that:</p> <ol 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>	<p>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 ensure that required services and amenities keep pace with development.</p>	<p>The proposal supports this intent by providing proposing a mix of housing options. However, the extent in which density can be appropriately accommodated on site and the adherence of proper built form and transition policies is being evaluated and will be addressed in the next staff report.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 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) <p>c. The Growth Plan will 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>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <ul style="list-style-type: none"> a. encourage intensification generally to achieve the desired urban structure; b. identify the appropriate type and scale of development and transition of built form to 	<p>MOP directs growth to Intensification Areas. 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 and respects the surrounding development.</p>	<p>The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to its compatibility with the City's desired urban structure, appropriate design sensitivity and transition to the surrounding context and adjacent areas.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>adjacent areas;</p> <p>c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</p> <p>d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</p> <p>e. prioritize planning and investment in infrastructure and public service facilities that will support intensification;</p> <p>f. and be implemented through official plan policies and designations, updated zoning and other supporting documents.</p>		
2.2.6 Housing		
<p>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.</p>	<p>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</p>	<p>The proposed development provides a range and mix of housing through provision of senior's and long term care housing.</p>
<p>Relevant Policies:</p> <p>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</p> <p>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)</p>	<p>A diverse range of housing options is encouraged by MOP (MOP Policy 7.2.2). MOP indicates that the City will assist with development of new rental units (MOP policy 7.2.7).</p>	<p>The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>The proposed development provides a range and mix of housing through provision of senior's and long term care housing.</p>
5.0 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>to implement the Growth Plan. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP policy Section 2.0).</p>	<p>in Section 1.0 of the Mississauga Official Plan.</p>

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The proposed development application was circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 7 of this Appendix.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy

complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

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

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this application, some of which are found below. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.5.5.3 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city. <p>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>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>

	Specific Policies	General Intent
		<p>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 transition 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>
Chapter 7 Complete Communities	Section 7.2.1 Section 7.2.2 Section 7.2.7	<p>Housing</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>Mississauga will directly assist all levels of government in the provision of rental housing by:</p> <ul style="list-style-type: none"> a. Supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. Assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and c. Supporting the preservation of the rental housing stock.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3	<p>Mississauga will develop an urban form based on the urban system and the hierarch 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. 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:</p> <ul style="list-style-type: none"> a. respects the urban hierarchy; b. utilizes best sustainable practices;

	Specific Policies	General Intent
	Section 9.5.1.9	<p>c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</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>Tall buildings will generally not be permitted.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> - respect the scale and character of the surrounding area; - minimize overshadowing and overlook on adjacent neighbours; - preserve mature high quality trees and ensure replacement of the tree canopy; and - be designed to respect the existing scale, massing, character and grades of the surrounding area. <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.</p> <p>Development should be compatible and provide appropriate transition to existing and planned development by having regard for the following:</p> <ul style="list-style-type: none"> - the size and distribution of building mass and height; - views, sunlight and wind conditions; - privacy and overlook. <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</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>
Chapter 11 General Land Use Designations	Section 11.2.5.2 Section 11.2.5.6 Section 11.2.5.9 Section 11.2.5.11	<p>In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:</p> <ul style="list-style-type: none"> a. residential dwelling; b. accessory office for physicians, dentists, health professionals and drugless practitioners; c. home occupations; d. special needs housing; and e. urban gardening. <p>Lands designated Residential High Density will permit the following uses:</p>

	Specific Policies	General Intent
		<p>a. apartment dwelling. Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.</p> <p>In addition to the uses permitted in the High Density Residential designation, a convenience commercial facility will be permitted provided that:</p> <p>a. it forms an integral part of the ground floor of the building; and b. is oriented to pedestrian use.</p>
Chapter 16 Neighbourhoods	<p>Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7</p>	<p>For lands within a Neighbourhood, 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>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> <p>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.</p> <p>East Credit Neighbourhood Site 7</p> <p>Notwithstanding the provisions of the Residential High Density designation, development of the property will be permitted up to a maximum floor space index (FSI) of 1.75.</p>
Chapter 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.

	Specific Policies	General Intent
Chapter 20 Glossary	Tall Building	Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system (NOTE: The Mavis Road right-of-way width is 40 metres, and the proposed buildings are 56 metres and 42.5 metres in height making them tall buildings)

6. Community Comments

Pre-application community meetings were held by the Yee Hong Centre for Geriatric Care on September 11, 2017, September 18, 2017 and January 17, 2018. Three written submissions were received, one of which was from 12 residents expressing concerns.

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:

- Overlook from the proposed towers and loss of privacy were concerns
- The two towers will destabilize the character of the neighbourhood
- The towers will reduce light and increase shadow impacts
- There will be a loss of views
- There was a concern with traffic, on-street parking and access on Father D'Souza Drive
- There will be increased emergency vehicles
- Noise impacts were a concern
- Pollution and disturbance during construction
- There was a concern that the proposal will negatively impact property values
- Urban design/architecture is important to evaluate in addition to height
- Will the site be able to accommodate parking requirements

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 3, 2019)	<p>Existing infrastructure consists of a 250 mm (10 in.) diameter watermain on Father D'Souza Drive, a 300 mm (11.8 in.) diameter watermain on Mavis Road, a 340 mm (13.4 in.) diameter sanitary sewer on Father D'Souza Drive, and 300 mm (11.8 in.) diameter sanitary sewer on Mavis Road. This type of development will require a connection to a minimum of 300 mm (11.8 in.) diameter watermain.</p> <p>A satisfactory Functional Servicing Report and Multi-Use Demand Table will be required prior to the approval of a future Rezoning application to determine the proposals impact to the existing system.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense, along with payment of applicable fees, Development Charges and legal costs.</p> <p>The Region of Peel will provide front-end waste collection subject to the site plan satisfying the requirements of the Waste Collection Design Standards Manual.</p>
City Community Services Department –Park Planning Section (May 2, 2019)	<p>In comments dated May 2, 2019, Community Services indicated that proposed development is located 210 m from Four Winds Hollow (P-342), zoned OS1 which contains a community play site, a parking lot, a 7V7 soccer field and two unlit tennis courts. Highland View Park (P-432) is located 267 m (876 ft.) from the proposed development, zoned OS1 and contains a community play site and parking lot. Braeben Golf Course (P-430) is located 561 m (1,841 ft.) from the proposed development and is zoned OS2-5.</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> <p>As part of the zoning and site plan process, arrangements shall be made for the preservation of as many of the existing trees on site as possible. It is the landowner's responsibility to ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without prior approval from the Community Services Department - Park Planning Section.</p>
City Transportation and Works Department (April 10, 2019)	<p>The Transportation and Works Department has received conceptual drawings in support of the above noted application and has not identified issues at this official plan amendment stage. However, the owner has been advised to provide all the reports and technical details in support of this site redevelopment as part of future rezoning application where the feasibility of the comprehensive proposal will be revised and assessed in terms of municipal infrastructure available to service this site.</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"> - Alectra Utilities;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Canada Post; - Enbridge Consumers Gas; - Fire Prevention; - Greater Toronto Airport Authority; - Heritage Mississauga; - Mississauga Transit; and, - Rogers Cable;
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada; - Development Services; - Public Art; - Realty Services; - Trillium Health Partners.

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 massing, density and height?

Development Requirements

Should this application be approved, there are planning matters such as parking requirements, landscaping, setbacks, amenity area and also engineering matters such as traffic impacts, servicing capacity, and stormwater management that will require evaluation through a future rezoning application.

8. Section 37 Community Benefits (Bonus Zoning)

Should this application be approved by Council, staff will evaluate the provision of community benefits through a future rezoning application.

Recommendation Report Detailed Planning Analysis

Owner: Yee Hong Centre for Geriatric Care

5510 Mavis Road

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1. Community Comments

Comments received relate to character, overlook, shadowing, views, traffic, parking, noise, construction, architecture, and property values. The comments are outlined below followed by responses.

Comment

There will be overlook from the proposed towers and a loss of privacy.

Response

In areas where high density development abuts low density development, a 45 degree angular plane is often used to ensure a gradual transition in height and reduce overlook. The proposed concept plan from the applicant shows that a 45 degree angular plane from the adjacent property line to the west (Volpe Avenue) and east (Mavis Road) can be achieved. The angular plane cannot be met to the north (Father D'Souza Drive) where there are detached dwellings and a place of religious assembly. See Section 6 of this report for further details.

Comment

The towers will destabilize the character of the neighbourhood.

Response

The surrounding neighbourhood is comprised by very flat terrain consisting of one and two storey buildings. The policies within the official plan protect the character of neighbourhoods and only allow limited intensification. Intensification and tall buildings are to be directed to Intensification Corridors

(Hurontario Street and Dundas Street), the Downtown, Major Nodes, Community Nodes, Corporate Centres, and Major Transit Station Areas. Staff are of the opinion that permitting an 18 storey and 13 storey building will have a significant impact on the neighbourhood character.

Comment

The towers will reduce light and increase shadow impacts.

Response

The proposed towers will produce increased shadow impacts on the surrounding lands and do not meet the City's criteria within its Standards for Shadow Studies.

Comment

There will be a loss of views as a result of the proposed development.

Response

While a determination of the appropriateness of tall buildings in this area is a valid consideration, which could directly impact views, existing views are not of themselves a matter that can be protected against change.

Comment

There will be increased traffic on Father D'Souza Drive and on-street parking resulting from the proposed development.

Response

The current application is for an official plan amendment only, to determine the high level planning policies and vision. There was no traffic study submitted with this application. Should the

official plan amendment be approved, a separate application would be required to rezone the lands, and a traffic study would be required at that time. On-street parking is currently permitted on Father D'Souza Drive and cannot be reserved for particular residents/users over others.

Comment

There will be an increase in emergency vehicles in the area.

Response

An increase in emergency vehicles entering and exiting the site would be evaluated as part of a traffic study at the time of rezoning.

Comment

There will be noise disturbances to area residents.

Response

Noise related to any possible future construction related to development of the lands is subject to the City's noise by-law which prohibits noise between 7:00 p.m. and 7:00 a.m. and on Sundays and statutory holidays. Noise related to sirens of emergency vehicles cannot be regulated.

Comment

Pollution and disturbance to neighbours will occur during construction.

Response

Any future construction would require a construction management plan including watering to keep dust down and measures to mitigate mud-tracking.

Comment

Property values will be negatively impacted.

Response

The subject lands currently permit seniors' apartments and long term care home. Property values are unlikely to be impacted.

Comment

Attention to design and architectural considerations are important considerations in addition to height.

Response

Should both the subject application and a future rezoning application be approved, architecture and design will be assessed through a separate site plan application prior to any building permit being issued.

Comment

Concern whether the site will be able to accommodate required parking.

Response

Proposed parking is not known at this time. Parking provision is required in accordance with the City's Zoning By-law. Should this application be approved, conformance with the required parking rates and any proposed reduction in parking rates will be assessed through a future rezoning application.

2. *Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019*

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

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

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

3. Consistency with PPS

Section 1.1.3.3 of the PPS states that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate Intensification Areas (the

Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas) as the focus for intensification.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourage an urban form that respects the urban hierarchy and city structure and provide appropriate transitions to neighbouring uses.

Section 1.1.1(b) and 1.4.1 of the PPS states that Planning authorities shall provide for an appropriate range and mix of housing, including affordable housing and housing for older persons.

Section 7.2 of MOP (Housing) has policies encouraging a range of housing choices by type, tenure, and price and special needs including housing for the elderly.

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

4. Conformity with Growth Plan

Section 2.2.2.4 (b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development.

Section 9.2.2 states that Non-Intensification Areas (Neighbourhoods, Employment Areas; Special Purpose Areas and Corridors) will experience limited growth and change and intensive growth will not be directed to them. They will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas.

The relevant MOP policies in this report conform with the *Growth Plan for the Greater Golden Horseshoe*.

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

5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and

design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas that will promote a desirable urban form that supports transit.

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

6. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the East Credit Neighbourhood Character Area, to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***

- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

The subject site is designated **Residential High Density – Site 7 (East Credit Neighbourhood)**, which permits apartments and special needs housing. Site 7 states that the property may be developed to a maximum floor space index (FSI) of 1.75. The neighbourhood character area policies permit a maximum height of four storeys.

Land Use

The official plan permits special needs housing in all residential designations. The plan also states that Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price, and the production of housing for those with special needs, such as housing for the elderly. Regarding the test of whether the lands are suitable for the proposed uses and compatible with existing and future uses of the surrounding lands, the proposed seniors' apartments, retirement home, hospice and existing long term care home are all suitable for the lands and compatible with the surrounding lands. There is no issue with land use as staff fully supports the existing and proposed uses and the valuable work that the Yee Hong Centre provides to the community.

Directing Growth

The Official Plan has a defined City Structure to recognize the different functions that various areas of the City serve and to establish a planning framework to guide development. The City Structure is based upon the following urban hierarchy:

- Downtown – containing the highest densities, tallest buildings and greatest mix of uses;



- Major Nodes – providing a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City;



- Community Nodes – providing for similar mix of uses as Major Nodes, but with lower densities and heights;



Community Nodes

- Corporate Centres – providing employment uses at densities and heights similar to Major Nodes and Community Nodes;



Corporate Centres

- Neighbourhoods and Employment Areas - accommodating the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities;



Neighbourhoods



Employment Areas

- Special Purpose Areas – with densities, building heights and mix of uses related to the unique role these areas play within the city.

The subject site is located within a designated Neighbourhood (East Credit) in terms of the official plan's city structure hierarchy. The official plan policies state 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. A maximum building height of four storeys is permitted in Neighbourhoods, whereas the proposal is seeking to permit an 18 storey and 13 storey building.

The Plan also states that proposals for heights more than four storeys will only be considered where it can be demonstrated to the City's satisfaction that:

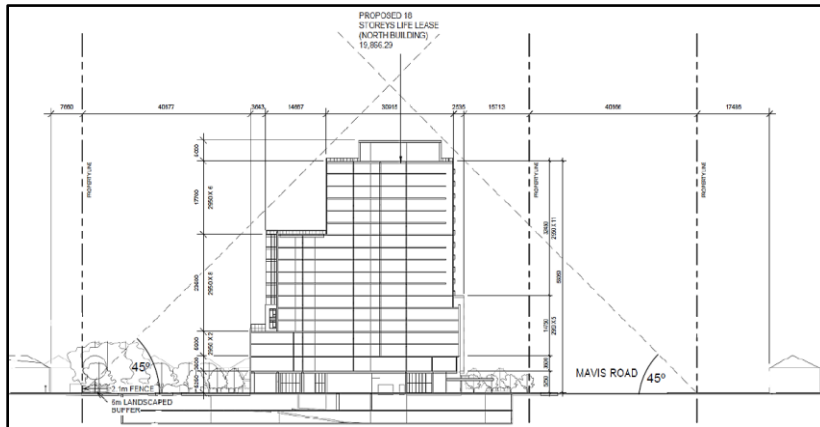
- An appropriate transition in heights that respects the surrounding context will be achieved;
- The development proposal enhances the existing or planned development;
- The City Structure hierarchy is maintained; and
- The development proposal is consistent with the policies of this Plan.

Transition

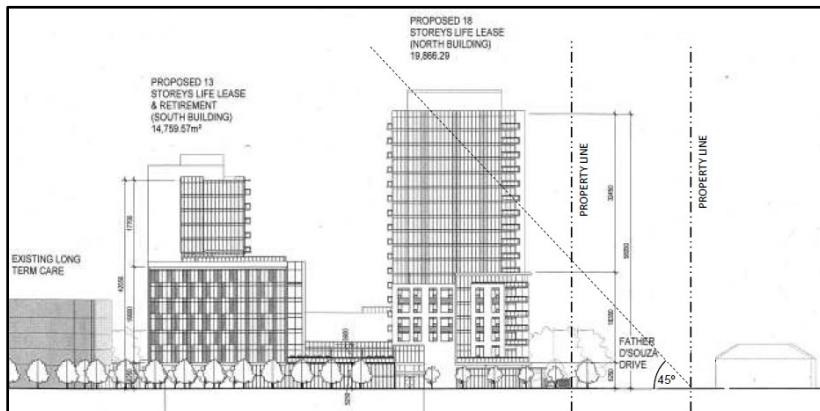
The application of an angular plane of 45 degrees is one method commonly used in planning and design studies to demonstrate a gradual transition in height between existing areas of low rise residential development and areas where high density development may be appropriate.

The applicant has provided the below diagram to demonstrate that the building meets a 45 degree angular plane to the semi-

detached dwellings to the west and the townhomes on the east side of Mavis Road.



However, they are not proposing to provide the same transition in height with the detached dwellings and place of religious assembly located to the north, as demonstrated by the below diagram prepared by staff.



Context

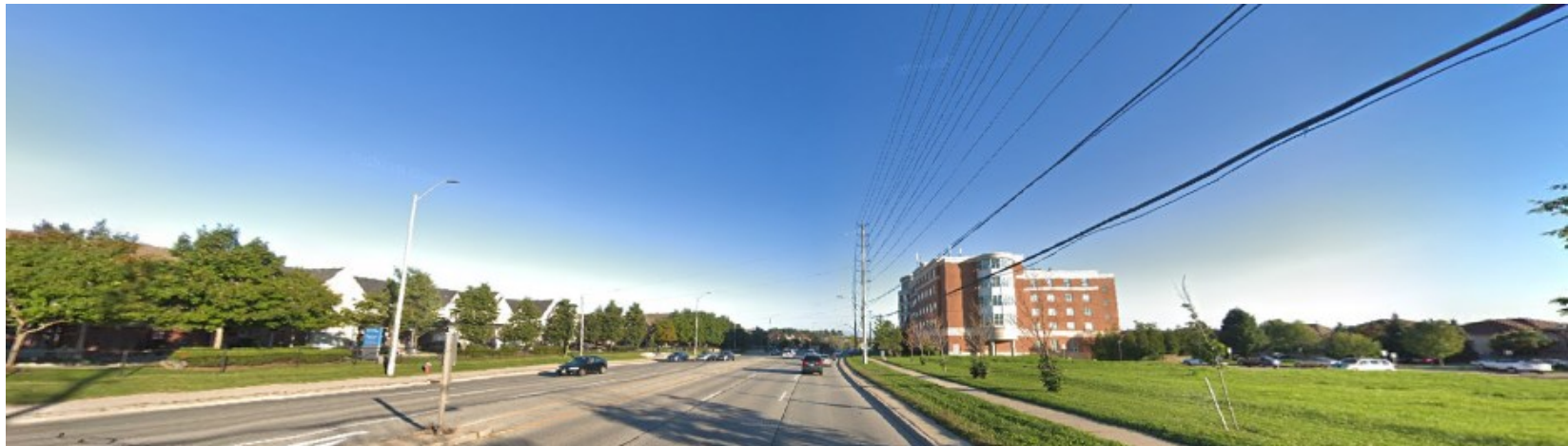
The surrounding neighbourhood is very flat and comprised of low rise detached dwellings, semi-detached dwellings and townhomes. The existing five storey long term care home on the subject lands is the tallest building in the neighbourhood. The current zoning provisions allow a second building ranging in height from six to nine storeys, which is a significant departure from the predominant character. Going up to 18 storeys is unprecedented in this area. Those heights are found 2.1 km to the south at the intersection of Mavis Road and Eglinton Avenue West. The heights of those buildings are ten to 19 storeys, were built under a different planning regime, and are located at this major intersection.

At the time of the original application for the Yee Hong Centre for Geriatric Care in 2000, the lands on the east side of Mavis Road were designated for mid-rise apartment buildings with an FSI of 1.0-1.8 times coverage. Through various applications, the apartment permissions were removed and replaced with lower built forms. Even within the context of apartment permissions on the east side of Mavis Road, and different Official Plan policies, the 2000 application needed to be revised from a maximum height of ten storeys to nine storeys.

The following images show the existing context, character and building heights along Mavis Road directly in front of the subject lands.



Facing North



Facing South

The Neighbourhood policies of the official plan do state that where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres. However, the plan goes on to state that development on corridors should be appropriate to the context of the surrounding Neighbourhood and 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.

The official plan states that tall buildings will generally not be permitted within Neighbourhoods. The proposed application does not meet this policy as tall buildings are defined as buildings having a height greater than the width of the street on which they front. Mavis Road is 40 m (131.2 ft.) wide in this location and the proposed buildings are 56 m (183.7 ft.) and 42.5 m (139.4 ft.) tall, qualifying both as tall buildings in the context of a designated stable Neighbourhood.

The Plan states that new development in Neighbourhoods does not need to mirror existing development, but it must minimize overshadowing and overlook on adjacent neighbours, and be designed to respect the existing scale, massing, character and grades of the surrounding area.

Shadow Impacts

Given the bulk and height of the proposed development, there will be a greater shadow impact on the surrounding area than the approved six to nine storey as-of-right building currently

permitted by the zoning by-law. The proposed development does not meet the City's Standards for Shadow Studies criteria related to 'Building Faces for Solar Energy' for the single family homes on the north side of Father D'Souza Drive and the townhomes on the east side of Mavis Road, nor the 'Public Realm' criteria for the boulevard on the east side of Mavis Road, whereas the as-of-right development does meet these criteria

Wind Impacts

The height and mass of the proposed development also has increased impacts from wind due to wind downwashing from the tower along Father D'Souza Drive. The result will be uncomfortable winter conditions along the north elevation that will require wind mitigation measures whereas the as-of-right development does not require wind mitigation measures.

As a result of the above analysis, while the use is supported the proposed heights are not for the following reasons: it does not respect the surrounding context; provide an appropriate transition to surrounding lands; maintain the City Structure hierarchy; and are not consistent with the policies of the official plan.

Although the official plan allows for amendments and to consider moderate intensification within neighbourhoods, the proposal has not met the criteria, and has not addressed a number of considerations including wind impacts, shadowing on the sidewalks and existing homes, and lacks sufficient transition specifically to the detached dwellings and place of religious assembly to the north.

If the proposed tall building heights were approved in a Neighbourhood within a low rise residential context, it could set a precedent for other such proposals in other areas of the City outside of intensification areas, and would adversely impact and destabilize the overall intent, goals and objectives of the official plan, and the development and functioning of the neighbouring lands.

7. Services and Infrastructure

As the subject application is only seeking to amend the official plan, the high level planning vision and policies, there have been no detailed studies submitted to assess traffic or servicing infrastructure. Should the official plan amendment be approved, a separate rezoning application would be required to rezone the lands to permit the proposed development, at which time a traffic impact study and functional servicing report will be required to assess whether the existing infrastructure is adequate to support the proposed development.

8. Bonus Zoning

Should this application be approved by Council, staff will evaluate the provision of community benefits through a future rezoning application.

9. Site Plan

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

10. Conclusions

In conclusion, City staff has evaluated the application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial policy, the City's Strategic Plan and the Official Plan are supportive of seniors housing. It is recognized that as the City's population ages there will be an increasing demand for this type of housing to allow people to age in their communities. While the proposed land use is supported, the form of the proposal is not.

The official plan directs tall buildings away from stable neighbourhoods. The proposed height and built form are not compatible with the surrounding neighbourhood context and does not maintain the urban hierarchy of the official plan, and provides excessive heights in a low rise neighbourhood that is not an intensification area.

The applicant has submitted shadow and design studies to address compatibility concerns however there will be issues regarding shadowing on the detached dwellings to the north and townhomes to the east, as well as the street. Further, it will create an unacceptable wind condition along the north elevation.

City of Mississauga

Corporate Report



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:
H-OZ 18/004 W3

Meeting date:
2019/10/07

Subject

REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)

Application to remove the "H" Holding Symbol to permit a 14 storey apartment building and 16 stacked townhomes

4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East

Owner: Hazelton Development Corp.

File: H-OZ 18/004 W3

Recommendation

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/004 W3, Hazelton Development Corp., 4064, 4070 and 4078 Dixie Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

Report Highlights

- As the applicant has satisfied the conditions of the "H" holding symbol, the application to lift the "H" holding symbol can be supported and the corresponding by-law can be prepared for Council's passing once the Development Agreement is finalized
- The City is seeking a Community Benefit under Section 37 of the Planning Act in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning and can be supported subject to execution of a Section 37 Agreement
- The Community Benefit contribution is \$328,750.00, which will be used towards the installation of a spray pad at Garnetwood Park, improvements to Beechwood Park and Rathwood Park and traffic calming along Hickory Drive

Background

On June 25, 2018, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on these lands to permit a 14 storey apartment building and 16 stacked townhomes.

PDC passed Recommendation PDC-0064-2018, which was adopted by Council on July 4, 2018.

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning. Appendices 3 and 4 include the proposed site plan and rendering.

Council required the "H" holding symbol be applied to the zone to allow time for technical matters and the recommended Community Benefit contribution to be addressed. The "H" holding symbol was to remain in effect until the provisions have been fulfilled.

Appendix 5 identifies the "H" holding provisions.

Comments

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

Each of the conditions for removing the "H" holding provision has been fulfilled as follows:

1. The City and Region of Peel are satisfied with the functional servicing plan, transportation impact statement and noise impact study.
2. A draft development agreement has been submitted and reviewed and is at a satisfactory stage. The by-law to lift the "H" holding symbol will not be brought forward until the development agreement is executed.
3. The City and Region of Peel are satisfied with the establishment of an easement for access and construction over the lands of 4050 Dixie Road.
4. Access to the site is satisfactory to the City and Region of Peel.
5. The City is satisfied with the establishment of a north-south easement along the west property line.
6. Fire prevention arrangements are deemed satisfactory to the City.
7. The Section 37 Agreement contribution has been included as Schedule 'F' of the development agreement and has been reviewed and is at a satisfactory stage. The by-law to lift the "H" holding symbol will not be brought forward until the development agreement is executed.

Section 37 Community Benefits Proposal

Recent changes to the *Planning Act* through Bill 108, *More Homes, More Choices Act* will impact the City's ability to achieve Community Benefits. Bill 108 establishes a Community Benefits Charge by-law that combines Section 37 contributions, soft services development charges and parkland dedication. Legislative provisions for the Community Benefits Charge are expected to come into force by January 1, 2020 and municipalities are required to transition to the new regulations by January 1, 2021. A further report will be brought forward once the Community Benefits regulations have been received from the Province.

Until such time that Bill 108 regulations have been adopted, Corporate Policy and Procedure 07-03-01– Bonus Zoning adopted by Council on September 26, 2012 is applicable. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefit" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential community benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities or the provision of streetscape improvements.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 3 Councillor, Chris Fonseca to discuss the possible community benefits relating to the proposal. Discussions were also held with representatives from different departments within the City, the applicant and the owner.

The Community Benefit will include:

- Funds toward the installation of a spray pad in Garnetwood Park – \$167,000.00
- Funds towards lighting, park benches, fitness equipment and other improvements to Beechwood Park and Rathwood Park - \$121,750.00
- Traffic calming along Hickory Drive - \$40,000.00

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered good planning regardless of the Community Benefit contribution.

The Recommendation Report dated June 01, 2018 presented to PDC on June 25, 2018, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved, as they are acceptable from a planning standpoint and represent good planning.

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

The proposed contribution toward a spray pad in Garnetwood Park, traffic calming along Hickory Drive and improvements to Beechwood Park and Rathwood Park will benefit the larger, surrounding community.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraiser to determine the increased value of the land resulting from the height and density increase. The overall increased value of the land has been determined to be \$2,790,000.00. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the land lift value. The contribution of \$328,750.00 represents 25% of the land lift value.

According to the Corporate Policy and Procedure, the provision of eligible Community Benefits will be considered on the following location basis:

- Highest priority - on-site or in the immediate vicinity of the site
- Next priority - Community Benefit contributions in the form of funds used to address city-wide needs which are related to the site, but which cannot economically be included on-site
- Other eligible Community Benefits

A spray pad in Garnetwood Park and improvements to Beechwood Park and Rathwood Park were identified as a need by Ward 3 Councillor Chris Fonseca, and the Community Services Department. Mississauga Official Plan contains policies that encourage parks and open spaces to be designed to meet the recreational needs of the community.

The Transportation and Works Department has requested traffic calming along Hickory Drive in response to identified road safety issues and concerns raised by local residents.

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

The land appraisal report prepared by an independent land appraiser is available for viewing. The proposed contribution towards a spray pad in Garnetwood Park and improvements to Beechwood Park and Rathwood Park is subject to a detailed review by the

Community Services Department. Traffic calming measures to be implemented along Hickory Drive will be reviewed by the Transportation and Works Department.

Section 37 Agreement

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the Community Benefit which will be reflected in the related agreement. The agreement provisions will include the following:

- A Community Benefit contribution valued at \$328,750.00
- The contribution is to be used toward the installation of a spray pad at Garnetwood Park, improvements to Beechwood Park and Rathwood Park and traffic calming along Hickory Drive
- The agreement is to be registered on title to the lands in the manner satisfactory to the City Solicitor

Financial Impact

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

Conclusion

The conditions to remove the "H" holding symbol have now been satisfied. The "H" holding symbol can be removed once the Development Agreement has been executed.

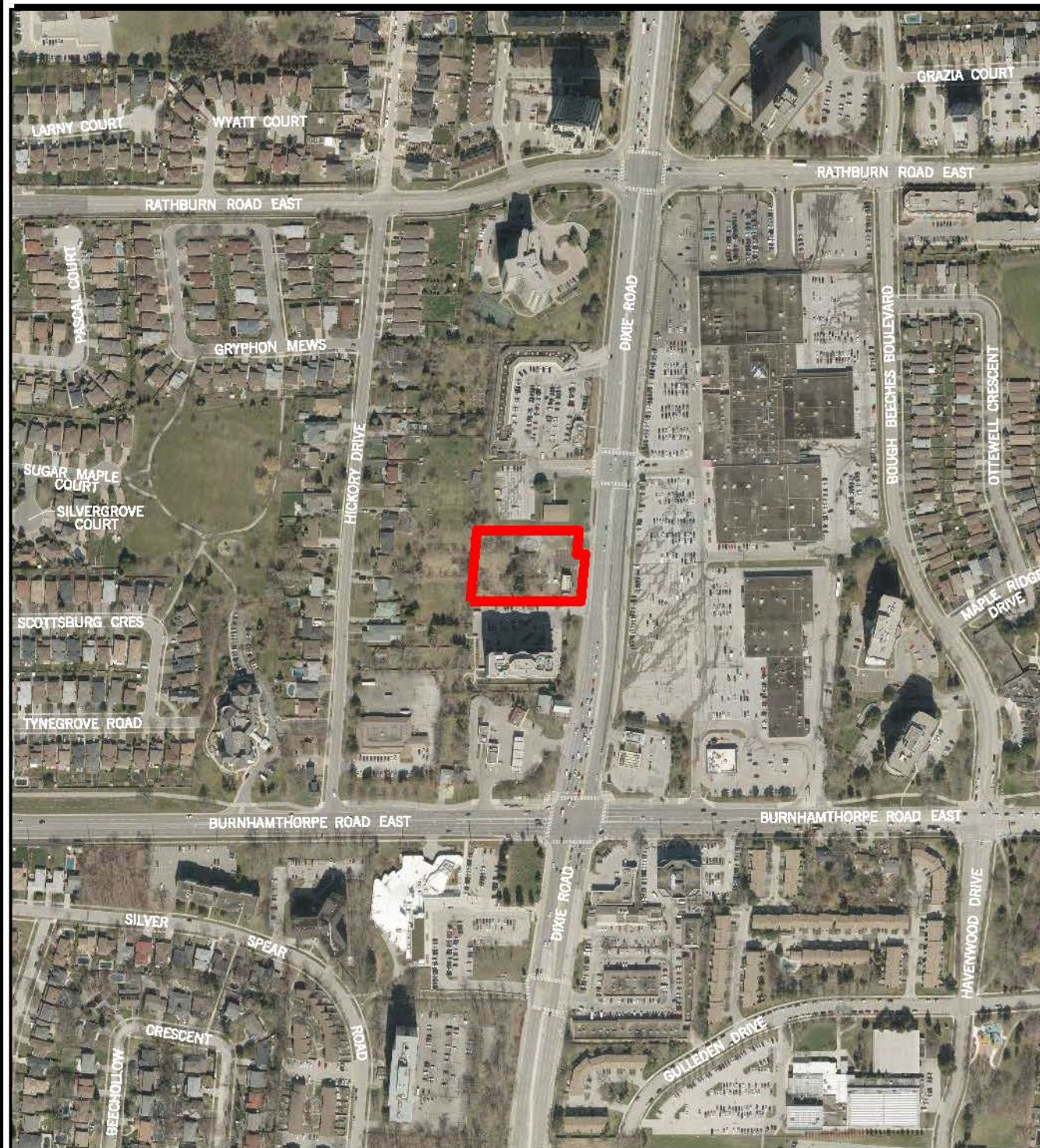
Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Existing Zoning and General Context Map
- Appendix 3: Proposed Site Plan
- Appendix 4: Proposed Rendering
- Appendix 5: Holding Provisions



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

Prepared by: Tori Stockwell, Development Planner

**LEGEND:**

SUBJECT LANDS
4064, 4070 & 4078 DIXIE ROAD

DATE OF AERIAL IMAGERY: SPRING 2018

**TITLE:**

HAZELTON DEVELOPMENT CORP.

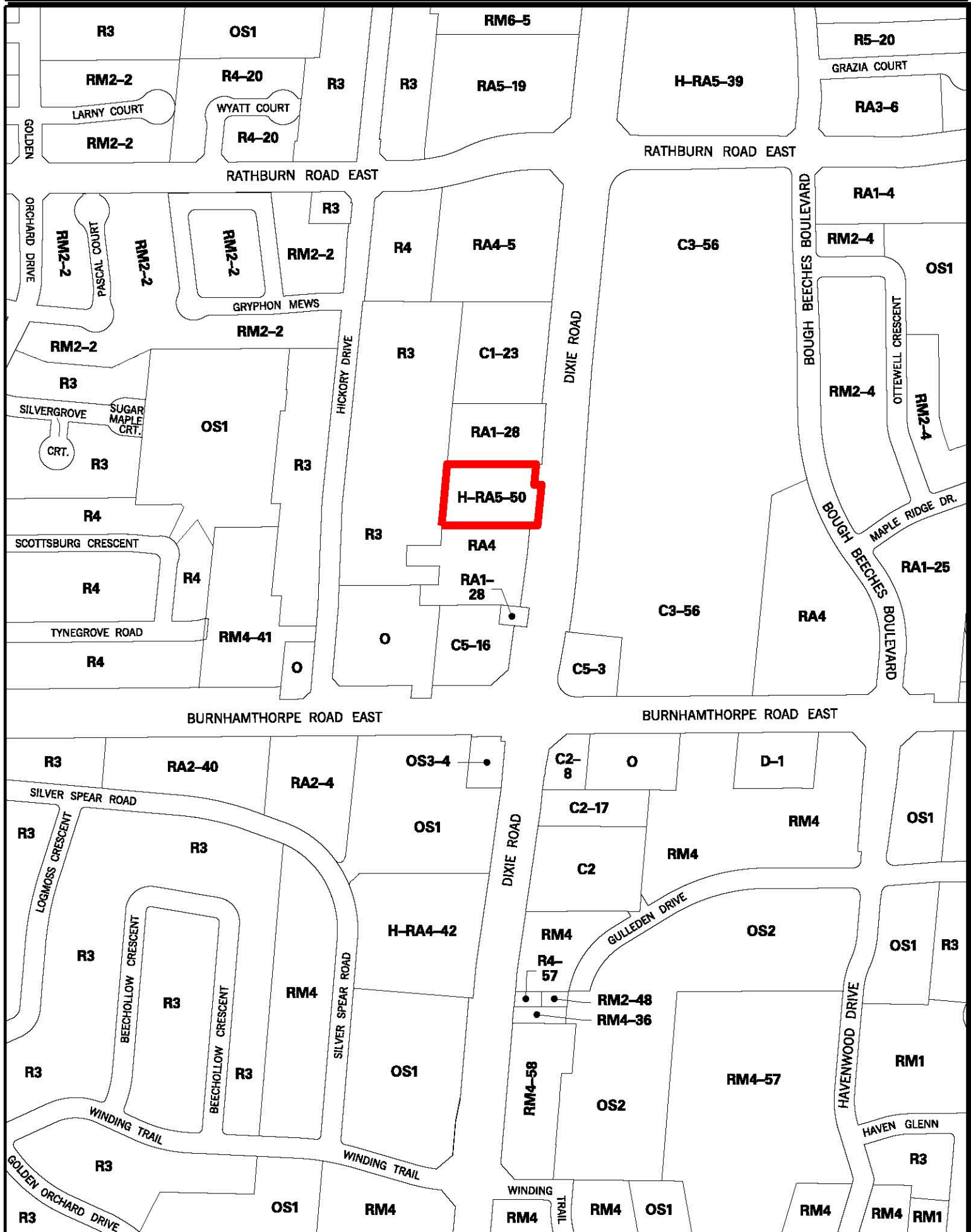
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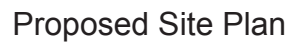
H-OZ 18/004 W3



MISSISSAUGA

Produced by
CPS, Geospatial Solutions







Proposed Rendering

Holding Provision

The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-50 by further amendment to Map 27 of Schedule B contained in [Part 13](#) of this By-law, as amended, upon satisfaction of the following requirements:

- (1) provision of any outstanding technical plans, studies and reports to the satisfaction of the City of Mississauga ("City") and Region of Peel ("Region") including:
 - (1.1) updated functional servicing plan;
 - (1.2) updated transportation impact statement including functional access design details;
 - (1.3) updated noise impact study.
- (2) delivery of an executed Development Agreement including Municipal Infrastructure Schedules in a form and on terms satisfactory to the City addressing and agreeing to the implementation of:
 - (2.1) requirements/conditions of site plan approval;
 - (2.2) warning clauses;
 - (2.3) municipal services;
 - (2.4) road widenings;
 - (2.5) construction and reconstruction;
 - (2.6) signals;
 - (2.7) grading;
 - (2.8) fencing;
 - (2.9) noise mitigation;
 - (2.10) cash contributions, levies and securities;
 - (2.11) land dedications, reserves or easements;
 - (2.12) site development plan;
 - (2.13) landscape plan approvals and conservation;
 - (2.14) such other provisions the City may require in relation to the proposed development.
- (3) establishment of an appropriate easement for access and construction in favour of these lands over the lands of 4050 Dixie Road or a satisfactory alternative to the satisfaction of Legal Services, the Region and Transportation and Works;
- (4) provision of adequate access to the site including roads, sidewalks, traffic signals, street lighting and the location of entrances to and from the site to the satisfaction of the City and the Region;
- (5) establishment of an easement for a north-south interconnection along the west property line to accommodate public pedestrian and vehicular access in the favour of the City;
- (6) accommodation for appropriate fire prevention arrangements;
- (7) delivery of an executed agreement for community benefits pursuant to section 37 of the *Planning Act*, as amended, in a form and on terms satisfactory to the City.

City of Mississauga

Corporate Report



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:
H-OZ 18/003 W3

Meeting date:
2019/10/07

Subject

REMOVAL OF THE "H" SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)

Application to remove the "H" Holding Symbol for the extension of Winchester Drive 4560-4570 and 4572 Tomken Road

Owner: DeZen Realty Company Limited

File: H-OZ 18/003 W3

Recommendation

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/003 W3, DeZen Realty Company Limited, 4560-4570 and 4572 Tomken Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

Background

On March 27, 2002, City Council passed By-law 0134/02 zoning a portion of the subject lands **H-M1** (Industrial Uses – Limited Outside Storage). On June 20, 2007, Council approved Mississauga Zoning By-law No 0225-2007, which rezoned the same portion of the property to **H-E2-22** (Employment – Exception). Upon removal of the "H" holding symbol the by-law will allow for the development of land for the uses outlined in the **E2** (Employment) zone, such as manufacturing, warehouse/distribution facility, and restaurant uses.

The applicant is not proposing any development at this time. As such, a site plan and elevations have not been provided. Any future development will be subject to site plan approval.

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

Council required the "H" holding symbol be applied to the zone to allow time for the following items to be completed:

1. The applicant enter into Servicing and Development agreements to dedicate and construct the road and municipal services required in support of the development of these parcels to the satisfaction of the City.

Comments

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

The condition for removing the "H" holding provision is in the process of being fulfilled as follows:

1. A draft development agreement has been submitted and reviewed and is at a satisfactory stage. It will be finalized and executed in the coming weeks. The by-law to lift the "H" symbol will not be brought forward until the development agreement is executed.

Financial Impact

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

Conclusion

The conditions to remove the "H" holding symbol have now been satisfied. The "H" holding symbol can be removed once the Development Agreement has been executed.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Existing Zoning and General Context Map



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

Prepared by: Adam Lucas, Development Planner

**LEGEND:**

SUBJECT LANDS
4560-4570 & 4572 TOMKEN ROAD

DATE OF AERIAL IMAGERY: SPRING 2018



TITLE:

DeZEN REALTY LTD.

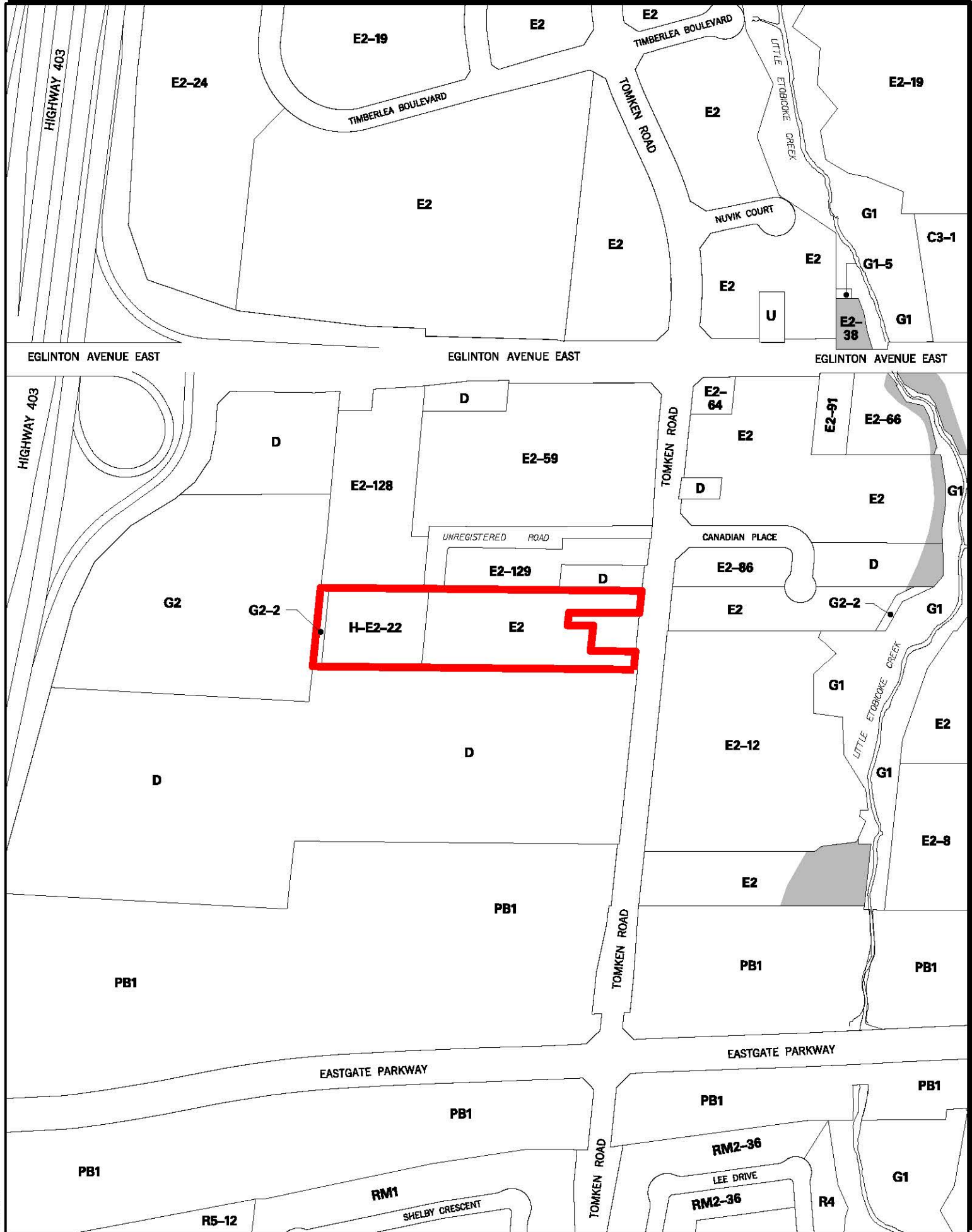
FILE NO:

H-OZ 18/003 W3



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CPS, Geospatial Solutions



City of Mississauga

Corporate Report



Date: 2019/09/13

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 19/008 W1

Meeting date:
2019/10/07

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Rezoning application to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking
78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East**

Owner: Edenshaw Ann Developments Limited

File: OZ 19/008 W1

Bill 139

Recommendation

That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding the application by Edenshaw Ann Developments Limited to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking, under File OZ 19/008 W1, 78 Park Street East and 22 – 28 Ann Street, be received for information.

Background

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

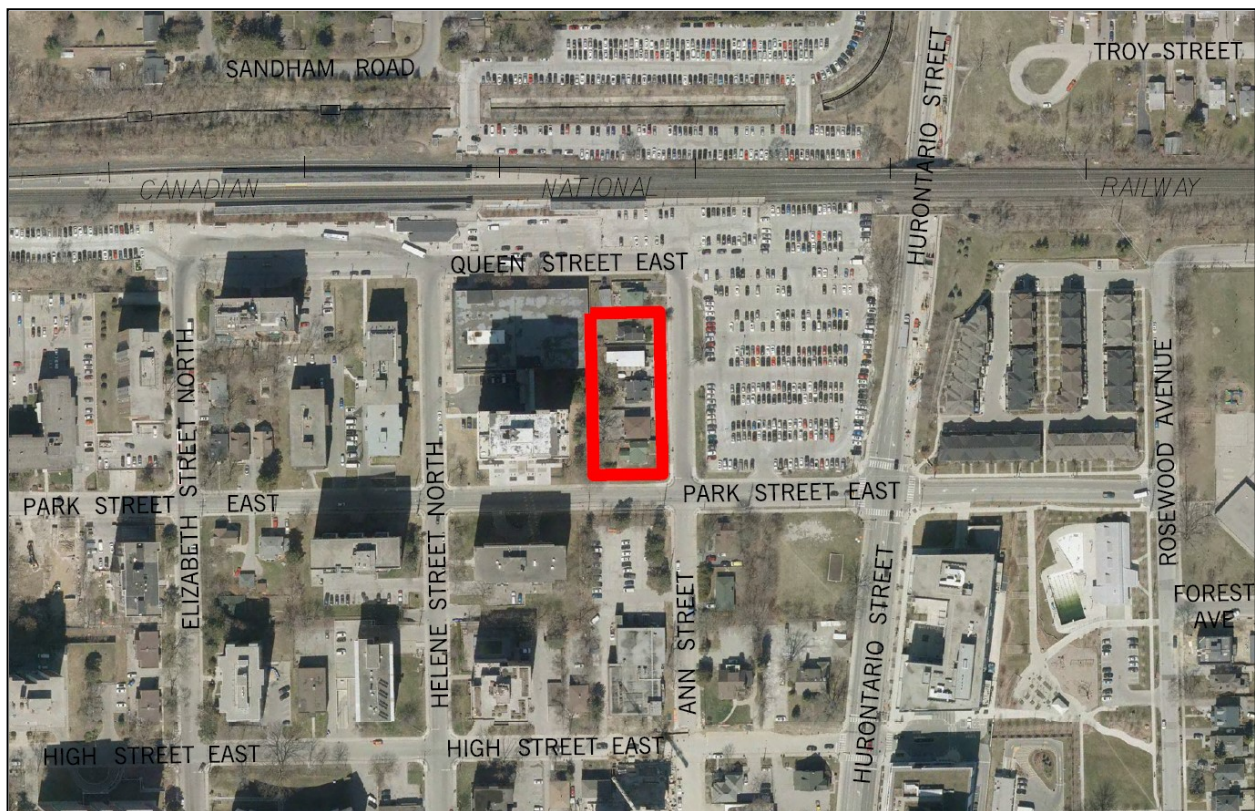
PROPOSAL

The property is designated Mixed Use within Mississauga Official Plan. The Port Credit Local Area Plan permits a total height of 22 storeys for the site. The current Zoning By-law regulations applicable to the site only allow for an 8 storey apartment building. A rezoning application is required to permit a 22 storey condominium apartment building with 313 residential units and 3 live/work units. The zoning by-law will be amended from **H-RA2-48** (Apartments) to **RA5-Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located at the northwest corner of Ann Street and Park Street East, immediately across the street from the Port Credit GO Station parking lot and within the Port Credit Community Node Neighbourhood Character Area. The site is an assembly of 5 properties currently occupied by 4 detached dwellings and a triplex.



Aerial image of 78 Park Street East & 22 – 28 Ann Street



Applicant's rendering of the proposed 22 storey apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure, the provision of housing, the protection of the environment, resources and water and economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit. In particular, major transit station areas are identified to contain the highest densities of development in order to implement transit oriented

development and take advantage of higher order transit usage. The subject property is directly adjacent to the Port Credit GO Station, which is considered a major transit station.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform to the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and generally 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 4.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include, among other items, submission of additional technical information, the configuration of the proposal commercial space, addressing the City's Housing Strategy, review of the proposed massing, the amount of provided parking for overall proposal and site design details.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Ferro, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Ann Developments Ltd

78 Park Street East, 22-28 Ann Street

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1. Site History

- Based on the available aerial photography, the existing detached homes and triplex were already constructed in 1964
- June 20, 2007 – Zoning By-law 0025-2007 came into force. The subject lands are zoned RA2-24 (Apartment Dwellings)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed
- December 11, 2013 – The Port Credit Local Area Plan came into force and effect as part of OPA 19. The subject lands are designated Mixed Use, Special Site 12

2. Site and Neighbourhood Context

Site Information

The property is located within the Port Credit Community Node at the northwest corner of Park Street East and Ann Street, immediately across from the Port Credit GO Station. The site is a land assembly of five properties, being 78 Park Street East and 22 – 28 Ann Street, and contains 4 detached homes and one triplex. Three of the properties are listed on the City's Heritage Register. Requests to delist and demolish the dwellings have been received and approved by the City's Heritage Advisory Committee.



Image of existing conditions on 78 Park Street East and 22 – 28 Ann Street (Source: Google Maps)

Property Size and Use	
Frontages:	Park St. E.: 33.0 m (108.3 ft.) Ann Street: 78.5 m (257.5 ft.)
Gross Lot Area:	0.26 ha (0.64 ac.)
Existing Uses:	detached homes and a triplex

Surrounding Land Uses

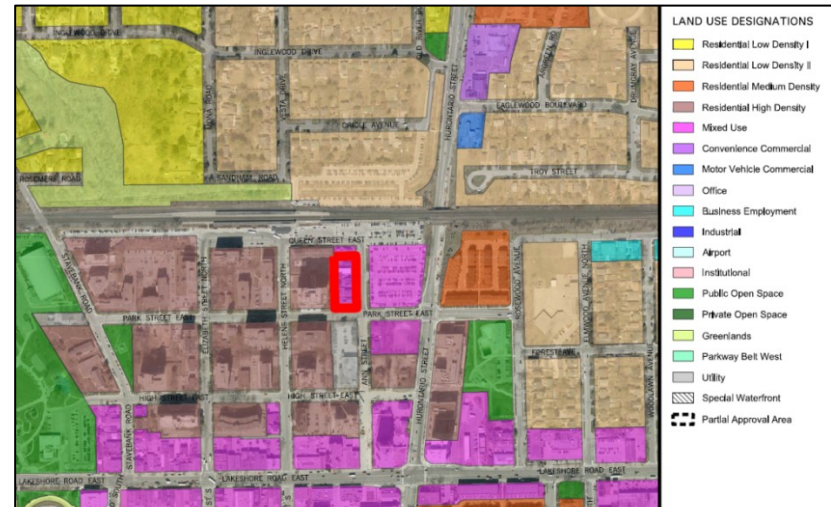
The property is located within the Central Residential Precinct of the Port Credit Local Area Plan. The surrounding area is characterized by a mix of apartment buildings ranging from 5 to 27 storeys, with some smaller buildings found throughout the precinct.

To the north of the subject property is a detached dwelling at 30 Ann Street. Staff were advised that Edenshaw Ann Developments Inc. has attempted to purchase the property to include it in the subject development, however, an agreement with the current owner could not be reached. Further north of the site is the railway and the Port Credit GO Station. To the east is the Port Credit GO Station parking lot that is expected to be redeveloped in the future as a public-private partnership arrangement for a high density, mixed use development. To the south is a two storey Bell Canada utility building and a 12 storey apartment building. To the west is a 27 storey apartment building and a three storey parking garage that also contains a convenience store.

Ann Street runs north-south and connects the Port Credit GO Station with the Lakeshore Road Corridor, which contains ample retail and commercial uses including stores and restaurants. Park Street East runs east-west and connects to Hurontario Street.

The surrounding land uses are:

- North: two storey home, Port Credit GO Station
- East: Port Credit GO Station parking lot, Hurontario Street
- South: parking lot, two storey Bell utility building, 15 storey apartment building
- West: 27 storey apartment building, parking garage



Aerial photo of 78 Park Street East and 22 – 28 Ann Street

The Neighbourhood Context

The subject property is located in the Port Credit Community Node, which is an area that evolved over centuries and became the Port Credit Township in 1961. The surrounding neighbourhood contains commercial uses located on Lakeshore Road West. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.

In particular, the Central Residential Precinct contains a significant concentration of apartment buildings. Lots within the precinct can be characterized as well maintained with mature trees and landscaped front yards.

South of the site and in behind the Bell utility building is the 15

storey condominium apartment building constructed by FRAM. This recent development, in addition to the recently approved 15 storey apartment building at 21 – 29 Park Street East, characterizes the type of development that is currently underway in the Central Residential Precinct.

Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node Character Area is 5,420 people, with a median age of 50 (compared to the median age of 40 city wide). Of the total population, 8% are children (0-14) and 26% are senior (65 and over). The population forecast for 2031 is 7,700 people and for 2041 is 9,600 people. The average household size is 2 person with 83% of people living in apartments that are 5 storeys or more. The mix of housing tenure for the Community Node is 755 units (26%) owned and 2,155 units (74%) rented, with a vacancy rate of approximately 0.8*. In addition, the number of jobs within the census area is 2,107. The total employment, combined with the total population, results in a person plus job (PPJ) for the Port Credit Community Node of 93 PPJ per hectare.

*Please note that vacancy rate data does not come from the census. The information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest and South). This specific CA is located within the South geography. Please also note that vacancy rates published by CMHC is only for apartments.

Other Development Applications

The following development applications were recently approved in the immediate vicinity of the subject property:

- OZ 17/013 – 21-29 Park Street East – approval was obtained for a 15 storey apartment building (204 units) in June 2018
- OZ 14/007 – 8 Ann Street, 77-81 High Street – approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015

These applications are within the anticipated population forecasted for the node.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the City has approved an application on the former Imperial Oil lands for approximately 3000 dwelling units.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, Harold Kennedy Park, all within a kilometer radius of the site. Further away, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

As mentioned, the site is immediately south of the Port Credit GO Station, which provides two-way, all day service, every 30 minutes.

The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 19 – Hurontario Street
- Route 8 – Cawthra Road
- Route 14 – Lorne Park Road

3. Project Details

The application is to permit a 22 storey mixed use apartment building with 313 units and 3 live/work units with 4 levels of underground parking.

Development Proposal	
Application submitted:	Received: May 31, 2019 Deemed complete: June 13, 2019
Developer/ Owner:	Edenshaw Ann Developments Ltd
Applicant:	MHBC Planning
Number of units:	313
Proposed Gross Floor Area:	Residential: 23 538 m ² (253,360 ft ²) Non-Residential: 664 m ² (7,147.2 ft ²)
Height:	22 storeys
Lot Coverage:	76%
Floor Space Index:	9.2
Landscaped Area:	415 m ² (4,467 ft ²)
Anticipated	686*

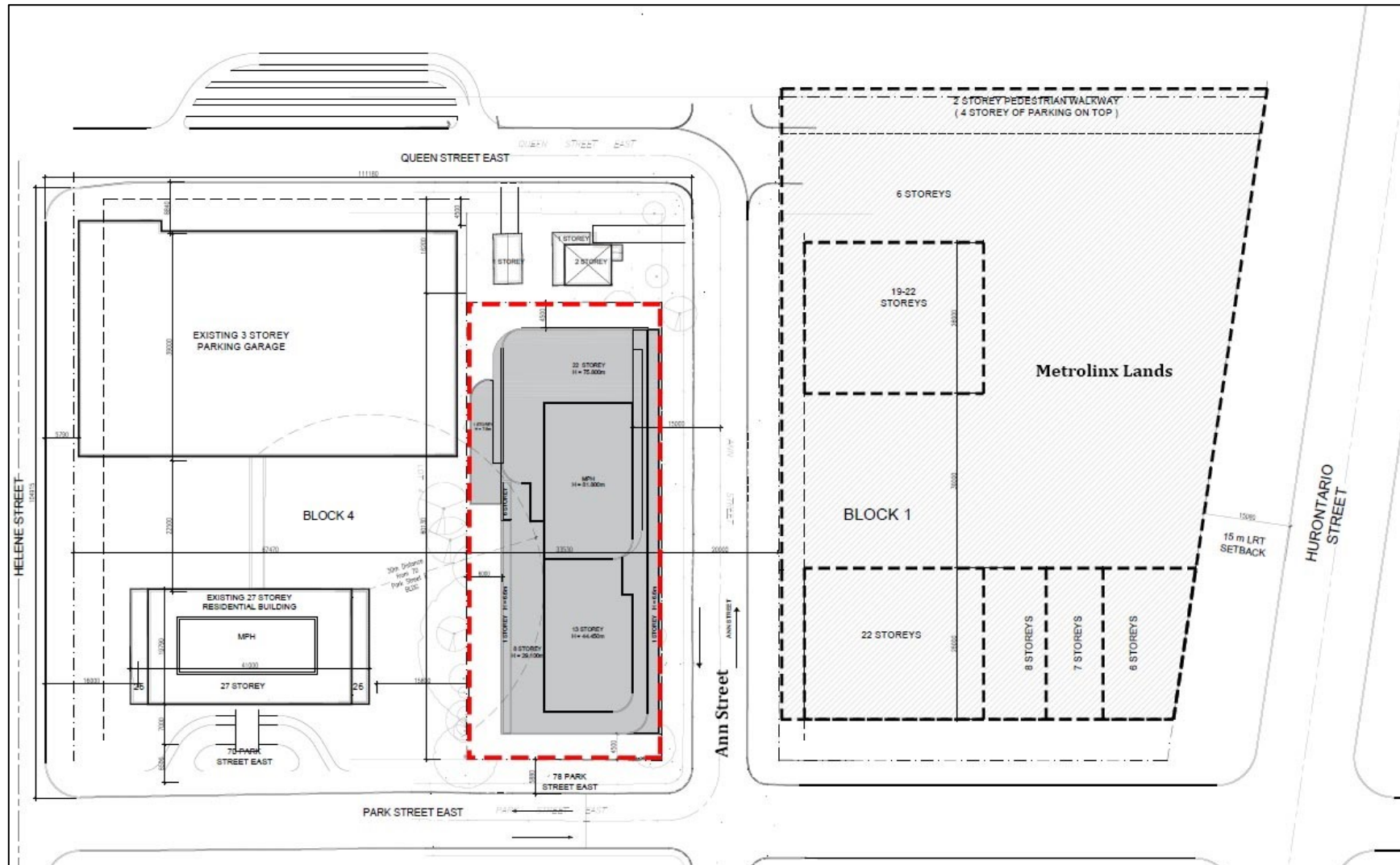
Development Proposal		
Population:	*Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	430	211
visitor spaces	63	16
Total	493	227
Green Initiatives:	<ul style="list-style-type: none"> • Active green roof • Permeable paving within amenity areas 	

Supporting Studies and Plans

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

- Planning Justification Report
- Concept Plan and Elevations
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Wind Study
- Grading and Servicing Plans
- Heritage Impact Assessment
- Tree Inventory and Preservation
- Streetscape Feasibility

Concept Plan



Elevations

North Elevation



South Elevation

East Elevation



West Elevation

Applicant's Rendering



4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

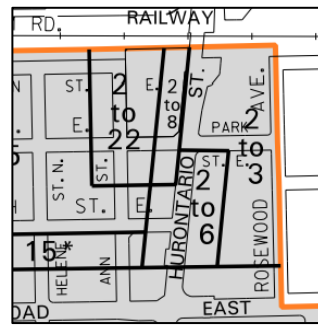
Existing Designation

The site is designated **Mixed Use** which permits commercial and residential uses. Schedule 2B within the Port Credit Local Area Plan prescribes a height limit of 22 storeys for the subject site.

Site 12



Schedule 2B

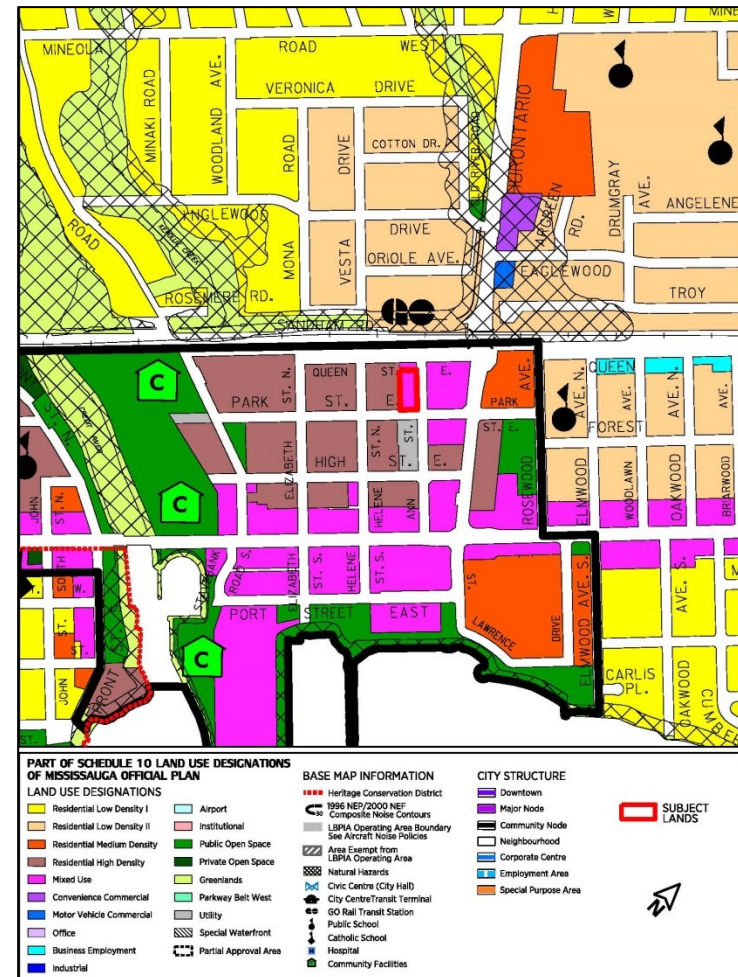


The property is also part of Special Site 12 within the Port Credit Local Area Plan which applies policies related to the following:

- Built form massing
- Site design
- Streetscape design
- Inclusion of non-residential uses
- Integrating multi-modal transit usage onto site
- Addressing Affordable Housing initiatives

No change to the Official Plan is proposed.

Excerpt of Port Credit Community Node Land Use



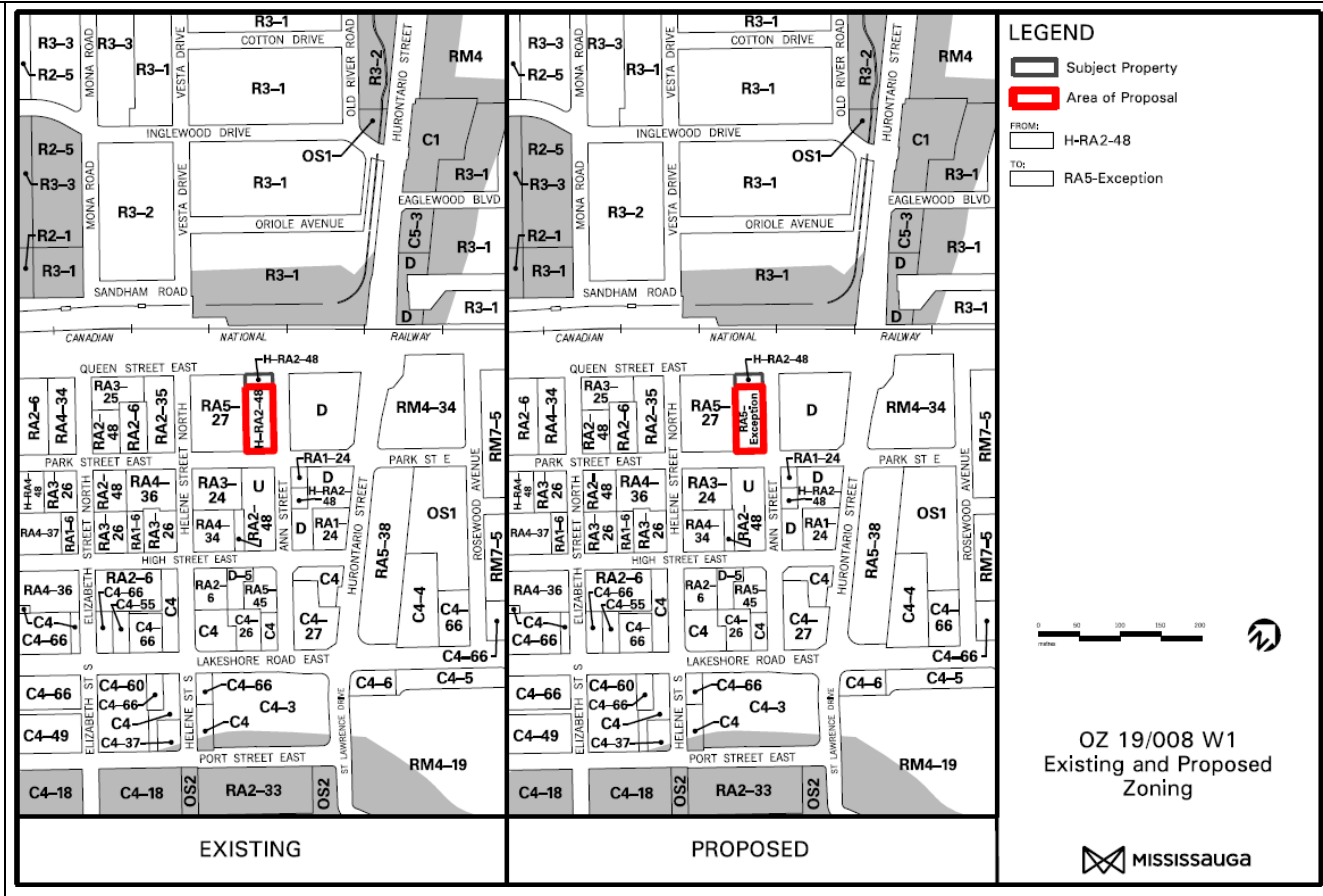
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **H-RA2-48** (Apartments), which permits an 8 storey apartment building, with an FSI range of 0.5 to 1.9.

Proposed Zoning

The applicant is proposing to rezone the lands to **RA5-Exception** (Apartments) zone, in order to permit a 22 storey apartment building with 313 units and 3 live/work units, at an FSI of 9.2 and a height of 22 storeys.



Proposed Zoning Regulations

Zone Regulations	H-RA2-48 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Permitted Uses	Legally existing Detached, duplex and triplex dwellings Apartment Long-Term Care Facility Retirement Building	Apartment Live/work Unit
Maximum Floor Space Index (FSI)	0.5 – 1.9	9.2
Maximum Height	26.0 m (85.3 ft.) and 8 Storeys	76.0 m (249.3 ft.) and 22 Storeys
Maximum gross floor area – apartment zone per storey for each storey above 12 storeys	n/a	13 th Storey: 1 200 m ² (12,023.29 ft ²) 14 th Storey: 810 m ² (8,718.8 ft ²) 15 th Storey: 800 m ² (8,611.1 ft ²)
Minimum gross floor area – non-residential	n/a	250 m ² (2,690.9 ft ²)
Minimum amenity area	1 752.8 m ² (18,858.4 ft ²)	1 300 m ² (13,993.1 ft ²)
Minimum depth of a landscape buffer along any other lot line	3.0 m (9.84 ft.)	2.0 m (6.6 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

Requested Definition and Interpretations:

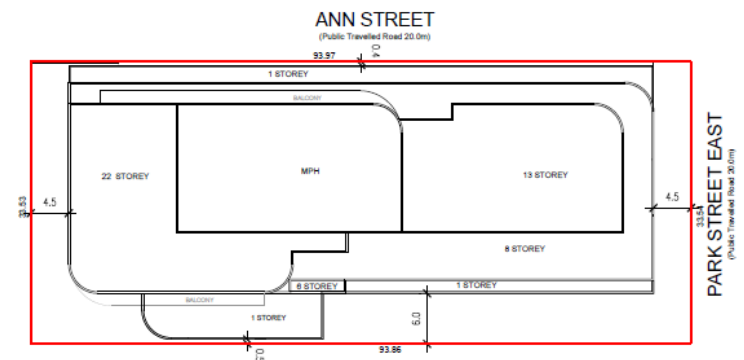
Live/work Unit

- *Zoning By-law 0225-2007*: undefined term in the by-law.
- *Requested amendment*: means a dwelling unit used partly for residential purposes and partly for an office, medical office-restricted, retail store, personal service establishment or repair establishment. The non-residential portion of a live/work unit shall have a main front entrance facing Ann Street and shall have a minimum depth of 6 m. The area of the live/work unit beyond the 6 m minimum depth may be permitted to include uses associated with the second level of the unit.

Storey

- *Zoning By-law 0225-2007*: means the portion of a building, structure or part thereof, that is situated between the top of any of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of the floor and ceiling above it.
- *Requested amendment*: for the purposes of this exception, notwithstanding the definition of Storey in Section 1.2, the first and twenty-second storey of the building shall be deemed as one storey each for the purposes of calculating height in storeys.

Applicant's Site Development Exception Schedule



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Where and How To Grow <i>Managing Growth</i></p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p><i>Transit Corridor and Station Areas</i></p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</p> <ul style="list-style-type: none"> a. 200 residents and jobs combined per hectare for those that are served by subways; b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4.3) <p>All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> a. connections to local and regional transit services to support transit service integration; b. infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and c. commuter pick-up/drop-off areas.(Growth Plan 2.2.4.4) <p>Within all major transit station areas, development will be supported, where appropriate, by:</p> <ul style="list-style-type: none"> a. planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels; b. fostering collaboration between public and private sectors, such as joint development projects; c. providing alternative development standards, such as reduced parking standards; and d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. (Growth Plan 2.2.4.9) <p>Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. (Growth Plan 2.2.4.10)</p> <p>In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate. (Growth Plan 2.2.4.11)</p> <p>Implementation and Interpretation <i>Targets</i></p> <p>To achieve minimum intensification and density targets, municipalities will</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Greenbelt Plan	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	Only publicly owned lands are subject to the policies of the Urban River Valleys designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1)
Parkway Belt West Plan	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	<p>The PBWP covers two land use categories:</p> <ol style="list-style-type: none"> 1. Public Use Areas are defined as areas currently used, or to be mainly used in the future, for infrastructure and open space. This category is made up of the following designations: public open space and buffer area, utility, electric power facility, road, and inter-urban transit. 2. Complementary Use Areas are to be mainly used for private uses that aid in preserving the open space character of the area encouraging agricultural, recreational and institutional land uses that do not require intense urbanization.
Region of Peel Official Plan	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The Region provided additional comments which are discussed in Section 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. General policies guide development to make efficient use of land and be compact in nature.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement the provincial direction for growth. With the exception of areas within Major Transit Station Areas (MTSAs), MOP is consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP.

The subject property is located within close proximity to an MTSA. Staff are currently undertaking a conformity exercise with respect to Official Plan compliance with the Province's direction on areas identified as MTSAs. While staff undertake this exercise, the Official Plan currently contains policies that encourage transit oriented development and taking advantage of existing and planned transit infrastructure.

The lands are located within the Port Credit Community Node and are designated **Mixed Use**. The site is also subject to

Schedule 2B, which is a height limits map within the Port Credit Local Area Plan, and prescribes a height limit of 22 storeys. In addition, the site is part of Special Site 12 which contains policies that provide direction on design and land use particular to the property and surrounding properties in the vicinity in the Port Credit GO Station.

The applicant is proposing to maintain the **Mixed Use** designation and the prescribed height. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1 Section 5.1.6 Section 5.3.3.8 Section 5.3.3.11 Section 5.5.5	<p>Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;</p> <p>Directing growth to locations with existing or planned higher order to 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 encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p>

	Specific Policies	General Intent
		Development will promote the qualities of complete communities.
Chapter 7 Complete Communities	Section 7.1.2 Section 7.2.3	<p>The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.12 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.29 Section 9.5.1.9	<p>An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>Buildings should have active façades 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>For non-residential uses, at grade windows will be required facing major streets and must be transparent.</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind</p>

	Specific Policies	General Intent
		<p>impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials.</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</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>
Chapter 11 General Land Use Designations	Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential; k. restaurant; l. retail store; and m. secondary office; <p>The following uses are not permitted: a. self-storage facility; and b. detached and semi-detached dwellings.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Residential uses will be discouraged on the ground floor.</p>
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

	Specific Policies	General Intent
		<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.
Chapter 20 Glossary	Tall Building	Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.1.1 Section 5.1.2	<p>Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.</p> <p>Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.</p>
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can</p>

	Specific Policies	General Intent
		<p>accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront.
Chapter 10 Desirable Urban Form	Section 10.2.1 Section 10.2.1.2 Section 10.2.1.3 Section 10.2.1.4 Section 10.2.2.1 Section 10.2.2.2	<p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> a. overall massing (reduce “wall effect”); b. visual impact of buildings; c. protect skyviews; and d. limit shadow impact. <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> a. existing distance separations between buildings; b. overcrowding of skyviews and skyline; c. protection of view corridors; and d. privacy and overlook of occupants. <p>New development will provide for landscape areas that, amongst other matters, address the following: a. landscaped character of existing properties and the planned function of the precinct; b. provide buffer between uses; c. incorporate stormwater best management practices; d. enhance the aesthetic quality of the area; and e. provide opportunities to enhance the tree canopy.</p> <p>Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p>
Special Site 12	Section 13.1.12.1 Section 13.1.12.2	<p>The lands identified as Special Site 12 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.</p> <p>Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:</p> <ul style="list-style-type: none"> a. Minimum and maximum building heights are shown in Schedule 2B and described below: <ul style="list-style-type: none"> • Maximum building heights of 22 storeys are permitted throughout the special site area where the tower

	Specific Policies	General Intent
		<p>component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;</p> <ul style="list-style-type: none"> • Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys. The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City; and • All buildings shall be a minimum of two storeys. <p>b. Variation in building heights and form should be achieved, including the position of towers relative to each other;</p> <p>c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;</p> <p>d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;</p> <p>e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);</p> <p>f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelope that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and 4 streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;</p> <p>g. All future developments over 1 000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, nonresidential land uses are encouraged but not required;</p> <p>h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:</p> <ul style="list-style-type: none"> • Block 1: 2 800 square metres

	Specific Policies	General Intent
		<ul style="list-style-type: none"> • Block 2: 1 400 square metres • Block 4: 250 square metres <p>i. Developments should be encouraged to provide office space in larger, contiguous floor plates (at grade or above-grade) in order to accommodate a variety of businesses and services;</p> <p>j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;</p> <p>k. Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;</p> <p>l. Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings;</p> <p>m. Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and</p> <p>n. Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.</p>

Affordable Housing

In October 2017 City Council approved Making Room for the Middle – A Housing Strategy for Mississauga which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), Provincial Policy Statement (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with / conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable.

The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 6 8 Grade 7 to Grade 8 16 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Forest Avenue Public School</p> <p>Enrolment: 208 Capacity: 199 Portables: 1</p> <p>Riverside Public School</p> <p>Enrolment: 306 Capacity: 438 Portables: 0</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,233 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>5 JK to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Elementary School</p> <p>Enrolment: 445 Capacity: 602 Portables: 0</p> <p>Iona Catholic Secondary School</p> <p>Enrolment: 744 Capacity: 723 Portables: 13</p>

7. Community Comments

A pre-application community meeting was held by Edenshaw Ann Developments Ltd on March 25, 2019.

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.

- Lowered parking rates is appropriate given proximity to GO station
- Green initiatives should be incorporated
- The proposal should address the issue of affordable housing
- Insufficient visitor parking spaces
- Development will create negative traffic impacts
- Amount of density proposed will negatively impact the community

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 19, 2019)	Additional information with respect to the submitted Functional Servicing Report is required in order to determine the proposal's impact on the existing system. The Region will provide front-end collection of garbage and recyclable materials. Commercial units must be collected via private waste hauler. Prior to approval, a Waste Feasibility Study will be required.
Peel District School Board (July 18, 2019)	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 be applied for this development application.
Dufferin-Peel Catholic District School Board (July 4, 2019)	The Dufferin-Peel Catholic District School Board advised 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.
City Community Services Department – Park Planning Section (July 15, 2019)	The proposed development is within walking distance of Harold Kennedy Park, P-110 which is 179 m (587.3 ft.) from the subject property. This 0.94 ha (2.32 ac) park contains a variety of recreational facilities that will serve future residents such as a community playground and open space opportunities. The park is zoned OS1, and is located at Hurontario Street and Lakeshore Road East, southeast of the subject site. Furthermore, 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 Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.
Mi Way Transit (August 6, 2019)	A shelter is required on site and details on the design have been forwarded to the applicant.
City Transportation and Works	The Transportation and Works Department has received drawings and reports in support of the above noted application

Agency / Comment Date	Comments
Department (September 11, 2019)	<p>and the owner has been requested to provide additional technical details and revisions to the Grading Plan, Noise Study, Functional Servicing, Stormwater Management Report and Traffic Impact Study. A Letter of Reliance for the Phase I Environmental Site Assessment (ESA) and dewatering plan are required. Additionally, as lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports. A Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry.</p> <p>The following items are also required:</p> <ul style="list-style-type: none"> • Additional traffic related details to be shown on plans; • Draft Reference Plan for the required land dedication; • Additional turning template details; and, • Additional TDM measures must be considered.
Community Services – Culture (August 28, 2019)	<p>The subject site is near the Hurontario Transit Corridor where approval and funding is in place to construct a centre running Light Rail Transit line. The future HLRT transit corridor has been identified as a priority zone for public art. The applicant is encouraged to include public art near pedestrian walkway connections and/or 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. Applicant is asked to indicate whether a public art component/contribution will be included as part of the development.</p>
Alectra Utilities (August 30, 2019)	<p>Alectra has asked the applicant to provide further details with respect to the location of the transformer pad.</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"> - Fire Prevention; - Heritage; - Arborist – City Property; - Arborist – Private Property; - Canada Post;
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services; - Bell Canada; - Rogers Cable; - Trillium Health Partners; - Enbridge Gas Distribution; - Conseil Scolaire Viamonde; and, - Conseil Scolaire de District Catholique Centre-Sud.

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Does the proposal maintain conformity with the Growth Plan with respect to development within MTSA areas?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed Zoning By-law standards appropriate including the reduction in parking?
- Is the interpretation of the first and twenty-second storeys appropriate?
- Is the proposal compatible with the character of the area in terms of massing, density, setbacks and building configuration?
- Is the proposed commercial space properly addressing the mixed use and special site policies given its proximity to the Port Credit GO Station?
- Submission of a satisfactory Functional Servicing Report, Traffic Impact Study, Phase I Environmental Report, Noise Study and Geotechnical Report.
- Does the project address the City's Housing Strategy?

Development Requirements

There are engineering matters including: grading, environmental, engineering, noise, 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.

9. 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.

City of Mississauga
Corporate Report



Date: 2019/09/13

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 19/007 W7

Meeting date:
 2019/10/07

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning application to permit four semi-detached homes

2476 and 2482 Confederation Parkway, southwest corner of Dunbar Road and Confederation Parkway

Owner: 2629604 Ontario Ltd.

File: OZ 19/007 W7

Bill 139

Recommendation

That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding the application by 2629604 Ontario Ltd. to permit four semi-detached homes, under File OZ 19/007 W7, 2476 and 2482 Confederation Parkway, be received for information.

Background

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

PROPOSAL

The rezoning application is required to permit four semi-detached homes. The applicant is proposing to amend the zoning by-law from **R3** (Detached Dwellings – Typical Lots) to **RM2-Exception** (Semi-Detached) to implement this development proposal.

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

Comments

The property is located within the Cooksville Neighbourhood Character Area at the southwest corner of Dunbar Road and Confederation Parkway. The site is currently occupied by two single detached homes.



Aerial image of 2476 and 2482 Confederation Parkway



Applicant's rendering of the proposed semi-detached homes

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

The applicant is not seeking an amendment to the Mississauga Official Plan.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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. The matters to be addressed include: provision of additional technical information, ensuring compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: 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: 2629604 Ontario Ltd.****2476 and 2482 Confederation Parkway**

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Detached Dwellings – Typical Lots) which permit single detached homes
- 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 in the Cooksville Neighbourhood Character Area
- September 13, 2018 – A minor variance application was refused by the Committee of Adjustment to allow the construction of 4 semi-detached homes on the subject lands.



Image of existing conditions facing northwest

2. Site and Neighbourhood Context

Site Information

The property is located within the Cooksville Neighbourhood Character Area at the southwest corner of Dunbar Road and Confederation Parkway. The site is currently occupied by two single detached homes.

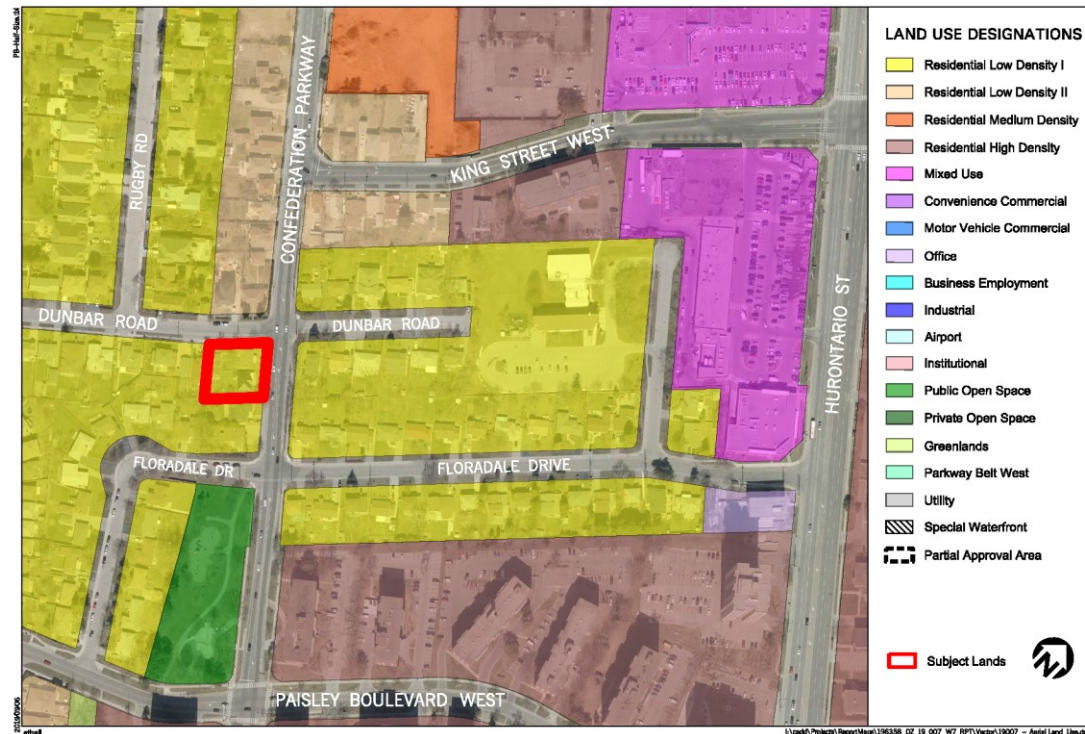
Property Size and Use	
Frontages:	
Confederation Pkwy	31.3 m (102.8 ft.)
Dunbar Road	33.7 m (110.6 ft.)
Depth:	39.6 m (130 ft.)
Gross Lot Area:	0.14 ha (0.35 ac.)
Existing Uses:	There are two single detached homes on site

Surrounding Land Uses

The neighbourhood contains a mix of housing types with detached homes located immediately to the north, south, west and east of the property. Apartment buildings and Floradale Park are located south of the subject lands, while Cooksville United Church and a retail plaza are located on Hurontario Street, just east of the property. The plaza is less than a ten minute walk from the site which provides a range of services including a grocery store, drug store and restaurants.

The surrounding land uses are:

- North: Detached homes
- East: Detached homes and Cooksville United Church
- South: Detached homes, Floradale Park and apartment buildings
- West: Detached homes



Aerial Photo of 2476 and 2482 Confederation Parkway

The Neighbourhood Context

The site is located on the southwest corner of Dunbar Road and Confederation Parkway in the Cooksville Neighbourhood Character Area. The surrounding area contains single detached homes and apartment buildings. The Character Area is located adjacent to the Downtown Cooksville Character Area and the Downtown Hospital Character Area, which contains a range of uses in close proximity to the site. These uses include office, restaurant and financial establishments located predominately on Hurontario Street to the east, and Trillium Hospital located 900 m (0.5 mi.) south of the subject lands. The immediate area was largely developed during the 1950s and 1960s.

Demographics

The property is located in an area that is undergoing steady growth. Based on the 2016 census, the existing population of the Cooksville Neighbourhood Character Area (West) is 15,240 with a population density of 38 people/ha (15 people/ac.) and a total of 1,076 jobs for a density of 41 people plus jobs/ha (16 people plus jobs/ac.). Sixty-eight percent of the character area population are working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300, respectively. The average number of persons within a household in the Cooksville Neighbourhood Character Area is 3, with 20% of the population living in apartments of five storeys or higher. The mix of housing tenure for the character area is 3,975 units

(73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%* to 0.9%*.

*Please note that vacancy rate data does not come from the census. This information comes from [CMHC](#) which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). A majority of this specific CA is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications were recently approved or are currently being processed by the City in the immediate vicinity of the subject property:

- OZ 14/006 – 2560 and 2564 Confederation Parkway – application in process for 4 live-work townhome units
- OZ 18/017 – 2515, 2522 and 2532 Argyle Road – application in process for 112 back to back stacked townhome units on a private road
- SP 17/128 – 150 Paisley Boulevard W – approval was obtained for 28 stacked rental townhome units
- SP 15/062 – 90, 100 and 110 Dundas Street West – approval was obtained for 120 townhome units and 20 live-work units with 1,500 m² (16,145 ft²) of retail space

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 60 m (197 ft.) north of Floradale Park which contains a community playground and splash pad. Gordon Lummis Park is located 400 m (1,312 ft.) from the subject lands and contains a community playground

and soccer field. The property is located 850 m (0.52 mi.) from Cooksville Library. There is an on-road bicycle lane located on Confederation Parkway extending from Eglinton Avenue West to Queensway West. The site is located approximately 570 m (1,870 ft.) from the Dundas Street West and Hurontario Street LRT Station.

The following major Miway bus routes currently service the site:

- Route 28 – Confederation
- Route 4 – Sherway Gardens
- Route 1 – Dundas
- Route 101 – Dundas Express

3. Project Details

The application is to permit four semi-detached homes.

Development Proposal	
Application submitted:	Received: May 24, 2019 Deemed complete: June 14, 2019
Developer/ Owner:	2629604 Ontario Ltd.
Applicant:	Sajecki Planning Inc.
Number of units:	4
Height:	3 storeys
Lot Coverage:	
Lot 30A	47%
Lot 30B	47%
Lot 29A	48%

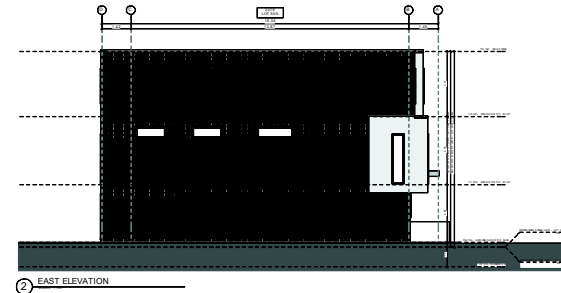
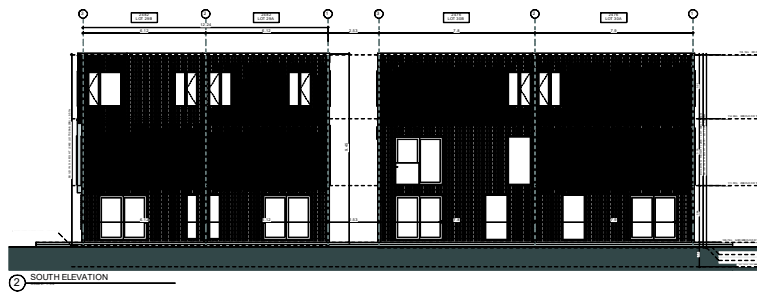
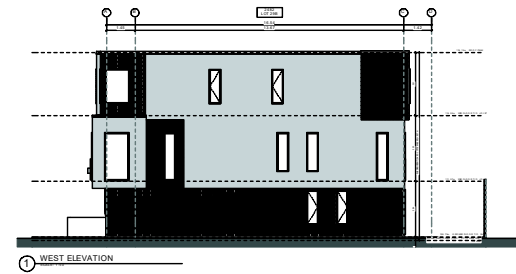
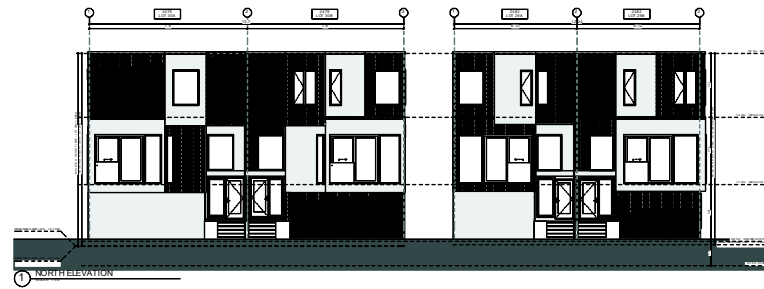
Development Proposal	
Lot 29B	34%
Anticipated Population:	14 * *Average household sizes for all units (by type) based on the 2016 Census
Parking: resident spaces	Required 8 Proposed 8
Green Initiatives:	<ul style="list-style-type: none"> • Install permeable pavement on the proposed driveway and walkways

Supporting Studies and Plans

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

- Site Plan and Context Plan
- Floor Plans
- Elevations
- Tree Preservation Plan
- Arborist Report
- Planning Justification Report
- Functional Servicing and Stormwater Management Report
- Grading Plan and Servicing Plan
- Phase 1 Environmental Site Assessment
- Noise Impact Study





Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

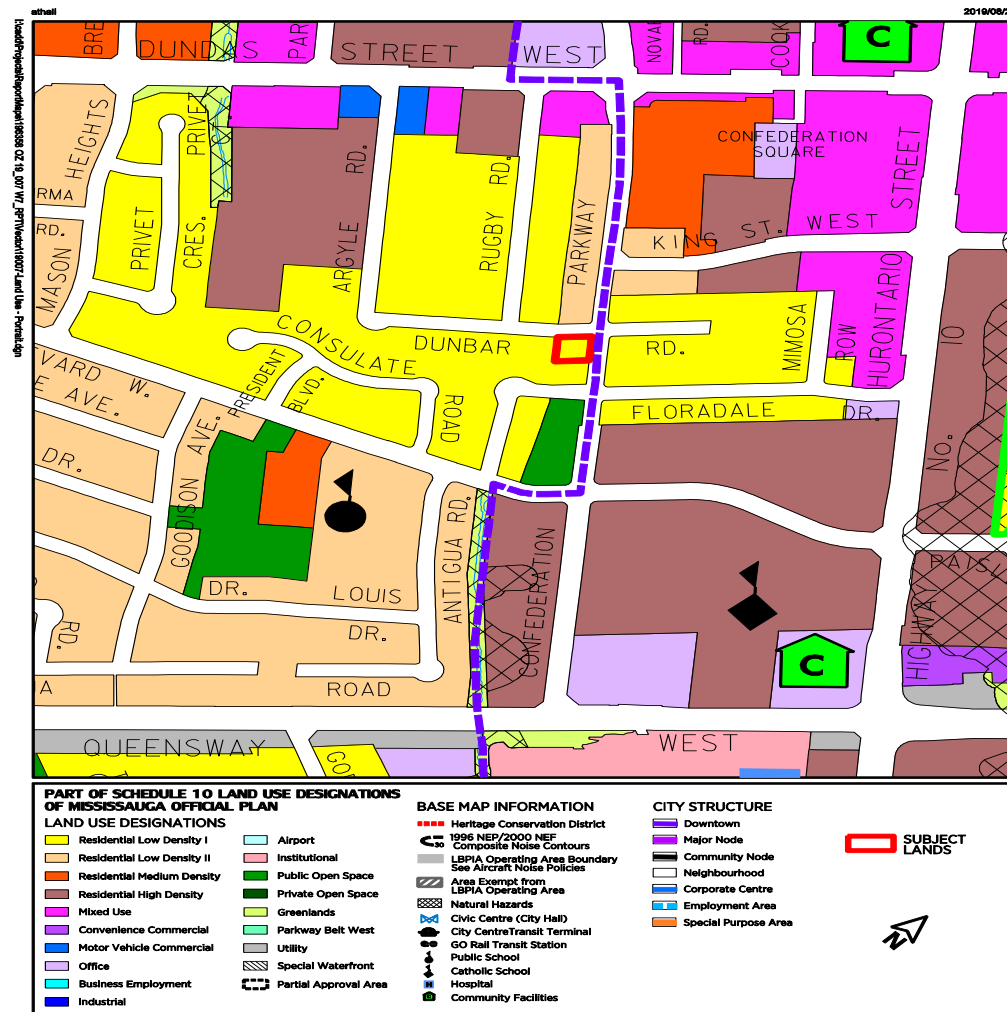
Mississauga Official Plan

Designation

The site is designated **Residential Low Density I** which permits detached, semi-detached and duplex homes.

Note: Detailed information regarding the other relevant Official Plan policies are found in Section 5.

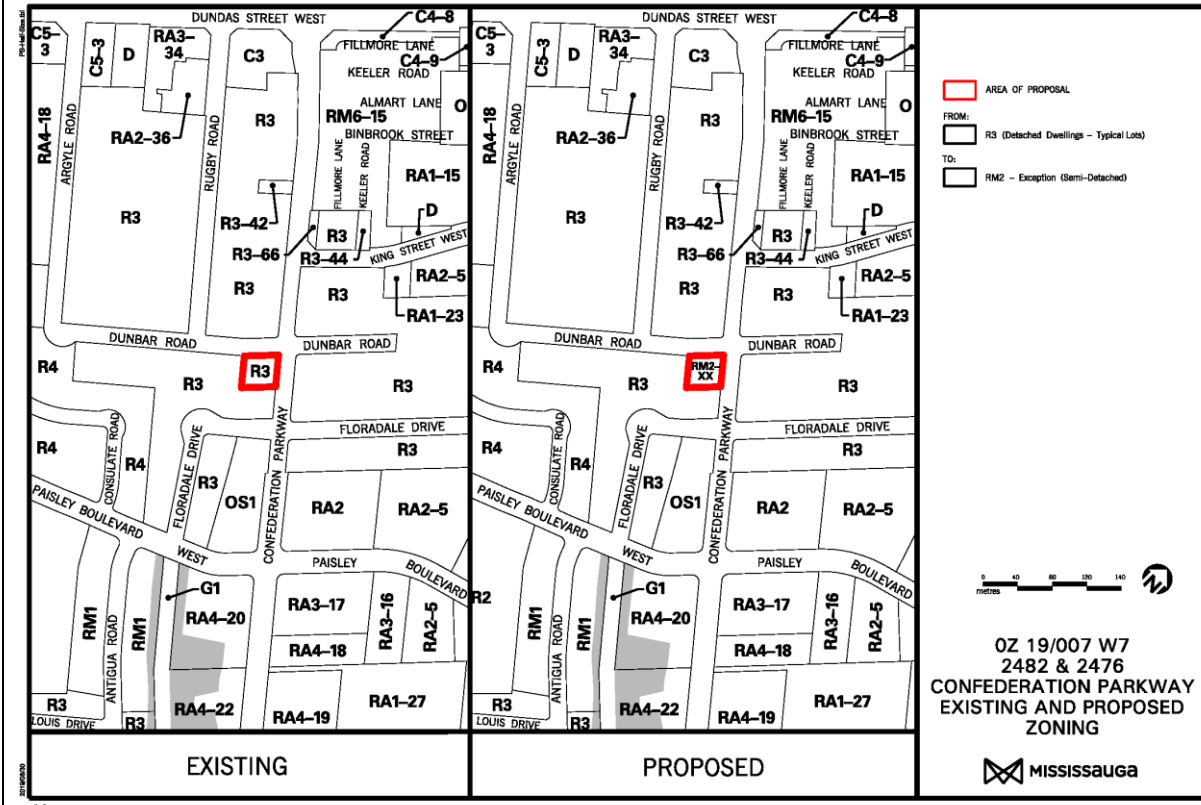
Excerpt of Cooksville Neighbourhood Character Area



Existing Zoning

Proposed Zoning

Through the processing of the application, staff may recommend a more appropriate zone and/or regulations to reflect the proposed development in the Recommendation Report.



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Proposed Zoning Regulations

Zone Regulations	RM2 Zone Regulations	Proposed RM2-Exception Zone Regulations
Maximum Lot Coverage	45%	48%
Attached garage	Required	Permitted
Maximum Lot Coverage (Detached Garage)	10% of the lot area	13.5% of the lot area
Maximum Height (Detached Garage) Flat Roof	3.0 m (9.8 ft.)	3.4 m (11.1 ft.)
Maximum Height of Eaves (Detached Garage)	3.0 m (9.8 ft.)	3.4 m (11.1 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does</p>	<p>There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	
Parkway Belt Plan	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, 2006, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting from the recently released Growth Plan, 2019.

The lands are located within the Cooksville Neighbourhood

Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex homes. The applicant is proposing to maintain the **Residential Low Density I** designation on the subject property.

The following policies are applicable in the review of the application. In some cases the description of the general intent summarizes multiple policies.

	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.
Chapter 5 Direct Growth	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>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1	<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>

	Specific Policies	General Intent
Chapter 9 Build A Desirable Urban Form	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.2.2	<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>Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.</p> <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>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.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ul style="list-style-type: none"> a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.
Chapter 11 General Land Use Designations	Section 11.1 Section 11.2.5.3	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors.</p>

	Specific Policies	General Intent
		<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.
Chapter 19 Implementation	<p>Section 19.4.1 Section 19.4.3</p>	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; b. conformity with the policies in this Plan; c. the sustainability of the development to support public transit and to be oriented to pedestrians; d. in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e. the adequacy of engineering services; f. the adequacy of community infrastructure; g. the adequacy of the multi-modal transportation systems; h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k. site specific opportunities and constraints; l. sustainable design strategies; and m. urban form and public health.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Floradale P.S.</p> <p>Enrolment: 668 Capacity: 711 Portables: 0</p> <p>Queen Elizabeth Sr. P.S.</p> <p>Enrolment: 338 Capacity: 262 Portables: 5</p> <p>Port Credit S.S.</p> <p>Enrolment: 1,233 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Catherine of Siena</p> <p>Enrolment: 581 Capacity: 668 Portables: 0</p> <p>St. Martin S.S.</p> <p>Enrolment: 1,089 Capacity: 1,026 Portables: 0</p> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

7. Community Comments

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

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:

- There is a concern that the proposed parking will be insufficient
- There have been a number of vehicular accidents and the proposed development will make it worse
- There is too much traffic currently and the proposed development will make it worse

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 23, 2019)	Municipal sanitary sewers consist of a 450 mm (17.7 in.) sewer and 600 mm (23.6 in.) sewer located on Confederation Parkway and a 375 mm (14.7 in.) sewer located on Dunbar Road. Municipal water infrastructure consists of a 400 mm (15.7 in.) water main located on Confederation Parkway and a 200 mm (7.8 in.) water main located on Dunbar Road.
Dufferin-Peel Catholic District School Board (July 4, 2019) and the Peel District School Board (July 3, 2019)	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 these development applications. 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.
City Community Services Department – Park Planning Section (July 29, 2019)	Community Services notes the proposed development is within walking distance of Floradale Park (P-022) which is 60 m (196 ft.) from the subject property. This 0.64 ha (1.58 ac.) park provides neighbourhood recreational facilities such as a community playground and open space opportunities. The park is located at Confederation Parkway and Paisley Boulevard West. Gordon Lummis Park (P-080) is located approximately 400 m (1,312 ft.) from the subject property, this 2.2 ha (5.4 ac.) park contains a community playground and open space. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.36 in.) caliper, will be required for every 10 metres (32.8 ft.) of frontage on Confederation Parkway and Dunbar Road, in accordance with current City standards. 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 Bylaws.
City Transportation and Works Department (August 6, 2019)	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:

Agency / Comment Date	Comments
	<p>Noise Study The initial Noise Study is to be updated to include a clause or be accompanied by a letter signed and sealed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report and it shall include the respective signatures of the author. Further, the report is to provide recommendations on the units that will be fitted with air conditioning or the provision for the same as well as provide the recommended warning clauses as applicable.</p> <p>Right of way access Provide a letter that states how services and right of way will be addressed including future maintenance of the private lane serving all proposed lots.</p> <p>Supporting drawings The Grading Plan is to be updated to provide additional existing and proposed grading information along the boundaries of the site and to ensure that the proposed walkways along Confederation Parkway achieve a maximum 4% slope as well as to ensure the curb cuts are eliminated as no car access out of confederation Parkway is to be allowed.</p> <p>Functional Servicing (FSR) and Storm Water Management (SWM) Report According to the proposed discharge to the Dunbar Road storm sewer, a downstream analysis is required to verify the sewer capacity unless the post-development flow is based on the allowable discharge rate for the pre-development condition. Additionally, the report is to reflect a maximum run-off coefficient of 0.5 for the pre-development condition. Also, the 100-year ponding elevation shall be shown and calculations to support the underground storage tank capacity shall be provided. Further, it is also required to provide more information to verify how this site run-off will be self-contained as well as verification of the size of the proposed pipe connections. A soil report is required to verify the soil condition and how the first 5mm (water balance) will be retained and managed on-site by way of infiltration, evapotranspiration or re-use.</p> <p>Environmental A Letter of Reliance for the Phase I Environmental Site Assessment (ESA) and dewatering plan are required. Additionally, as lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports.</p> <p>Traffic A land dedication along Dunbar Road is required to support the designated 26 metre right of way width as shown on 'Schedule 8' of Mississauga Official Plan. The required land dedication is to be shown in all supporting drawings with the further provision of a draft Reference Plan. All drawings must provide clear information on the proposed walkways widths. A recommendation to amend Site Plan Control By-law 0293-2006 to include the subject lands will be made in support of the designated right of way.</p> <p>Municipal Works It is uncertain if Municipal Works are required in support of this site development. This will be determined once further information is revised and received. If Municipal works are required, the detailed design, securities and insurance will form part of the Development Agreement.</p>

Agency / Comment Date	Comments
	The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to the application provided that all technical matters are addressed in a satisfactory manner:</p> <p>Forestry, Community Services Department Fire Prevention Canada Post Enbridge Rogers Cable</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies were circulated the application but provided no comments:</p> <p>Culture Planning, Community Services Department Bell Canada Alectra Utilities</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Is the overall site design and layout appropriate?

Development Requirements

There may be technical matters to be addressed resulting from the outstanding reviewers. Prior to any development proceeding on-site, the City will recommend the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

City of Mississauga

Corporate Report



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:
BL.09-MOT (All Wards)

Meeting date:
2019/10/07

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Potential Zoning By-law Amendments for Accessory Motor Vehicle Sales

File: BL.09-MOT (All Wards)

Recommendation

That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for accessory motor vehicle sales under File BL.09-MOT (All Wards), be received for information.

Report Highlights

- This report provides background information and potential zoning amendments regarding accessory motor vehicle sales in employment zones in order to receive comments from the community
- The City receives numerous minor variance applications every year to allow motor vehicle sales accessory to a motor vehicle service use. In most instances, the Planning and Building Department does not object to these proposals
- New zoning regulations, coupled with consistent enforcement could be used to ensure that accessory motor vehicle sales do not evolve into used car lots, but will also allow flexibility for a limited number of vehicles for sale on the property

Background

On April 15th, 2019, at a Planning and Development Committee (PDC) meeting, Councillor Parrish gave direction to planning staff to bring forward policies for the retail sale of motor vehicles in employment areas that model the City of Toronto's policies. Staff are undertaking a review of the Official Plan policies related to motor vehicles sales (i.e. car dealerships) as a

primary use in employment areas. This issue will be brought forward at a later date as it is also under review by the Region of Peel.

In the interim, the purpose of this report is to present potential zoning by-law amendments to permit motor vehicle sales when they are accessory to motor vehicle service uses, and to hear comments from the public on the potential changes.

Comments

Historical Context of Accessory Motor Vehicle Sales

Prior to 1997, the City of Mississauga's zoning by-law permitted retail sales and display of motor vehicles when accessory to a repair garage. The use was restricted to enclosed buildings or structures, but over time, a number of sites evolved to used car lots, with vehicles for sale being stored outdoors. This was problematic because used car lots are considered a retail use and therefore not appropriate in employment areas. To rectify the problem, Council passed By-law 0427-97 on September 10th, 1997 to amend the zoning by-law, prohibiting the accessory sale of automobiles in industrial zones.

This restriction was carried forward into the current Zoning By-law 0225-2007. As a result, the City has dealt with these types of requests on an individual basis through the Committee of Adjustment.

Committee of Adjustment

In the last ten years, the City has received 89 minor variance applications for motor vehicle sales in zones where they are not currently permitted. The majority of those applications are for properties within employment zones, and usually as an accessory use to an existing motor vehicle service use. These types of businesses will often purchase damaged vehicles, repair and sell them as a supplementary income for their business.

For applications where it is clear that the motor vehicle sales are accessory to a motor vehicle service use, the Planning and Building Department typically has no objection, provided that certain conditions are applied to the approval:

1. A limited number of vehicles available for sale, typically three to six vehicles;
2. If vehicles are stored indoors, a maximum 20% of gross floor area (GFA) can be dedicated to motor vehicle sales; and
3. No advertising or signage is permitted to advertise motor vehicle sales on the property.

In light of the number of variances and the limited objections to the proposals, it may be appropriate to permit the use as-of-right in certain employment zones, with appropriate regulations.

POTENTIAL ZONING BY-LAW AMENDMENTS

Primary Uses and Zones

The zoning by-law differentiates between commercial and non-commercial motor vehicles, with different uses associated with each type. Commercial motor vehicles are larger and used for hauling and commercial purposes (e.g. bus, cube van, tractor trailer, etc.). Non-commercial vehicles are smaller and used as personal vehicles. In the zoning by-law, motor vehicle service uses for non-commercial vehicles are as follows with a brief explanation of each use:

- **Gas bar** – where gas can be purchased
- **Motor vehicle body repair facility** – where painting and structural changes or repairs are made to the bodies of vehicles, or where vehicles are taken for appraisal of damage for insurance purposes
- **Motor vehicle rental facility** – where rental or leasing of vehicles are done, but no on-site repair or cleaning
- **Motor vehicle repair facility – restricted** – where mechanical repairs are made to vehicles
- **Motor vehicle service station** - where servicing and repairing of vehicles are done, and includes the sale of fuel
- **Motor vehicle wash facility – restricted** – where vehicles can be washed

According to the definition in the zoning by-law, accessory uses must be "naturally and normally incidental, subordinate and exclusively devoted to, and located on the same lot as the permitted use". Therefore, of the above listed uses, accessory motor vehicle sales appear to be most appropriate if they are accessory to motor vehicle body repair facility, motor vehicle repair facility – restricted, and motor vehicle service station. Accessory motor vehicle sales would not normally be associated with a motor vehicle rental facility, a motor vehicle wash facility – restricted, or a gas bar.

Motor vehicle body repair facility, motor vehicle repair facility – restricted and motor vehicle service station are permitted in the E2 (Employment) and E3 (Industrial) zones. Therefore, accessory motor vehicle sales could be considered for these zones. Motor vehicle repair facility - restricted and motor vehicle service station are also permitted in the C5 (Motor Vehicle Commercial) zone, but are not appropriate locations for accessory motor vehicle sales because most of the C5 zones are located at major intersections in the city.

Total Number of Vehicles for Sale

The purpose of limiting the number of vehicles for sale is to ensure that the sales component remains accessory to the primary employment use. As previously discussed, the current zoning restriction was implemented because there were instances where accessory motor vehicle sales evolved over time and became used car lots. Also, there have been instances where property owners who have received minor variance approval for selling a maximum of five motor vehicles have far exceeded that number on-site (see Appendix 2). In order to ensure the accessory nature of the use is maintained, consistent enforcement will be required.

Provided that compliance is ensured, permitting a maximum of five motor vehicles for sale on these properties strikes a balance in providing flexibility to sell vehicles while ensuring that the sales component remains accessory to the primary use.

Storage/Parking

Based on the minor variance applications the City receives, the majority of business owners would prefer to store vehicles for sale outdoors rather than indoors. There are current provisions regarding outdoor storage in employment zones which could also be applied to motor vehicles.

The zoning by-law permits outdoor storage in the E2 and E3 zones, with some differences in the regulations. Outdoor storage is only permitted accessory to certain employment uses in an E2 zone while it is permitted as a primary use in an E3 zone. In addition, outdoor storage is limited to 5% of the lot area or 10% of the GFA of the building in an E2 zone, whichever is the lesser, while there is no coverage limitation in an E3 zone. Both zones do not allow outdoor storage in the front yard or exterior side yard and cannot be located any closer to the street than the building. In addition, the by-law requires a fence with a minimum height of 2.4 m (7.87 ft.) for both zones, but in an E2 zone, the fencing material must properly screen the storage area.

If motor vehicles for sale will be stored outdoors, they should not be stored in required parking spaces. Parking is meant for employee and customer usage for the business rather than a storage area. Storing vehicles in parking spaces would only be permitted where there are excess spaces and as long as the other provisions of the zoning by-law (i.e. restrictions on location) are met.

If motor vehicles will be stored indoors, a maximum 20% of the total GFA could be considered to ensure that the sales component remains accessory to the primary motor vehicle service use. This percentage has been used as a standard for other accessory use permissions in the zoning by-law.

Lastly, although Planning and Building staff have recommended a condition on previous minor variance approvals that no advertising or signage for motor vehicle sales should be permitted, the zoning by-law does not regulate signage. Any signage would be subject to the City's sign by-law.

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 potential amendments are consistent with the PPS and conform to the Growth Plan and the ROP. Appendix 1 contains a detailed analysis of consistency and conformity with Provincial regulations.

Financial Impact

Not applicable.

Conclusion

Based on the direction received by Councillor Parrish at PDC to permit retail sales of motor vehicles in employment areas, staff have reviewed the possibility of allowing accessory sales in the zoning by-law as-of-right. The following by-law regulations are being considered for accessory motor vehicle sales:

- Permitted when accessory to motor vehicle body repair facility, motor vehicle repair facility – restricted, and motor vehicle service station
- Permitted in the E2 (Employment) and E3 (Industrial) zones
- Maximum of five vehicles for sale
- Outdoor storage regulations for E2 and E3 zones would apply

Once public input has been received, and all issues are identified, the Planning and Building Department will be in a position to make recommendations regarding proposed amendments to Zoning By-law 0225-2007 for accessory motor vehicle sales in employment zones.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

Appendix 2: Examples of Properties Exceeding the Maximum Number of Motor Vehicles for Sale, Imposed through Minor Variance



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

Prepared by: Jordan Lee, Planner

Detailed Information and Preliminary Planning Analysis

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1. Summary of Applicable Policies

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect the proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the amendments

have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The proposed amendments will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p> <p>Zoning and development permit by-laws are important for implementation of this Provincial Policy Statement. (PPS 4.8)</p>	<p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a. Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; b. Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and c. Encouraging compact, mixed-use development that incorporates employment uses to support liveable and resilient communities. (PPS 1.3.1) <p>Planning authorities shall plan for, protect and preserve <i>employment areas</i> for current and future uses and ensure that the necessary <i>infrastructure</i> is provided to support current and project needs. (PPS 1.3.2)</p> <p>Long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness. (PPS 1.7.1)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The proposed amendments do not deal with matters of intensification.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	The proposed amendments would not affect any natural heritage systems.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The proposed amendments would not affect any lands within the Green System.
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011.</p> <p>The existing policies of MOP are consistent with the ROP.</p>	<p>The lands affected by the proposed zoning amendments are located in the urban system and the built-up area, as identified by the ROP.</p> <p>It is a Regional objective to provide sufficient lands in employment areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities. (ROP 5.6.1.1)</p> <p>It is a Regional objective to attract and retain a range of employment types in Peel. (ROP 5.6.1.4)</p> <p>It is a Regional objective to plan for, protect and preserve, employment areas for employment uses. (ROP 5.6.1.6)</p> <p>It is a policy of Regional Council to require the area municipalities to include a range of employment designations in their official plans for employment areas within the Urban System to achieve the employment forecasts and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses. (ROP 5.6.2.2)</p> <p>It is a policy of Regional Council to protect and support employment areas for employment uses, as defined and designated in area municipal official plans. (ROP 5.6.2.6)</p> <p>It is a policy of Regional Council to support area municipalities in discouraging retail uses on employment land except for retail uses servicing the employment area and retail accessory to a permitted employment use, as defined in area municipal official plans. (ROP 5.6.2.11)</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for land use planning. MOP is generally consistent with the PPS and conforms with the Growth Plan, 2006, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and

conform to changes resulting from the recently released Growth Plan, 2019.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision		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.
Chapter 5 Direct Growth	Section 5.1.8 Section 5.3.6.1 Section 5.3.6.2 Section 5.3.6.3	Mississauga will protect employment lands to allow for a diversity of employment uses. Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs. Mississauga will maintain a sustainable, diversified, employment base by providing opportunities for a range of economic activities. Employment uses that support opportunities for residents to work in Mississauga will be encouraged.
Chapter 9 Build A Desirable Urban Form	Section 9.1.4 Section 9.3.1.9 Section 9.3.5.8 Section 9.5.1.2 Section 9.5.2.11 Section 9.5.4.2 Section 9.5.4.6 Section 9.5.4.7	Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area. Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter. Landscaped, outdoor on-site amenity areas will be encouraged for employment uses. Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: f. Continuity and enhancement of streetscapes h. Front, side and rear yards; m. The function and use of buildings, structures and landscapes. Site development will be required to: b. Provide enhanced streetscape; c. Provide landscaping that complements the public realm; h. Provide landscaping that beautifies the site and complements the building form.

	Specific Policies	General Intent
		<p>An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.</p> <p>Outdoor storage will not be located adjacent to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.</p> <p>Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.</p>
Chapter 10 Foster a Strong Economy	Section 10.1.1 Section 10.1.2 Section 10.1.5 Section 10.3.2 Section 10.4.1	<p>Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.</p> <p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.</p> <p>Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:</p> <p>c. Encourage the establishment of small innovative businesses and support their growth.</p> <p>Mississauga will protect lands within Employment Areas for industrial uses.</p> <p>Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes.</p>
Chapter 11 General Land Use Designations	Section 11.2.11.1 Section 11.2.11.3 Section 11.2.11.4 Section 11.2.11.5 Section 11.2.12.1 Section 11.2.12.3 Section 11.2.12.4	<p>In addition to the Uses Permitted in all Designations, land designated Business Employment will also permit the following uses:</p> <p>n. Motor Vehicle Commercial; o. Motor vehicle body repair facilities; z. Accessory uses.</p> <p>Permitted uses will operate mainly within enclosed buildings.</p> <p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.</p> <p>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:</p> <p>n. Motor vehicle body repair facility; o. Motor Vehicle Commercial uses; q. Outdoor storage and display area; aa. Accessory uses.</p>

	Specific Policies	General Intent
		<p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.</p> <p>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>
Chapter 19 Implementation	Section 19.4.2	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:</p> <p>b. Mississauga Zoning By-law.</p>

Examples of Properties Exceeding the Maximum Number of Motor Vehicles for Sale, Imposed through Minor Variance



'A' 224/16 – 1160 Crestlawn Drive (Ward 3)

Relevant Conditions: maximum three vehicles for sale; no outdoor storage of vehicles for sale



'A' 421/10 – 202 Dundas Street West (Ward 7)

Relevant Conditions: temporary approval expired on December 31, 2015; maximum five vehicles for sale



'A' 424/18 – 1109 Seneca Avenue (Ward 1)

Relevant Conditions: temporary approval to expire on December 31, 2020; maximum six vehicles for sale



'A' 409/14 – 2743 Derry Road East (Ward 5)

Relevant Conditions: maximum six vehicles for sale



'A' 297/10 – 526 South Service Road (Ward 1)

Relevant Conditions: maximum three vehicles for sale (subsequently increased to 15 through 'A' 197/19)

City of Mississauga

Corporate Report



Date: 9/13/2019

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.03-GAT

Meeting date:
10/7/2019

Subject

Gateway Corporate Centre Character Area - City-initiated Zoning By-law Amendment - Public Meeting

Recommendation

1. That the submissions made at the public meeting held on October 7, 2019, to consider the report "Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment – Public Meeting" dated September 13, 2019, be received; and,
2. That staff report back to the Planning and Development Committee on the submissions made, outlining any modifications to the original proposed zoning changes, if necessary.

Background

On June 24, 2019, the Planning and Development Committee received an Information Report describing the proposed changes to the city-initiated zoning by-law amendment for the Gateway Corporate Centre Character Area (Gateway Corporate Centre) and directed that a public meeting be held to consider the proposed changes to the Zoning By-law 0225-2007 (Zoning By-law).

The report from that meeting which describes the proposed changes is attached as Appendix 1.

Comments

The draft zoning amendment implements the Official Plan vision for the Gateway Corporate Centre as a walkable, transit-supportive and prestigious office employment area. The zoning amendment introduces two new transit-supportive office zones for the Gateway Corporate Centre that aligns with this vision. The proposed office zones (O1 and O2) were presented to the public at a community meeting on September 19, 2019.

The public meeting represents the initial stage in the statutory process to introduce the two proposed office zones to the Zoning By-law and establish the land use permissions and regulations for each office zone. The purpose of the public meeting is to receive comments on the proposed zoning changes.

Following the public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee. The report will include responses to all comments received prior to and at this meeting, and all comments received from departments and agencies.

Delineation between Office and Business Employment

The property located at 50 Admiral Boulevard (Flo Components Ltd.) retained its Business Employment land use designation in the 2014 Official Plan amendment. As such, the boundary for the new Office zone in the attached report is revised to exclude 50 Admiral Boulevard from the zoning amendment.

Financial Impact

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

Conclusion

The Gateway Corporate Centre is being planned as a walkable, transit-supportive and prestigious office employment area. The Zoning By-law amendments presented in this report represent the next step in achieving that vision.

Attachments

Appendix 1: Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment



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

Prepared by: Christian Binette, Planner

City of Mississauga

Corporate Report



Date: 2019/05/31

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.03-GAT

Meeting date:
2019/06/24

Subject

Gateway Corporate Centre Character Area - City-initiated Zoning By-law Amendment

Recommendation

1. That the report titled "Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment" dated May 31, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the statutory public meeting be held in the fall of 2019.

Report Highlights

- Changes to the Zoning By-law are proposed to implement the 2014 Council-approved amendment to the Official Plan and the 2017 Ontario Municipal Board settlement for the Gateway Corporate Centre Character Area (Gateway Corporate Centre).
- Two newly drafted Office zones are proposed to align with the vision of a prestigious office employment area along the Hurontario Light Rail Transit (LRT) Corridor. Existing uses can continue with limited expansions permitted, until such time as they are ready to redevelop.
- Staff will consult landowners on the proposed zoning changes before a statutory public meeting is held in the fall of 2019.

Background

In 2014, City Council adopted By-law 0238-2014 which approved Amendment 25 to the Mississauga Official Plan (Official Plan), herein referred to as MOPA 25. The lands subject to MOPA 25 comprise the Gateway Corporate Centre Character Area and are shown in Appendix 1. According to the City's 2018 Employment Survey, there are currently 18,025 jobs and 317 businesses within Gateway Corporate Centre. Four of the nineteen planned Hurontario LRT stations are located within the Gateway area. The number of jobs is expected to increase as planning for the Major Transit Station Areas around each station proceeds.¹

MOPA 25 re-designated most lands within Gateway Corporate Centre from Business Employment to Office. The Gateway Corporate Centre forms a part of the Official Plan and provides the vision and policies to guide development of this area. The amendment was appealed to the Ontario Municipal Board (OMB) by several landowners. In 2017, a settlement was reached after negotiation with the appellants.

With the approval of MOPA 25, a change to the Zoning By-law is required to conform to the policies of the amended Official Plan. The Zoning By-law is a tool to achieve the vision, goals and objectives of an official plan by outlining the list of permitted uses and regulations for each property.

The proposed city-initiated zoning amendment implements the policies approved by Council for the Gateway Corporate Centre. The zoning strikes a balance between new use permissions and requirements, while recognizing certain existing uses and structures. This will allow for the transformation of the Gateway Hurontario LRT Corridor towards a more transit-supportive built form.

Comments

This Report provides an overview of the Official Plan vision, and existing and proposed changes to the Zoning By-law within Gateway Corporate Centre.

Official Plan

The vision for Gateway Corporate Centre is for a prestigious office employment area along the northern stretch of the Hurontario LRT Corridor. As the main north-south LRT Corridor in the city, the policies of the Official Plan seek to promote a high quality urban design and built form that reinforce and enhance the image of Hurontario Street. The policies aim to create a safe and walkable environment by completing the pedestrian network, promoting an attractive public realm along key streets and within public spaces, and directing parking to the rear of the property away from the street frontage.

¹ Major Transit Station Areas around LRT stations will be planned to achieve a minimum of 160 residents and jobs per hectare/65 residents and jobs per acre.

It is intended that the Gateway area will transform from an auto-oriented built form to a more transit-supportive built form. To guide this transition, the Official Plan relies on a mix of general and prescriptive policies. Prescriptive policies contain detailed land use and regulation requirements to achieve transit-supportive objectives.

Existing Zoning

The City of Mississauga Zoning By-law 0225-2007 (Zoning By-law) contains uses and regulations for the Gateway area that do not conform to the vision and policies established by MOPA 25. Uses such as outdoor storage facilities, warehouses, waste processing facilities, and motor vehicle repair facilities are not in keeping with this vision. The existing zoning also allows surface parking within the front setback along Hurontario Street, has limited pedestrian-oriented landscaping requirements and permits stand-alone accessory uses; all of which contribute to a challenging environment for pedestrians and do not help achieve the vision of the Plan.

Existing zones include: Employment zones (E1 and E2), Commercial zones (C3 and C5), and Open Space zones (C3). The full list of permitted uses for each existing zone is included in Appendix 2.

New Transit-Supportive Office Zones

The existing Zoning By-law does not contain an appropriate zone to achieve the goals and objectives of the Official Plan for the Gateway area. The proposed amendment to the Zoning By-law will introduce two new transit-supportive Office zones – O1 and O2. These zones will implement the established vision for Gateway Corporate Centre and correspond to the Office designation introduced by MOPA 25. Properties that were not re-designated in MOPA 25 will retain their existing zoning.

A map showing the proposed zoning for the Gateway area is provided in Appendix 3. It contains existing zones that will be retained and the new additional Office zones.

The two new Office zones contain uses that align with the Official Plan vision of a prestigious office employment area along the Hurontario LRT Corridor. This includes permitted uses and accessory uses:

Permitted Uses:

- offices
- medical offices
- broadcasting facilities
- science and technology facilities
- conference centres
- overnight accommodation
- universities or colleges

Accessory Uses:

- retail store
- restaurant
- take-out restaurant
- financial institution
- entertainment and recreational establishments
- personal service establishment
- night club
- veterinary clinic
- animal care establishment
- commercial schools
- farmers market
- motor vehicle rental facility
- private club
- courier/messenger service
- daycare

Permitted uses and accessory uses are the same for both Office zones. Accessory uses are intended to support office-related uses and shall not exist as a stand-alone building. The limited expansion of existing uses will be allowed within the new Office zones subject to requirements outlined in the Official Plan.

Accessory uses are required on the ground floor of buildings fronting Hurontario Street and permitted, but not required along all other streets within O1 and O2 zones. Requiring accessory uses along Hurontario Street such as retail stores, daycares and restaurants, will enhance access to a range of services within walking distance of future LRT stations. This will contribute to the vibrancy and mix of uses along the Hurontario LRT Corridor.

Prohibited Uses

As per the City's Airport Operating Area policies, sensitive land uses such as residences, schools and nursing homes will continue to be prohibited from locating in the area.

Regulations

The prescriptive policies contained in the Official Plan are reflected in the two new Office zones. This includes a minimum height requirement of 3 stories (O1) and 2 stories (O2). There is no restriction on maximum heights. The Official Plan also sets a minimum lot frontage requirement along Hurontario Street of 80% within Major Transit Station Areas and 66% in areas beyond to be occupied by a building or structure.

The more general policy requirements in the Official Plan are reflected in the following regulations for O1 and O2 zones:

- setback and landscaping streetscape elements
- surface parking located to the rear or side of a property
- consistent, active street frontages with direct building entrances to the street
- restricting stand-alone accessory uses
- permitting accessory uses at-grade within office buildings
- maximum size restrictions for accessory uses

O1 zones are located nearer to the future Hurontario LRT stations and as such, have higher transit and pedestrian supportive requirements than O2 zones. In particular, O1 zones have higher street frontage, landscape buffer and surface parking location requirements than O2 zones. Minimum parking requirements are not being revised through this Amendment. Parking requirements will be addressed through the City's Parking Matters – Master Plan implementation work. The detailed list of proposed regulations for both Office zones is provided in Appendix 4.

Exception Zones

Exception zones are proposed to permit additional uses and modified requirements than those contained in the general O1 and O2 zones. These zones are intended to strike a balance between implementing new transit-supportive uses and regulations, and recognizing existing uses. The exception zones are shown in Appendix 2. The list of exception zones with their permitted uses and regulations is included in Appendix 5.

Financial Impact

There are no financial impacts resulting from the recommendation in this report.

Conclusion

Amendments are proposed to the Zoning By-law for properties within Gateway Corporate Centre. The updated zoning will implement the MOPA 25 vision for a prestigious office employment area along the Hurontario LRT Corridor. Staff proposes to consult with relevant stakeholders, including area landowners at a public open house, before a statutory public meeting is held in the fall.

Attachments

Appendix 1: Gateway Corporate Centre Land Use Schedule

Appendix 2: Table of Permitted Uses by Zone

Appendix 3: Map of Existing and Proposed Additional Zones

Appendix 4: Table of Regulations for O1 and O2 Zones

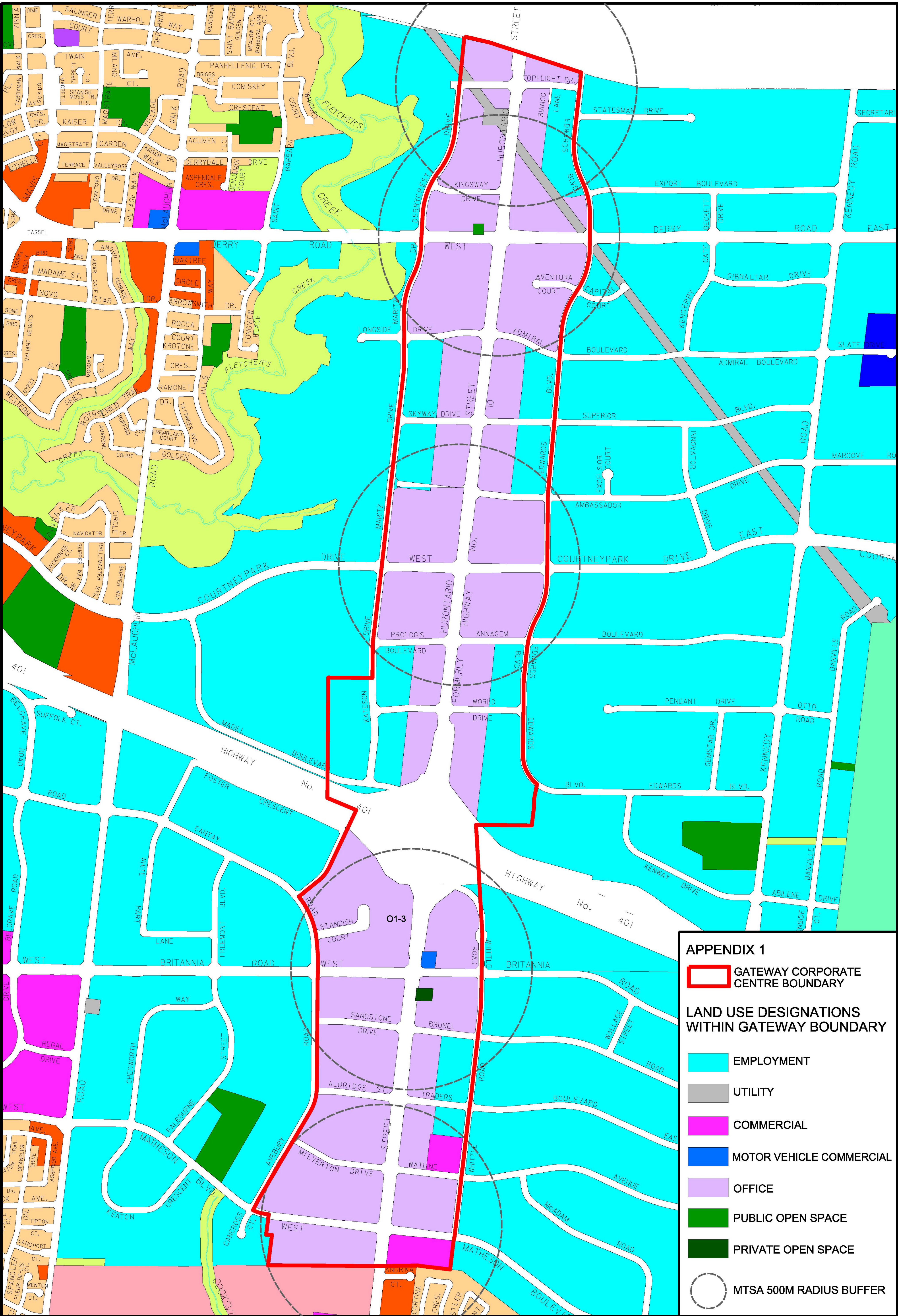
Appendix 5: Table of Proposed Exception Zones with Permitted Uses and Regulations



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

Prepared by: Christian Binette, Planner

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APPENDIX 1

GATEWAY CORPORATE CENTRE BOUNDARY

LAND USE DESIGNATIONS WITHIN GATEWAY BOUNDARY

EMPLOYMENT

UTILITY

COMMERCIAL

MOTOR VEHICLE COMMERCIAL

OFFICE

PUBLIC OPEN SPACE

PRIVATE OPEN SPACE

MTSA 500M RADIUS BUFFER

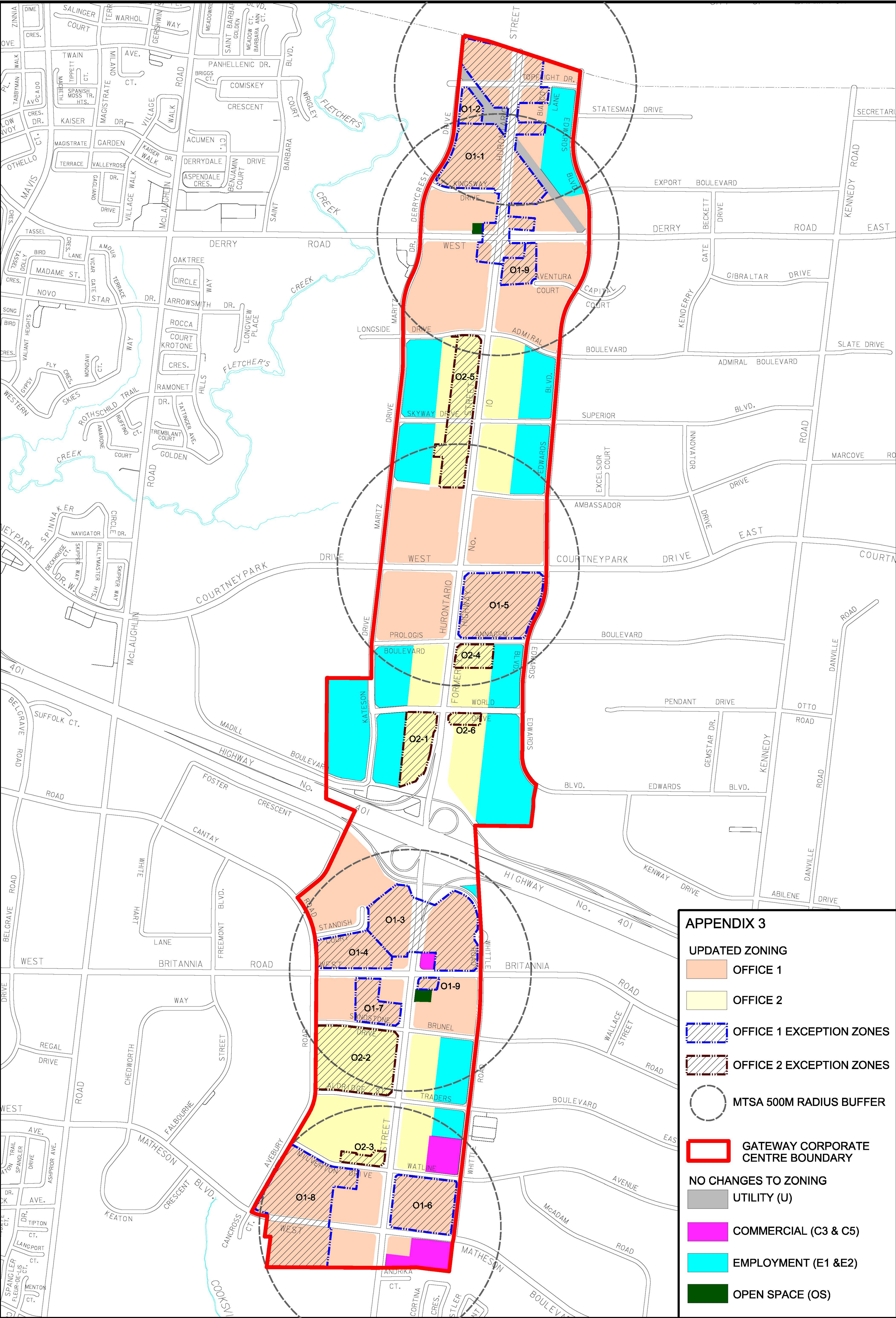
Appendix 2 – Table of Permitted Uses by Zone

Permitted Uses (exceptions not included/excluded)	Existing and Proposed Additional Zones						
	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	O1	O2
Office	✓	✓	✓			✓	✓
Medical Office	✓	✓	✓			✓	✓
Broadcasting/Communication Facility		✓				✓	✓
Manufacturing Facility	✓	✓					
Science and Technology Facility	✓	✓				✓	✓
Truck Terminal		✓					
Warehouse/Distribution Facility	✓	✓					
Wholesaling Facility		✓					
Waste Processing Station		✓					
Waste Transfer Station		✓					
Composting Facility		✓					
Self-Storage Facility		✓					
Contractor Service Shop		✓					
Medicinal Product Manufacturing Facility - Restricted	✓	✓					
Restaurant		✓	✓				
Convenience Restaurant		✓	✓				
Take-out Restaurant		✓	✓				
Commercial School	✓	✓	✓				
Financial Institution	✓	✓	✓				
Veterinary Clinic	✓	✓	✓				
Animal Care Establishment		✓	✓				

Permitted Uses (exceptions not included/excluded)	Existing and Proposed Additional Zones						
	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	O1	O2
Motor Vehicle Repair Facility - Restricted		✓		✓			
Motor Vehicle Rental Facility		✓	✓				
Motor Vehicle Wash Facility - Restricted		✓		✓			
Motor Vehicle Service Station		✓		✓			
Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles		✓					
Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted			✓				
Gas Bar		✓		✓			
Banquet Hall/Conference Centre/Convention Centre	✓	✓	✓			✓	✓
Night Club		✓					
Overnight Accommodation	✓	✓	✓			✓	✓
Adult Video Store		✓					
Adult Entertainment Establishment		✓					
Animal Boarding Establishment		✓					
Active Recreational Use	✓	✓					
Body-Rub Establishment		✓					
Beverage/Food Preparation Establishment		✓	✓				
Truck Fuel Dispensing Facility		✓					
Entertainment Establishment	✓	✓	✓				
Recreational Establishment	✓	✓	✓				
Funeral Establishment		✓	✓				
Private Club		✓	✓				
Repair Establishment		✓	✓				

Permitted Uses (exceptions not included/excluded)	Existing and Proposed Additional Zones						
	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	O1	O2
Parking Lot		✓					
University/College	✓	✓	✓			✓	✓
Courier/Messenger Service	✓	✓					
Retail Store			✓				
Personal Service Establishment			✓				
Amusement Arcade			✓				
Cemetery					✓		

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Appendix 4 – Table of Regulations for O1 and O2 Zones

Line	Proposed New Regulation	Proposed Additional Zones		Rationale
		O1	O2	
1	Minimum lot frontage	30m	30m	Discourage disjointed, small development parcels that are inappropriate for office development.
2	Minimum front yard	3.0m	3.0m	Ensure an appropriate distance from the public right-of-way.
3	Minimum front setback of the first building erected along Hurontario Street	3.0m	3.0m	Ensure an appropriate distance from the public right-of-way.
4	Minimum front setback of the first building erected along a street identified in Note (x)	3.0m	3.0m	Ensure an appropriate distance from the public right-of-way.
5	Maximum setback of a streetwall of a building erected along Hurontario Street	5.0m	5.0m	Create a consistent, attractive and pedestrian-oriented streetscape by ensuring buildings front onto Hurontario Street with direct building entrances onto the public sidewalk.
6	Notwithstanding requirements on Line 5 of this Table, a maximum of 25% of the length of a streetwall of a building may be setback beyond the maximum setback along a street notified in Note (x)	✓	✓	Create a consistent, attractive and pedestrian-oriented streetscape by orienting building to face directly onto Hurontario Street and key streets identified in Note (x).
7	Minimum interior side yard	4.5m	4.5m	Ensure an appropriate distance with neighbouring properties.
8	Minimum exterior side yard	4.5m	4.5m	Ensure an appropriate distance with neighbouring properties.
9	Maximum exterior side yard	7.0m	7.0m	Ensure an appropriate distance with neighbouring properties.
10	Minimum rear yard	4.5m	4.5m	Ensure an appropriate distance with neighbouring properties.

Line	Proposed New Regulation	Proposed Additional Zones		Rationale
		O1	O2	
11	Minimum percentage of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure	80%	66%	Create a consistent, attractive and pedestrian-oriented streetscape by minimizing surface parking and gaps between buildings along Hurontario Street and key streets identified in Note (x).
12	Minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure that has street frontages along Hurontario Street	50%	n/a	Create a consistent, attractive and pedestrian-oriented streetscape by minimizing surface parking and gaps between buildings along Hurontario Street and key streets identified in Note (x).
13	Minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure that has no street frontages along Hurontario Street	50%	n/a	Create a consistent, attractive and pedestrian-oriented streetscape by locating surface parking to the rear of the property and minimizing gaps between buildings along Hurontario Street and key streets identified in Note (x).
14	Minimum percentage of lot frontage to be occupied by a streetwall of a building or structure that has no street frontage along Hurontario Street or a street identified in Note (x)	50%	n/a	Create a consistent, attractive and pedestrian-oriented streetscape by minimizing surface parking and gaps between buildings along Hurontario Street and key streets identified in Note (x).
15	A minimum of 75% of the area of the first storey streetwall of a building containing a non-residential use facing Hurontario Street shall contain glazing	✓	✓	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.

Line	Proposed New Regulation	Proposed Additional Zones		Rationale
		O1	O2	
16	A minimum of 50% of the area of the first storey streetwall of a building containing a non-residential use facing a street identified in Note (x) shall contain glazing	✓	✓	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.
17	Where a building is located at the intersection of Hurontario Street and a street identified in Note (x), the main front entrance with direct pedestrian access shall front Hurontario Street	✓	✓	Contribute to the animation of Hurontario Street and ensure safe and direct pedestrian access to future buildings from the public sidewalk.
18	Each individual unit facing Hurontario Street shall provide a main front entrance with direct pedestrian access to the street	✓	✓	Contribute to the animation of Hurontario Street and ensure safe and direct pedestrian access to future buildings from the public sidewalk.
19	An above grade or partially above grade parking structure shall not face Hurontario Street	✓	✓	Prioritize Hurontario Street as a key pedestrian and transit Corridor, minimize the impact of surface parking on the public realm and reduce the potential for vehicular-pedestrian conflict.
20	An above grade or partially above grade parking structure shall not be within 30 m of Hurontario Street	✓	✓	Prioritize Hurontario Street as a key pedestrian and transit Corridor, minimize the impact of surface parking on the public realm and reduce the potential for vehicular-pedestrian conflict.
21	Minimum building height	12m and 3 stories	8m and 2 stories	Ensure a minimum employment density to support future Major Transit Station Areas density targets.

Line	Proposed New Regulation	Proposed Additional Zones		Rationale
		O1	O2	
22	Minimum streetwall height	12m and 3 stories	8m and 2 stories	Ensure a minimum employment density to support future Major Transit Station Areas density targets.
23	Minimum first storey height measured from the finished floor of the first storey to the underside of the finished ceiling	5m	4.5m	Ensure a minimum employment density to support future Major Transit Station Areas density targets.
24	Minimum floor space index- non-residential	0.5	0.5	Ensure a minimum employment density to support future Major Transit Station Areas density targets.
25	Maximum floor space index - non-residential - offices and/or medical offices	n/a	n/a	Not applicable.
26	Minimum depth of a landscaped buffer measured from a lot line that is a street line	3.0m	4.0m	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.
27	Minimum depth of a landscaped buffer measured from a lot line where the lot line abuts a Utility Zone, or any combination of zones thereor	3.0m	3.0m	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.
28	Minimum depth of a landscaped buffer measured from any other lot line	4.5m	4.5m	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.
29	Loading spaces shall not be located within 10m of the lot line	✓	✓	Minimize the impact of loading spaces on the public realm and reduce the potential for vehicular-pedestrian conflict.

Line	Proposed New Regulation	Proposed Additional Zones		Rationale
		O1	O2	
30	Minimum distance from a surface parking space and/or parking area to Hurontario Street	10.0m	n/a	Prioritize Hurontario Street as a key pedestrian and transit Corridor, minimize the impact of surface parking on the public realm and reduce the potential for vehicular-pedestrian conflict.
31	Driveways, internal roads and aisles may be shared with abutting lands	✓	✓	Promote the efficient use of land to meet long-term Major Transit Station Area density targets.
32	Unless otherwise permitted, accessory uses shall be wholly contained within a building or structure	✓	✓	Promote a high quality urban design and built form within the Gateway Corporate Centre Character Area to reinforce and enhance the image of Hurontario Street.
33	A maximum of 30% of the total gross floor area - non-residential of each building used for a permitted use shall be used for uses accessory to a permitted use	✓	n/a	Set a maximum amount of permissible space dedicated to accessory uses to ensure that the Gateway Area retains its predominant function as an office employment area.
34	A maximum of 20% of the total gross floor area - non-residential of each building used for a permitted use shall be used for uses accessory to a permitted use	n/a	✓	Set a maximum amount of permissible space dedicated to accessory uses to ensure that the Gateway Area retains its predominant function as an office employment area.
35	The first storey of a building that has a streetwall facing Hurontario Street shall contain accessory uses (see Corporate Report for full list of accessory uses)	✓	✓	Provide convenient pedestrian access to a range of services for office employees in the Gateway area, increase ridership demand for the future LRT line and create a prestigious employment area along an animated, mixed-use Hurontario Corridor.

Note x: This regulation applies to the lot lines abutting Derry Road East, Derry Road West, Courtneypark Drive East, Courtneypark Drive West, Britannia Road East, Britannia Road West, Matheson Boulevard East and Matheson Boulevard West.

Appendix 5 – Table of Proposed Exception Zones with Permitted Uses and Regulations

Exception Zone	Additional Permitted Use - Legally Existing	Additional Permitted Use	Modified Regulations (as compared to O1 or O2 zone)
O1-1	<ul style="list-style-type: none"> gas bar motor vehicle wash facility – restricted freestanding restaurant freestanding take-out restaurant 	N/A	<ul style="list-style-type: none"> The lot line abutting Hurontario Street shall be the front line 5.0 metre minimum front yard 7.5 metre maximum setback of the first building or structure from Hurontario Street 5.0 metre setback of the first building or structure erected on a lot abutting Hurontario Street and a street identified in Note (x)
O1-2	N/A	N/A	<ul style="list-style-type: none"> The lot line abutting Derrycrest Drive shall be the front line 12.0 metre minimum rear yard
O1-3	N/A	<ul style="list-style-type: none"> Required parking, driveways and aisles for lands zoned O1-4 and abutting lands zoned O1 	<ul style="list-style-type: none"> 14.0 metre maximum setback of the first storey of a streetwall of a building or structure erected wholly or partially within 50.0 metres of Hurontario Street 5.0 metre maximum setback of a streetwall of the first building erected wholly or partially within 10.0 metres of a street identified in Note (x) 39.0 metre minimum length of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure 80% minimum percentage of lot frontage along Hurontario Street to be occupied by a streetwall of all buildings or structures, subsequent to the first building or structure, erected wholly or partially within 50.0 metres of Hurontario Street 66% minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure erected wholly or partially within

Exception Zone	Additional Permitted Use - Legally Existing	Additional Permitted Use	Modified Regulations (as compared to O1 or O2 zone)
			10.0 metres of a street identified in Note (x)
O1-4	N/A	N/A	<ul style="list-style-type: none"> Required parking may be located on lands zoned O1-3 west of Hurontario Street
O1-5	<ul style="list-style-type: none"> freestanding restaurants convenience restaurants 	N/A	<ul style="list-style-type: none"> Required parking for lands zoned O1-5 shall also be permitted on lands zoned E1-15 and O2-4
O1-6	<ul style="list-style-type: none"> retail store 	N/A	N/A
O1-7	N/A	N/A	<ul style="list-style-type: none"> 39.0 metre minimum length of lot frontage along Hurontario Street to be occupied by a streetwall of the first building or structure 80% minimum percentage of lot frontage along Hurontario Street to be occupied by a streetwall of all buildings or structures, subsequent to the first building or structure, erected wholly or partially within 50.0 metres of Hurontario Street 66% minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure erected wholly or partially within 10.0 metres of a street identified in Note (x)
O1-8	<ul style="list-style-type: none"> accessory day care 	N/A	N/A
O1-9	<ul style="list-style-type: none"> convenience restaurant freestanding restaurant 	N/A	N/A
O2-1	N/A	<ul style="list-style-type: none"> manufacturing facility research and development facility warehouse/distribution facility outdoor storage ancillary to a manufacturing facility or warehouse/distribution 	<ul style="list-style-type: none"> The lot line abutting Hurontario Street shall be the front line 11.5m or 2 stories minimum height of all buildings and structures wholly or partially used as a manufacturing facility or warehouse/distribution facility 2 stories minimum height of a streetwall of all buildings and structures wholly or partially used

Exception Zone	Additional Permitted Use - Legally Existing	Additional Permitted Use	Modified Regulations (as compared to O1 or O2 zone)
		facility	<p>as a manufacturing facility or warehouse/distribution facility</p> <ul style="list-style-type: none"> Where a building or structure is used as a manufacturing facility or warehouse/distribution facility, any office component of the building or structure shall be located adjacent to Hurontario Street An aisle shall be permitted between a streetwall and a lot line abutting Hurontario Street where a building or structure is wholly used as a manufacturing facility or warehouse/distribution facility 25.0 metre minimum distance from a surface parking space to Hurontario Street The lesser of 5% of lot area or 10% of the gross floor area of a building may be used for outdoor storage Outdoor storage shall not be located closer to any streetline than a building or structure Outdoor storage shall not be located within the front yard or exterior side yard 2.4 metre minimum height of fencing surrounding the area used for outdoor storage
O2-2	N/A	N/A	<ul style="list-style-type: none"> 48.0 metre maximum setback to the streetwall of an addition to an existing building from Hurontario Street 39.0 metre minimum length of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure Where a building is located within 10.0m from Hurontario Street, the pedestrian street entrance shall face Hurontario Street A maximum of two (2) aisles accommodating no more than four (4) rows of parking shall be permitted in the front yard

Exception Zone	Additional Permitted Use - Legally Existing	Additional Permitted Use	Modified Regulations (as compared to O1 or O2 zone)
O2-3	<ul style="list-style-type: none"> • banquet hall • day care • entertainment establishment • recreational establishment • sports facility • research and development facility • restaurant • financial institution 	N/A	N/A
O2-4	N/A	<ul style="list-style-type: none"> • Required parking for lands zoned O1-5 	N/A
O2-5	N/A	N/A	<ul style="list-style-type: none"> • Holding provisions as per the Official Plan
O2-6	<ul style="list-style-type: none"> • convenience restaurant • restaurant 	N/A	N/A

Note x: This regulation applies to the lot lines abutting Derry Road East, Derry Road West, Courtneypark Drive East, Courtneypark Drive West, Britannia Road East, Britannia Road West, Matheson Boulevard East and Matheson Boulevard West.

City of Mississauga

Corporate Report



Date: 2019/08/23	Originator's files: LA.07.PRO
To: Chair and Members of Planning and Development Committee	
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2019/10/07

Subject

Draft Provincial Policy Statement 2019

Recommendation

1. That the report titled "*Draft Provincial Policy Statement 2019*" from the Commissioner of Planning and Building, dated August 23, 2019, be received for information.
2. That Council endorse positions and comments contained in this report and Appendix 1.
3. That the City Clerk forward the report to the Ministry of Municipal Affairs and Housing.

Report Highlights

- The Ministry of Municipal Affairs and Housing is undertaking a review of the Provincial Policy Statement (PPS) for planning matters. This report highlights the major changes proposed and provides draft comments to the Province for Council's consideration.
- Key changes proposed to the PPS address housing options (with an emphasis on market-based housing), urban expansions, employment areas, Indigenous engagement, the environment and heritage.
- The proposed PPS updates reinforce policy directions set out in Bill 108 and the updated *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (the *Growth Plan*) that aim to increase the housing supply.

Background

A presentation on this item was made to Planning and Development Committee on September 16th 2019 before the power outage.

In July 2019, the Province released draft policies of PPS and requested comments by October 21, 2019. Comments on these changes are included in this report and in Appendix 1.

The PPS provides planning policy direction on matters of provincial interest. Any council decision on a planning matter, including development applications, must be consistent with the PPS. The PPS is also a policy document considered at Local Planning Appeal Tribunal hearings.

The proposed PPS changes work together with other recent changes to the land use planning system – including changes to the *Planning Act* through Bill 108, *More Homes, More Choice Act, 2019* (partially proclaimed) and the *Growth Plan*. The primary intent of the changes is to increase the supply of housing.

Comments

HOUSING

The draft PPS proposes several policy changes intended to address housing challenges across Ontario, including:

- A new focus on a market-based range and mix of housing types and market-based considerations for where growth should occur (intensification or new settlement areas) (policy 1.1.1 and 1.4.3).
- *Housing options* has been introduced as a new term which means: “a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings and uses such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses” (policy 1.1.3.3, 1.4.3, and 1.7.1).
- Aligning housing targets with housing and homelessness plans (policy 1.4.3 (a)).
- Requiring transit-supportive development and prioritizing intensification including potential air rights development in proximity to transit (policy 1.4.3 (e)).
- New policy that requires planning authorities to streamline, fast-track and reduce time needed to process priority applications (policy 4.7).

Staff support provincial aims to create more housing, a greater mix of housing and efforts to make home ownership and renting more affordable. However, it is not clear on what is meant by “market”, and what data would be used to identify market needs. This PPS language seems to run counter to policies in the *Growth Plan* intended to shift the market to more dense forms of housing.

The proposed PPS also includes a new term *housing options* (replacing *housing types*), which encourages a broader range of housing types and tenures. Staff recognize the importance of

encouraging an innovative range of housing and are exploring gentle forms of infill and other housing options as part of the City's *Housing Strategy Action Plan*. Staff would encourage the Province to add detailed policies in the *Planning Act* so that municipalities have more legislative tools to increase the supply of affordable units, rental and co-op housing, and dwellings for people with special needs.

Staff support greater alignment between housing targets and actual housing being built. The City has already aligned its targets with Regional targets and is looking for the Province to go further and provide municipalities with an expanded set of tools to create affordable housing. Additional tools could include simplified inclusionary zoning city-wide, conditional zoning and provincial tax incentives.

New policies supporting transit oriented development are aligned with City priorities as we are working to advance the planning for major transit station areas. However, clarification is required regarding the intent and use of air rights. Air rights involve planning permissions above existing buildings or infrastructure, such as a rail corridor. In some jurisdictions, unused air rights can sometimes be purchased and transferred between adjacent sites (e.g. a condominium developer may purchase the air rights above a place of worship). Air rights have not been an issue in Mississauga in the past. It is recommended the Province release more guidance on how to plan for air rights including: transfer of air rights; application processes for air rights; and implementation of air rights over long term. Overall, air rights can be workable as long as they are regulated in a way that does not drive property speculation, and proposed development aligns with policy direction contained in the Official Plan.

The proposed policy changes also require planning authorities to streamline, fast track and reduce timelines to process priority applications. Further fast tracking is not required given the already reduced timelines introduced through Bill 108. Further, the City, through its development liaison and planners, work with applicants and commenting agencies to resolve issues as expeditiously as possible.

URBAN SETTLEMENT EXPANSIONS

The draft PPS proposes several amendments to urban settlement area expansions including:

- Changes to the maximum planning horizon for developable land, infrastructure, public service facilities and employment areas from 20 years to 25 years (policy 1.1.2 and 1.3.2.7).
- Extending the minimum number of years required to maintain the ability to accommodate residential growth from 10 years to 12 years (policy 1.4.1(a)).
- Upper- and single-tiers may choose to provide 5 years supply of serviced land within regional market areas (policy 1.4.1).
- Allowing less detailed agricultural assessments for smaller or less complex settlement expansions (policy 1.1.3.8 (e)).

- Allowing potential settlement boundary expansions outside of a Municipal Comprehensive Review, provided there is no net increase to the municipal-wide settlement area (policy 1.1.3.9).
- Requirement to consider market demand in existing growth areas when contemplating settlement area boundary expansions (policy 1.1.3.8).

Mississauga has the capacity to absorb a significant amount of growth and development that would optimize existing infrastructure and services. The proposed policy changes are similar to prior amendments to the *Growth Plan* that allow more low density greenfield development to occur. The proposed urban settlement policies are not expected to impact Mississauga directly, however they could impact future growth allocations. Initial discussions with Regional Staff indicate they are not planning on adjusting their current Municipal Comprehensive Review process to a 25 year horizon.

EMPLOYMENT

The draft PPS proposes several policy changes relating to employment planning and employment area protections, including:

- A new policy that permits the development of sensitive land uses adjacent to existing or planned industrial, manufacturing or other uses when no reasonable alternative locations are available (policy 1.2.6.2).
- A new policy that allows for non-provincially and/or regionally significant employment areas to be converted to non-employment uses prior to a Municipal Comprehensive Review (policy 1.3.2.5).

The proposed policies may reduce employment area protections.

The proposed changes could result in residential development encroaching on the City's employment areas. Specifically, new policy proposes the development of sensitive land uses adjacent to existing or planned industrial uses where no alternative exists. The Province needs to clarify what an assessment of an alternative location would entail, and how the City would determine if this requirement has been met.

The proposed PPS policies, in conjunction with the amended *Growth Plan*, expand the role of the Province in the planning of employment areas. The Province has identified provincially significant employment zones where land-use use conversions are not permitted. However, the PPS will enable the conversion of non-provincially or regionally significant employment areas outside of a Municipal Comprehensive Review. The proposed changes will only affect a small land area of Mississauga. After accounting for natural areas and roads, approximately 97% of Mississauga's employment areas are identified as provincially significant and therefore only 3% of the City's employment area land base could be subject to increased conversion pressure. Please see Appendix 2 for a map of the City's provincially significant employment zones, relative to its employment areas.

INDIGENOUS ENGAGEMENT

The draft PPS proposes that planning authorities shall engage with Indigenous communities and consider their interests:

- When identifying, protecting and managing cultural heritage and archaeological resources (policy 2.6.5).
- When coordinating on land use planning matters (policy 1.2.2).

The proposed updates strengthen the language for Indigenous engagement. The proposed policies align to Mississauga's ongoing engagement with Indigenous communities on land use planning, cultural heritage and archaeological matters.

ENVIRONMENT, ENERGY, NATURAL AND CULTURAL HERITAGE

The draft PPS proposes several policy changes relating to the environment, energy, natural and cultural heritage, including:

- The word *climate change* has been replaced with *impact of changing climate* through the PPS.
- A new policy allows for the management of non-significant wetlands (policy 2.1.10).
- Removal of language related to opportunities for renewable and alternative energy systems throughout the PPS (policy 1.6.11.2, 1.7.1(j), and 1.8.1).
- A new policy that proposes excess soil be re-used on-site where feasible (policy 3.2.3).
- Changes to definitions related to cultural heritage and archeology.

Staff request that the Province maintain strong language to support environmental protection and respond to climate change throughout the PPS. The proposed policy changes in some areas of environmental management have a greater focus on mitigation though this is not expected to impact Staff's review of studies and development applications. Staff support proposed policies on wetlands and the promotion of on-site soil re-use.

Municipalities look to the Province for leadership in the promotion of clean and renewable energy sources. The PPS should retain and integrate previous language that encourages alternative energy systems.

The proposed PPS policy changes impact provincially applied heritage protections, and will work with the significant changes proposed as part of Bill 108. Until the regulations are released, it is not possible to understand the full impact of changes under Bill 108. However, in the interim it is recommended that the Province consider a formal process allowing municipalities to pass heritage by-laws which allow for similar protection applied to locally significant resources.

Financial Impact

There would be no financial impact created by the recommendations.

Conclusion

Staff are pleased to have the opportunity to comment on the Draft PPS. While there is support for the Province's efforts to bring more housing to market, there are particular concerns about the greater emphasis placed on market-based housing. Also there are concerns that proposed changes to the settlement boundary policies could lead to more greenfield development and reduced growth in existing urban areas.

Attachments

Appendix 1: Detailed Comments to the Province on the Draft Provincial Policy Statement 2019

Appendix 2: Map of City's Provincially Significant Employment Zones and Employment Areas



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

Prepared by: Mojan Jianfar, Planner, City Planning Strategies

Appendix 1: Detailed Comments to the Province on the Draft Provincial Policy Statement 2019

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
Housing	1.1.1(b); 1.4.1 Definitions	Replaces the term <i>housing types</i> with <i>housing options</i> , which permits a broad range of housing types and tenures, including: single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi- residential buildings and uses such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.	The City recognizes the importance of encouraging innovative housing types, and is exploring sensitive forms of infill and varied housing options as part of its <i>Housing Strategy Action Plan</i> .	<p>The City requests flexibility to assess local needs and context in developing permissions for housing types and tenures city-wide.</p> <p>The City currently lacks the planning tools to mandate certain types and tenures of housing. The City requests that the Province provide expanded planning tools to mandate a more diverse range of housing options.</p>
	1.4.3; 1.4.3(b); 1.7.1(b)	Shift in focus from meeting housing requirements to meeting market-based needs of current and future residents, demographic changes and the needs of a diverse workforce.	<p>The Provincial Policy Statement (PPS) language seems to run counter to policies in the <i>Growth Plan</i> intended to shift the market to more dense forms of housing.</p> <p>Proposed policy may limit the City's ability to obtain the range and mix of housing identified in the <i>Housing Strategy</i>. For example, the Strategy identifies a need for family size units of 3 or more bedrooms. However, the market often does not provide these units in apartments due to the high cost of construction per square foot.</p>	<p>The City does not support a shifting policy focus towards market based housing and is concerned it would provide support for a narrower range of housing. Specifically small condominium units which often provide the greatest return.</p> <p>The City is unclear on what is meant by the term "market," and what data would be used to identify "market" needs.</p>

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
	1.4.3(a)	Requires that minimum affordable to low and moderate income housing targets align with applicable housing and homelessness plans.	Limited impact.	The City's housing targets are aligned with the Region's <i>Housing and Homelessness Plan</i> . Municipalities should be granted additional legislative tools to achieve the targets such as city-wide inclusionary zoning, conditional zoning to secure housing targets and provincial tax/grants for incentives.
	4.7	New policy that requires planning authorities to streamline, fast-track and reduce time needed to process priority applications.	The City may be under increased pressure to process 'priority applications.' This is compounded by timeline reductions introduced under Bill 108. The City has already introduced a development liaison to help applicants advance their applications.	<p>The City requests that the Province provide clarifying language as to what constitutes a 'priority application.'</p> <p>The City does not consider further fast tracking is required given the timeline reductions introduced through Bill 108.</p>
Planning Horizons and Land Supply	1.1.2; 1.3.2.7	Changes to the maximum planning horizon for developable land, infrastructure, public service facilities and employment areas from 20 years to 25 years.	Initial discussions with the Region indicate they are maintaining a 20 year forecast for the current Municipal Comprehensive Review process. Therefore there is no impact on the City in the short term. The change could lead to some municipalities designating more greenfield land.	The City requests that the PPS and <i>Growth Plan</i> provide consistent planning horizons.

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
	1.4.1	Within regional market areas, planning authorities shall provide at least 3 years supply of serviced land to support residential development. Upper- and single-tiers may choose to provide 5 years supply of serviced land.	Limited impact. The Region already plans beyond this time horizon.	The City suggests that the Province consider only including one time horizon for land supply.
	1.4.1(a)	Provide a 12 year supply of land to accommodate residential growth (up from 10 years).	Limited impact. The Region already plans beyond this time horizon.	No comments.
Settlement Areas	1.1.3.6	Change to language from 'shall' to 'should': new development taking place in designated growth areas adjacent to existing built-up areas <u>should</u> have compact form, mix of uses and densities that allow for efficient use of land and facilities.	Limited impact.	The City of Mississauga has long supported provincial direction contained in PPS and <i>Growth Plan</i> to build compact and complete communities. The City considers original wording should be maintained.
	1.1.3.7	Change to language from 'shall' to 'should': planning authorities <u>should</u> establish and implement phasing policies for settlement areas.	Limited impact.	The City considers original wording should be maintained.
	1.1.3.8(a); 1.1.3.8(e)	Allows for settlement areas to expand to accommodate growth and satisfy market demand, including allowing less detailed agricultural assessments for less complex settlement expansions.	Limited impact. Initial discussions with the Region indicate they are maintaining a sufficient land supply to accommodate new growth. Therefore there is no impact on the City in the short term. The change could lead to some municipalities	No comments.

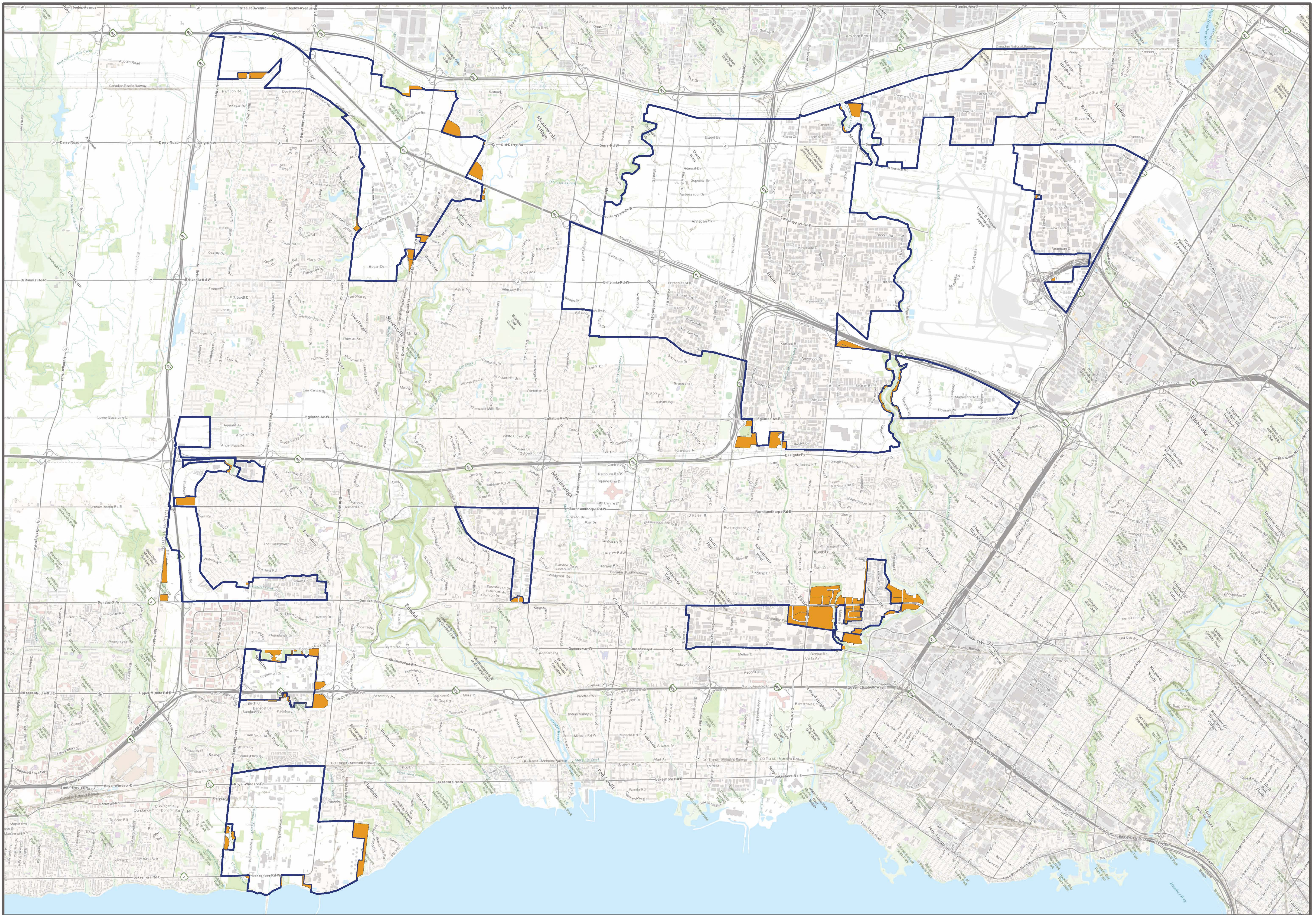
Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
			designating more greenfield land, which could potentially accelerate loss of agricultural lands.	
	1.1.3.9	Allows municipalities to adjust settlement area boundaries outside a Municipal Comprehensive Review provided there is no net increase to the municipal-wide settlement area.	Limited impact.	No comments.
Land use Compatibility	1.2.6.1	Change to language from 'should' to 'shall': major facilities and sensitive land uses <u>shall</u> be planned and developed to avoid, minimize or mitigate adverse effects on public health and support economic viability.	Limited impact as the City already plans to ensure land use compatibility.	The City supports policy changes which provide added protection to major facilities in employment areas.
	1.2.6.2	New policy that permits the development of sensitive land uses adjacent to existing or planned industrial, manufacturing or other uses when no reasonable alternative locations are available and when potential impacts are minimized and mitigated.	Could result in residential development encroaching on the City's employment areas.	The City is concerned that the proposed policy may reduce employment area protections. The City requests that the Province clarify what an assessment of an alternative location would entail, and how the City would assess if this requirement has been met.
Employment	1.3.2.3	New policy prohibiting non-ancillary residential and institutional uses within employment areas that are	The City currently does not permit residential and institutional uses within its employment areas, yet in	The City seeks to clarify that the proposed policy would not prohibit any uses that the City currently

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
		planned for industrial and manufacturing uses.	some cases permits community infrastructure uses.	<p>permits in its employment areas. The City suggests that the PPS include a definition for “institutional uses”.</p> <p>The City also requests the Province clarify the phrase “employment areas planned for industrial and manufacturing uses.” The City notes that industrial and manufacturing uses predominate most of its employment area land base.</p>
	1.3.2.5	New policy that allows for non-provincially and/or regionally significant employment areas to be converted to non-employment uses prior to a Municipal Comprehensive Review.	<p>Approximately 97% of Mississauga’s employment areas are identified as provincially significant. Therefore as a result of this change approximately 3% of the City’s employment area land base (after netting out natural areas and roads) could be subject to increased conversion pressure, depending on landowner intent.</p> <p>At the same time, this level of protection limits the City’s ability to undertake conversions in some limited and strategic locations in line with Council approved planning strategies that align to Provincial requirements (i.e. major transit station areas).</p>	The City requests it can advance a limited number of employment area conversions in some of its major transit station areas (such as Dundas Street), in line with Council approved planning strategies.

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
	1.3.1(c)	New policy to identify and monitor strategic sites for investment that are suitable for employment and are market ready.	Mississauga currently has many programs in place to attract investment and reduce barriers for businesses.	The City seeks clarification on what monitoring requirements would entail. The City also seeks clarification on the Province's role in helping attract investment to these sites.
Transportation, Transit Supportive Development and Air Rights	1.4.3(e)	New policy that requires transit-supportive development, prioritizes intensification and enables air rights development in proximity to transit, including corridors and stations.	The City strongly supports development in its intensification areas and major transit station areas.	<p>The City seeks clarification on the Province's intended use of air rights. It further requests that the Province issue more guidance on air rights to help guide future development (e.g. transfer of air rights, implementation of air rights over the longer term etc.).</p> <p>The City supports the use of air rights, so long as it is regulated in a way that does not drive property speculation, and proposed development aligns with policy direction contained in the Mississauga Official Plan.</p>
	1.6.7.5	Removal of policy that indicates that transportation and land use considerations shall be integrated at all stages of the planning process.	The City encourages the importance of integrating transportation and land use considerations at all stages of the planning process.	The City requests that original wording be maintained.
Indigenous Engagement	1.2.2; 2.6.5	Change in language from 'should' to 'shall': planning authorities <u>shall</u> engage with Indigenous communities and coordinate on land use planning	Policies are in line with Mississauga's priorities to engage with Indigenous communities on land use planning, cultural heritage	No comments.

Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
		matters; and planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.	and archaeological matters.	
Accessibility	1.1.1(f)	Removal of language related to identifying, preventing and removing land use barriers for persons with disabilities and older persons.	The City identifies the importance of the <i>Accessibility for Ontarians with Disabilities Act (AODA)</i> and encourages the importance of a barrier-free Mississauga for citizens of all abilities including persons with disabilities.	The City requests that original wording be maintained.
Environment, Energy, Natural and Cultural Heritage	2.1.10	New policy to allow for municipalities to manage wetlands not subject to policy 2.1.4 and 2.1.5.	New ability for municipalities to manage wetlands that are not considered <i>significant</i> (as per the PPS). Wetlands are limited in Mississauga's landscape and this proposed policy would support the City in protecting wetlands that do not meet <i>significant wetland</i> criteria but still serve an important function to the City's ecosystem.	No comments.
	3.1.3; Definition for <i>impacts of a changing climate</i>	Change in language for planning authorities to <u>prepare</u> for the impacts of a changing climate instead of considering the potential impacts. New definition for <i>impacts of a changing climate</i> .	These changes strengthen the language for climate change, however the new definition of <i>impacts of a changing climate</i> suggest there are present or future 'opportunities' from climate change.	The City requests the Province remove the term 'opportunities' as it relates to the impacts of climate change. The City requests that the Province provide a definition for what would constitute environmental mitigation.

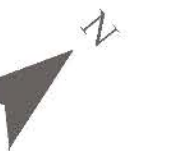
Initiative	Policy No.	Description of proposed changes	Implications for Mississauga	Comments to the Province
	1.6.11.1; 1.6.11.2; 1.7.1(j); 1.8.1;	Removal of policy regarding the promotion of renewable and alternative energy systems. Removal of language related to opportunities for renewable and alternative energy systems throughout the PPS.	The City seeks to increase energy supply and encourages clean and renewable energy sources.	The City requests the Province retain and integrate previous language throughout relevant sections of the PPS encouraging alternative energy systems.
	1.6.6.7	Greater emphasis placed on mitigation of risks (as opposed to increased risk) when planning for stormwater management.	Limited impact.	No comments.
	3.2.3	New policy to promote on-site and local re-use of excess soil, where feasible.	The City supports re-use of soil where feasible, and is identifying appropriate policies and procedures for soil re-use.	No comments.
	Cultural Heritage and Archeology Definitions	Six definitions related to cultural heritage and archaeology have been revised, including: <i>areas of archaeological potential; built heritage resource; conserved; cultural heritage landscape; heritage attributes; and significant – subsection (e).</i>	The six definitions are generally revised to clarify that the authority to define the criteria for cultural heritage value and interest falls under the Province, and not the municipality, as it pertains to the <i>Ontario Heritage Act</i> . These revisions may impact Mississauga as only resources that meet provincial criteria could be protected under the <i>Heritage Act</i> , and resources of local significance would not have access to the same protections.	The City requests that the Province consider a formal process for allowing municipalities to pass Heritage by-laws which allow for similar protections for locally significant resources as allowed for provincially significant resources under the <i>Ontario Heritage Act</i> .



Appendix 2: Proposed Provincially Significant Employment Zone (PSEZ) Boundaries and Excluded Employment Land Uses in Mississauga

Legend

- Developable employment areas excluded from PSEZ
- Proposed PSEZ boundary (Province)



MISSISSAUGA

Produced by CPS, Geospatial Solutions