
Planning and Development Committee

Date

2019/10/28

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
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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 Appeal 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 October 15, 2019
4. MATTERS TO BE CONSIDERED
 - 4.1. A By-law to repeal By-law 251-13 Construction, Demolition and Change of Use Permits, Inspections and related matters (The Building By-law) and adopt a new Building By-law.
 - 4.2. Census Hub
 - 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 5)
Rezoning application to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium
6710 Hurontario Street, west side of Hurontario Street between Courtneypark Drive West and Skyway Drive
Owner: 2660430 Ontario Inc. (Flato Developments Inc.)
File: OZ 19/009 W5
 - 4.4. PUBLIC MEETING INFORMATION REPORT (WARD 2)
Official Plan amendment and rezoning applications to permit 7 townhomes
1110 Lorne Park Road, northwest of Lakeshore Road West and Lorne Park Road at Albertson Crescent and Bramblewood Lane
Owner: Jacan Construction Ltd
File: OZ 19/006 W2

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- 4.5. RECOMMENDATION REPORT (WARD 1)
 Lakeview Waterfront Master Plan
 Owner: Lakeveiw Community Partners Limited
 File: Lakeveiw Waterfront Development Master Plan
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2019/10/04

Originator's files:

To: Chair and Members of Planning and Development Committee

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

Meeting date:
2019/10/28

Subject

A By-law to repeal By-law 251-13 Construction, Demolition and Change of Use Permits, Inspections and related matters (The Building By-law) and adopt a new Building By-law.

Recommendation

1. That By-law 251-13 be repealed.
2. A new By-law be enacted respecting construction, demolition and change of use permit, inspections and related matters (The Building By-law) in accordance with Appendix 1 of the report dated October 4th, 2019 from the Commissioner of Planning and Building, be approved.

Report Highlights

- The Building Code Act authorizes Council to administer the Act and determine an appropriate fee structure to maximize cost recovery in providing building permit and inspection services.
- The proposed increases in permit fees will maximize cost recovery considering operating cost increases associated with delivering the building permit service.
- Building permit fees will be increased by the City's adopted inflation rate of 2.6% in 2020, 3.0% in 2021 and 3.0% in 2022.
- Fees will be reviewed in 2020 as a part of comprehensive review conducted every 5 years by an external consultant.
- Administrative changes will be reflected in the proposed By-law to better address the implementation of ePlans, manage inactive applications and permits, reduce the financial impact of abandoned applications, and address the implementation of the Demolition Control By-law 45-2019 (or its successor).

Background

The construction, renovation, demolition and change of use of buildings are regulated through the Building Code Act, 1992 (BCA) and the Building Code. The BCA and the Code are enforced locally, through municipalities. Municipal building divisions review building permit applications,

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issue permits, inspect buildings under construction, and take enforcement action where contraventions are found.

Ontario's Building Code Act, 1992 sets the regulatory framework for the construction, renovation and change of use of buildings. It sets out or authorizes technical standards; administrative procedures; enforcement powers; and mechanisms for dispute of appeals and new product and system approvals.

Section 7. (1) of the Building Code Act, states that the council of a municipality may pass a by-law (The Building By-law) applicable to the matters for which, and in the area in which, the municipality has jurisdiction for the enforcement of the Act.

Subsection 7. (1)(c) of the Building Code Act authorizes Council to require the payment of fees on permit applications. The responsibility rests with Council to determine an appropriate fee structure for all classes of building permits.

Prior to passing a By-law to introduce or change a fee imposed for permits or for the issuance of permits, the municipality must hold at least one public meeting at which time any person who attends has an opportunity to make representations with respect to the matter.

In accordance with Part IX of the Building By-law, a 21-day notice must be provided prior to the public meeting to any persons and organizations that requested notice in the last five years. Upon discussions with the Office of the City Clerk, no persons or organizations have requested notice, therefore no additional notice is required other than this item being listed on the Planning and Development Committee's agenda.

Comments

A scan of building permit fees of neighbouring municipalities shows Mississauga at the higher end of the scale. However, these rates were established in 2016 following a comprehensive review of permit fees and cost recovery by Watson Economists. The report revealed that we were under recovering on our high volume application types (residential and non-residential alterations).

In response, fee rates for our alteration type permits were increased. Fee rates for residential apartment/condos were also increased to offset the under recovery of alteration permit types.

The report also identified a need to establish and maintain a building permit revenue reserve at 2 times the annual direct operating cost of the Building service. The current reserve is approximately 50% of that target.

A comprehensive review of fees and cost will once again be conducted in 2020 by an external consultant to validate cost recovery, confirm higher recovery rates for alteration type permits, and provide a comparison across like municipalities.

In the interim, staff recommend an increase in building flat rate fees and fee rates of 2.6% in 2020, 3.0% in 2021 and 3.0% in 2022. These rate increases are consistent with previous rate increases endorsed in 2016. The increases in building permit fees reflect the increase in operating costs associated with delivering the building permit service. The fee increases will

maintain cost recovery, provide sufficient staff to deliver the service, and provide for annual maintenance contribution at the same rate to the Building Permit Revenue Reserve.

Financial Impact

The proposed fee rate increases and incremental increases annually will result in a continuation of full cost recovery for services prescribed by the Building Code Act. In addition, the proposed fee increases will provide for contributions to the Building Permit Reserve.

Conclusion

The proposed amending Building By-law is in compliance with the Building Code Act, 1992, as amended, and in compliance with the Ontario Building Code, Ontario Regulation 332/12, as amended.

Attachments

Appendix 1: Building By-law Final



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

Prepared by: Ezio Savini, Director of Building



**THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19**

WHEREAS Section 7 of the *Building Code Act, 1992*, S.O. 1992, Chapter 23, as amended authorizes Council to pass by-laws with respect to (but not limited to) prescribing classes of permits under the Act, providing for applications for permits, requiring applications to be accompanied by such plans, specifications, documents and other information as is prescribed and requiring the payment of fees on applications (the “Building By-law”);

AND WHEREAS the Council of the City of Mississauga desires to repeal By-law 251-13, as amended and enact a new Building By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

PART I - DEFINITIONS

1. For the purposes of this By-law, the following definitions and interpretations shall govern:

- (1) “**Act**” means the *Building Code Act, 1992*, S.O. 1992, c. 23 as amended;
- (2) “**applicant**” means the owner of a building or property who applies for a permit or the person authorized by the owner to apply for a permit on the owner’s behalf;
- (3) “**architect**” means a holder of a licence, a certificate of practice, or a temporary licence under the *Architects Act*;
- (4) “**as constructed plans**” means as constructed plans as defined in the Building Code;
- (5) “**building**” means a building as defined in subsection 1(1) of the Act;
- (6) “**Building Code**” means O. Reg. 332/12 (or its successor);
- (7) “**change of use permit**” means a permit issued under subsection 10(1) of the Act;
- (8) “**Chief Building Official**” means the Chief Building Official appointed by Council under subsection 3(2) of the Act for purposes of enforcement of the Act;
- (9) “**conditional permit**” means a permit issued under subsection 8(3) of the Act;
- (10) “**construct**” means to construct a building as defined in Section 1(1) of the Act;
- (11) “**City**” means The Corporation of the City of Mississauga;
- (12) “**demolish**” means to do anything in the removal of a building or any material part thereof as defined in Section 1(1) of the Act;
- (13) “**ePlans**” means the electronic application and plans submission made to the City to obtain a permit using the forms and/or format as determined by the Chief Building Official;
- (14) “**forms**” means the applicable Provincial or municipal prescribed forms as set out in Schedule “C” to this By-law;
- (15) “**inspector**” means an inspector appointed under subsection 3(2) of the Act;
- (16) “**owner**” includes, in respect of the property on which the construction or demolition will take place, the registered owner, a lessee and a mortgagee in possession;
- (17) “**partial permit**” means a permit issued by the Chief Building Official to construct part of a building;

- (18) “**permit**” means permission or authorization from the Chief Building Official in either written or electronic form, to perform work regulated by this By-law and the Act, or to change the use of a building or part of a building or parts therefor, or to occupy a building or part thereof, as regulated by the Act and Building Code; (96-15)
 - (19) “**plans and specifications**” means documentation in support of a permit application in either physical paper or other durable material or electronically generated as further described in Schedule “D” to this By-law; (96-15)
 - (20) “**plumbing**” means plumbing as defined in subsection 1(1) of the Act;
 - (21) “**pre-screening**” means the review which precedes the acceptance of an ePlan to determine if it meets the requirements of this By-law for acceptance of an ePlan by the City; (95-15)
 - (22) “**professional engineer**” means a person who holds a licence or a temporary licence under the *Professional Engineers Act*;
 - (23) “**registered code agency**” means a person or entity that has the qualifications and meets the requirements described in subsection 15.11(4) of the Act;
 - (24) “**regulations**” means regulations made under the Act;
 - (25) “**sewage system**” means a sewage system as defined in subsection 1(1) of the Act;
 - (26) “**work**” means construction or demolition of a building or part thereof, as the case may be.
2. Terms not defined in this By-law shall have the meaning ascribed to them in the **Act** or the **Building Code**.

PART II - CLASSES OF PERMIT

3. Classes of permits with respect to the construction, demolition, change of use and occupancy of **buildings** and **permit** fees shall be as set out in Schedules A-1, A-2 and A-3, and Schedules B-1, B-2 and B-3 to this By-law.

PART III - PERMIT APPLICATION

General

- 4. (1) To obtain a **permit**, the **owner** or an agent authorized by the **owner** shall file with the **Chief Building Official** an application in the prescribed form as set out in Schedule “C” to this By-law. (96-15)
- (2) An application shall, unless otherwise determined by the **Chief Building Official**, be submitted using ePlans. All applications for a **permit** to be submitted using ePlans shall not constitute an acceptance of the application by the **Chief Building Official** until a **pre-screening** has been completed as determined by the **Chief Building Official**. (96-15)
- (3) For greater clarity, all requirements as set out in sections 5 through 11 and sections 13 and 14 of this By-law shall be submitted using ePlans unless otherwise authorized by the **Chief Building Official**. (96-15)
- (4) An owner may cancel an application at any time by providing written notice to the Chief Building Official. An authorized agent may cancel an application with the written authorization from the owner.

Permit to Construct

5. All applications for a **permit** to **construct** a building shall be made using the provincial application form, “Application for a Permit to Construct or Demolish” and in addition to meeting all other application requirements set out in this By-law shall:
- (1) identify and describe in detail the **work**, use and occupancy to be covered by the **permit** for which the application is made;

- (2) identify and describe in detail the existing uses and the proposed use(s) for which the premises are intended;
- (3) include the legal description, the municipal address and where appropriate the unit number of the land on which the **work** is to be done;
- (4) be accompanied by **plans and specifications** as described in Schedule “D” to this By-law and as required by the Building Code Act;
- (5) be accompanied by the required fees as calculated in accordance with Schedule A-1, A-2 or A-3, and Schedule B-1, B-2 or B-3 to this By-law;
- (6) state the name, address and telephone number of the **owner**, and where the **owner** is not the **applicant**, the authorized agent, and where applicable, the qualified **architect**, engineer or other designer and the constructor or person hired to carry out the construction or demolition, as the case may be;
- (7) for residential **buildings** regulated by Division B, Part 9, be accompanied by a completed “Energy Efficiency Design Summary” form prescribed by the **Chief Building Official** in Schedule “C” to this By-law;
- (8) include, where applicable, the **applicant’s** registration number where an **applicant** is a builder or vendor as defined in the *Ontario New Home Warranties Plan Act*;
- (9) be signed by the **owner** or authorized agent who shall certify as to the truth of the contents of the application;
- (10) be accompanied by the required fee for the entire project and required administrative fee for the **partial permit** as calculated in accordance with Schedule A-1, A-2 or A-3 to this By-law; and
- (11) be deemed to be an incomplete application where a **partial permit** is requested.

Permit to Construct – Review by Architect or Professional Engineer

6. In addition to the requirements of Sections 4 and 5 of this By-law, where Division C, Part 1, Subsection 1.2.2 of the Building Code applies, an application for a **permit to construct** a building shall:
 - (1) be accompanied by a signed acknowledgement of the **owner** on the prescribed form that an **architect** or **professional engineer**, or both, have been retained to carry out the general review of the construction or demolition of the **building**;
 - (2) be accompanied by a signed statement of the **architect** or **professional engineer**, or both, on the form prescribed, undertaking to provide general review of the construction or demolition of the **building**;
 - (3) include complete **plans and specifications**, documents and other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** covered by the **permit**.
7. In addition to the general requirements set out above, an application for a **permit to construct** part of a **building** shall:
 - (1) include **plans and specifications** covering the **work** for which more expeditious approval is desired, together with such information pertaining to the remainder of the **work** as may be required by the **Chief Building Official**;

Permit to Demolish

8. In addition to the requirements of Sections 4, 5 and 6 of this By-law, an application to **demolish a building** or any material part thereof shall:
 - (2) when Division C, Part 1, Subsection 1.2.2. of the **Building Code** applies in relation to a review by an architect or professional engineer, be accompanied by a completed “General Review Demolition Commitment Certificate” form prescribed by the **Chief Building Official** in Schedule “C” to this By-law;

- (3) include complete **plans and specifications**, documents and other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**; and
- (4) indicate the method of demolition.

Conditional Permit

- 9. Even though all requirements have not been met to obtain a permit under this By-law and section 8(2) of the Act, the Chief Building Official may issue a conditional permit in accordance with section 8 of the Act.
- 10. In addition to the general requirements set out above, an application for a **conditional permit** pursuant to subsection 8(3) of the **Act**, shall:
 - (1) use the provincial application form, “Application for a Permit to Construct or Demolish”;
 - (2) include complete **plans and specifications**, documents and other information as required by Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**;
 - (3) state the reasons why the **applicant** believes that unreasonable delays in construction would occur if a **conditional permit** is not granted;
 - (4) state the necessary approval which must be obtained in respect of the proposed **building** and the time in which such approvals will be obtained;
 - (5) state the time in which **plans and specifications** of the complete **building** will be filed with the **Chief Building Official**; and
 - (6) require the **owner** and such other persons as the **Chief Building Official** determines to enter into an agreement with the **City**.
- 11. The **Chief Building Official** is authorized to enter into agreements with respect to **conditional permits**.

Change of Use Permit

- 12. In addition to the general requirements set out above, an application for a **change of use permit** shall:
 - (1) describe the **building** in which the use is to be changed, by a description that will readily identify and locate the **building**;
 - (2) identify and describe in detail the current and proposed uses of the **building** or part of a **building** for which the application is made; and
 - (3) include **plans and specifications** showing the current and proposed use of all parts of the **building**, and which contain sufficient information to establish compliance with the requirements of the **Building Code**.

Occupancy Permit - General

- 13. An application for a **permit** to occupy a **building** pursuant to Division C, Part 1, Subsection 1.3.3.1 of the **Building Code** shall: (291-16)
 - (1) use the application form in Schedule “C” to this By-law, “Application for Permit to Occupy a **Building** Prior to Completion”;
 - (2) indicate the total floor area proposed for occupancy;
 - (3) indicate the total number and location of units proposed for occupancy; and
 - (4) be signed by the **owner** or authorized agent who shall certify to the truth of the contents of the application.

Occupancy Permit – Certain Buildings of Residential Occupancy

14. An application for a **permit** to occupy a **building** of residential occupancy pursuant to Division C, Part 1, Article 1.3.3 of the **Building Code** shall:
- (1) use the application form in Schedule “C” to this By-law, “Application for Permit to Occupy a Building of Residential Occupancy”.

Permits – Sewage Systems

15. In addition to the general requirements set out above, an application for a “**sewage system**” **permit** shall:
- (1) use the provincial application form “Application for a Permit to Construct or Demolish”;
 - (2) include complete **plans and specifications**, documents and other information as required under Division C, Part 1, Sentence 1.3.1.3.(5) of the **Building Code** and as described in this By-law for the **work** to be covered by the **permit**;
 - (3) include a site evaluation which shall include all of the following items, unless otherwise specified by the **Chief Building Official**:
 - (a) include the date the evaluation was done;
 - (b) include name, address, telephone number and signature of the person who prepared the evaluation;
 - (c) a scaled map of the site showing:
 - A. the legal description, lot size, property dimensions, existing right-of-ways, easements or municipal/utility corridors;
 - B. the location of items listed in Division B, Part 8, Column 1 of Tables 8.2.1.6.A: 8.2.1.6.B; and 8.2.1.6.C. of the **Building Code**;
 - C. the location of the proposed **sewage system**;
 - D. the location of any unsuitable disturbed or compacted areas;
 - E. proposed access routes for system maintenance;
 - F. depth to bedrock;
 - G. depth to zones of soil saturation;
 - H. soil properties, including soil permeability; and
 - I. soil conditions, including potential for flooding.

PART IV: ISSUING PERMITS

16. The Chief Building Official shall issue a permit (including a partial permit) in accordance with this By-law subject to compliance with the Act and Building Code.
17. After the issuance of a **permit** under the **Act** notice of any material change to a plan, specification, document or other information on the basis of which the **permit** was issued, shall be given in writing, to the **Chief Building Official** together with the details of such change, which is not to be made without the prior written authorization of the **Chief Building Official**.
18. Where a material change set out in Section 15 of this By-law is substantial, then the **Chief Building Official** may require the **applicant** to submit an application for a revision to the **permit** in which case a revision **permit** must be issued by the **Chief Building Official** before any **work** described in the material change can be commenced. (96-15)
19. The **Chief Building Official** may, where the relevant provisions of this By-law and subsections 8(3) to 8(5) of the **Act**, are met, issue a **conditional permit** for a **building** subject to compliance with the **Act**, the **Building Code** and any other applicable law.

20. The issuance of a **permit** for a part of a **building** or a **conditional permit** shall not be construed to authorize construction beyond that for which approval was given nor obligate the **Chief Building Official** to grant any further **permit** or permits for the **building**.
21. A permit to demolish shall not be issued until a demolition control permit is issued pursuant to By-law 45-2019 (or its successor), where applicable.

PART V: REVOCATION OF PERMITS

22. Subject to section 25 of the Act, the Chief Building Official may revoke a permit issued under the Act
 - (1) if it was issued on mistaken, false or incorrect information
 - (2) if, after six months after its issuance, the construction or demolition in respect of which it was issued has not, in the opinion of the Chief Building Official, been seriously commenced;
 - (3) if the construction or demolition of the building is, in the opinion of the Chief Building Official, substantially suspended or discontinued for a period of more than one year;
 - (4) if it was issued in error;
 - (5) if the holder requests in writing that it be revoked; or
 - (6) if a term of the conditional permit agreement has not been complied with.
23. For the purposes of subsection 19(2), “not seriously commenced” shall include (but not be limited to) where correspondence has not been received from the applicant for a consecutive period of at least six months.

PART IV - PLANS AND SPECIFICATIONS

24. Every **applicant** shall submit sufficient information, including plans, specifications, documents and other information, with each application for a **permit** to enable the **Chief Building Official** to determine whether or not the proposed construction, demolition or change of use will conform with the **Act**, the **Building Code** and any other applicable law.
25. Each application shall, unless otherwise determined by the **Chief Building Official**, be accompanied by electronic copy of **plans and specifications** required under this By-law. (291-16)
26. Plans shall be drawn to scale, shall be legible and, without limiting the generality of the foregoing, shall include such working drawings as set out in Schedule “D” to this By-law. (291-16)
27. Site Plans submitted shall be referenced to a current plan of survey certified by a registered Ontario Land Surveyor and a copy of such survey shall be filed with the **City** unless this requirement is waived by the **Chief Building Official** because he or she is able, without having a current plan of survey, to determine whether the proposed **work** is in compliance with the **Act**, the **Building Code**, and any other applicable law. The site plan shall show:
 - (1) lot size and the dimensions of property lines and setbacks to any existing or proposed **buildings**;
 - (2) existing and finished ground levels or grades; and
 - (3) existing right-of-way, easements and municipal services.
28. The **Chief Building Official** may refuse to accept an application for a **permit** if any of the requirements for the application set out in this By-law, **Act** or **Building Code** are deemed to be incomplete or insufficient at the time of application request. (291-16)
29. On completion of the construction, the **Chief Building Official** may require that a set of plans of the **building** or any class of **buildings** as constructed including a plan of survey showing the location be filed with the **Chief Building Official**.

PART V - ALTERNATIVE SOLUTIONS

30. Where an application for a **permit** or for authorization to make a material change to the plan, specification, document or other information on the basis of which a **permit** was issued, contains an alternative solution for which approval in accordance with Division C, Part 2, Section 2.1. is required, the application shall include documentation in accordance with Division C, Part 2, Article 2.1.1.1.
31. Such information shall be accompanied with the prescribed **forms** “Alternative Solution Authorization Form” and “Alternative Solution Application” as prescribed by the **Chief Building Official** in Schedule “C” to this By-law.

PART VI - PRESCRIBED NOTICES AND INSPECTIONS

32. The person to whom a **permit** has been issued under subsection 8(1) of the **Act** shall give to the **Chief Building Official** notice of the readiness for inspection in accordance with prescribed notices described in Division C, Part 1, Article 1.3.5.1., and Division C, Part 1, Article 1.3.5.3. of the **Building Code**. These mandatory notification stages and inspections are listed in Schedule “E” to this By-law.

PART VII - REGISTERED CODE AGENCIES

33. Where the **City** has entered into agreements with registered code agencies the **Chief Building Official** is authorized to enter into services agreements with registered code agencies and appoint them to perform specified functions from time to time pursuant to Section. 4.1 of the **Act**.

PART VIII - FEES

34. The **Chief Building Official** shall determine the required fees for the **work** proposed and the **applicant** shall pay the fees calculated in accordance with Schedule A-1, A-2 or A-3 and Schedule B-1, B-2 or B-3 to this By-law. No **permit** shall be issued until the fees therefore have been paid in full.
35. Any person who commences construction, demolition or changes the use of a **building** before a **permit** has been issued, shall in addition to any other penalty under the **Act**, **Building Code** or this By-law pay an additional fee in accordance with Schedule A-1, A-2 or A-3 to this By-law, in order to compensate the **City** for the additional **work** incurred as a result of the commencement of the construction.
36. Where fees payable in respect of an application for a construction or demolition **permit** issued under subsection 8(1) of the **Act** or a **conditional permit** issued under subsection 8(3) of the **Act** are based on a floor area, the floor area shall mean the total floor space of all stories above and below grade, measured as the horizontal area between the outer face of exterior walls and to the centre of party walls or demising walls.
37. Fees payable in respect of a **conditional permit** issued under subsection 8(3) of the **Act** shall be paid for the complete project plus the applicable additional fee in accordance with Schedule A-1, A-2 or A-3 to this By-law.
38. Where fees payable in respect of an application for a **change of use permit** issued under subsection 10(1) of the **Act** are based on a floor area, the floor area shall mean the total floor space of all stories subject to the change of use.

PART IX - CHANGING PERMIT FEES

39. Prior to passing a By-law to change the fees the **City** shall:
 - (1) give notice of the proposed changes in fees to such persons as may be prescribed in the Building Code;
 - (2) hold a public meeting concerning the proposed changes in accordance with the Act and Division C, Part 1, Section 1.9.1.2 of the Building Code.
 - (3) Any person or organization wishing to receive notice as set out above should make such request in writing to the Clerk’s office.

PART X - REFUNDS

40. In the case of withdrawal of an application or, abandonment of all or a portion of the **work** or, the non-commencement of the **work** or, the refusal or revocation of a **permit**, upon written request by the **applicant** the **Chief Building Official** shall determine the amount of paid **permit** fees that may be refunded to the **applicant**, if any, in accordance with Schedule A-1, A-2 or A-3 to this By-law.

PART X1 - FENCING

41. Where, in the opinion of the **Chief Building Official**, a construction or demolition site presents a particular hazard to the public, the **Chief Building Official** may, under clauses 7(1)(i) and 7(1)(j) of the **Act**, require the erection of such fencing as the **Chief Building Official** deems necessary to abate that hazard.
42. The height of every fence shall be a minimum of 4 feet (1.2 meters) and a maximum of 6 feet (1.8 meters), to be measured from the highest adjacent grade and, shall be of a description as determined by the **Chief Building Official**.

PART XII - TRANSFER OF PERMITS

43. Every person who acquires land on which construction or demolition is occurring in respect of which a **permit** has been issued, shall apply to transfer the **permit**.
44. Every application for a transfer of **permit** shall be submitted to the **Chief Building Official** and shall:
- (1) use the provincial application form, “Application for a Permit to Construct or Demolish”;
 - (2) include such information as may be determined by the **Chief Building Official**; and
 - (3) be accompanied by the required fee as required in Schedule A-1, A-2 or A-3 to this By-law.

PART XIII - PENALTY

45. Any person who contravenes any provision of this By-law is guilty of an offence and liable;
- (1) on a first conviction to a fine of not more than \$50,000.00 and
 - (2) on any subsequent conviction, to a fine of not more than \$100,000.00.
46. When the person convicted is a corporation, the maximum fine is \$100,000.00 on a first offence and \$200,000.00 for any subsequent offence.

PART XIV – MISCELLANEOUS

47. All Schedules to this By-law form part of this By-law.
48. A reference to the singular or the masculine shall be deemed to refer to the plural or feminine as the context may require.
49. Should any section, subsection, clause or provision in this By-law be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of this By-law as a whole or any part thereof, other than the part so declared to be invalid.

PART XV – SCHEDULES

50. The following Schedules are attached to and form part of this By-law: (xxx-19)
- | | |
|----------------|--|
| Schedule “A-1” | Permit Fees and Refunds (January 1, 2020 to December 31, 2020) |
| Schedule “A-2” | Permit Fees and Refunds (January 1, 2021 to December 31, 2021) |
| Schedule “A-3” | Permit Fees and Refunds (January 1, 2022 to December 31, 2022) |
| Schedule “B-1” | Building Classification and Permit Fees (January 1, 2020 to December 31, 2020) |
| Schedule “B-2” | Building Classification and Permit Fees (January 1, 2021 to December 31, |

	2021)
Schedule “B-3”	Building Classification and Permit Fees (January 1, 2022 to December 31, 2022)
Schedule “C”	Forms
Schedule “D”	Plans and Specifications
Schedule “E”	Prescribed Notices/Inspections

PART XVI - REPEAL

51. By-law 251-13, as amended, is repealed effective at the end of the day on which this By-law is enacted and passed.

PART XVII - SHORT TITLE

52. This By-law shall be known and may be cited as the “Building By-law”.

PART XVIII - EFFECTIVE DATE

53. This By-law comes into force at the beginning of the day after the day this By-law is enacted and passed.

THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19

SCHEDULE "A-1"

Effective January 1, 2020 to December 31, 2020

Permit Fees and Refunds

1. FEES

The minimum fee for a permit shall be \$164.00 for residential and \$275.00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000 prior to the commencement of the application review by the Chief Building Official. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non-refundable.

1.1	<u>CLASS OF PERMIT</u>	<u>PERMIT FEE</u>
1.1.1	Construct a building as defined by Section 1 of the Building Code Act, including a building intended for farming purposes, may be divided into the following classes of permits: 1.1.1.1. Complete Building For new building construction including additions and alterations to existing buildings (this permit includes associated drains, plumbing and mechanical works, but does not include mechanical site services that serve more than one building.) 1.1.1.2 Foundation Component 1.1.1.3 Foundation to Roof Component (Superstructure) 1.1.1.4 Plumbing Component 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.) 1.1.1.6 Mechanical Component For heating, ventilation, air conditioning and air contaminant extraction systems 1.1.1.7 Designated Structures Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the Building Code	See Schedule "B-1" for Building classifications and permit fees.
1.1.2	For permits required in Article 1.1.1.1 divided into partial permits	\$415.00 additional fee for each when partial permit, unless stated otherwise
1.1.3	Site services (for mechanical site services that serve more than one building	\$415.00 for each building or blocks of units serviced
1.1.4	Sewage System	\$673.00 for a new or replacement sewage system \$337.00 for repairs to an existing sewage system

Permit Fees and Refunds

1.1.5	Demolish a building or interior demolition	\$21.00 per 100 square metres or portion thereof of gross floor area demolished, minimum \$275.00
		Accessory residential structure \$164.00 each
1.1.6	Authorize occupancy of a building to its completion	\$213.00 per dwelling unit or \$21.00 per 100 square metres or part thereof of a Commercial or Industrial Building prior
1.1.7	Authorize occupancy of a Building of residential occupancy	\$129.00 per dwelling unit payable at time of building permit application or permit issuance as applicable
1.1.8	Material change (revision) to a plan specification, or other information accompanying a permit application, or on the basis of which a permit was issued by the Chief Building Official	\$146.00 per hour or portion thereof of permit application review and site inspection required in relation thereto, if the hours are worked on regular time or \$196.00 per hour if worked overtime.
1.1.9	Change of use permit	\$147.00 per hour or portion thereof of permit application review and inspection time, minimum \$325.00.
1.1.10	Conditional permit	Regular fee for complete building plus an additional 20% of the fee, minimum \$952.00 to a maximum of \$8,408.00. Where a conditional permit is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$952.00
1.1.11	Transfer permit (to new owner)	\$190.00
1.1.12	Duplicate copy of permit	\$129.00
1.1.13	Alternative Solution Review	\$1,120.00
1.2	In order to compensate the City of Mississauga for additional work and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the permit which has already been reviewed, the greater of \$165.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$146.00, if the hours are worked on regular time or \$213.00 per hour if worked on overtime.	
1.3	With respect to work commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the permit fee prescribed shall be increased by the greater of \$150.00 or 25% of the required permit fee based on the entire work to be performed and exclusive of any part into which the application for permit may be subdivided, to a maximum of \$10,000.00.	

Permit Fees and Refunds

2. REFUNDS OF PERMIT FEES

- 2.1 Pursuant to Part 10 of this By-law, the portion of the total calculated permit fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
 - 2.1.1 85% if administrative functions only have been performed;
 - 2.1.2 75% if administrative and zoning or Building Code permit application review functions only have been performed;
 - 2.1.3 55% if administrative, zoning and Building Code permit application review functions have been performed;
 - 2.1.4 45% if the permit has been issued and no field inspections have been performed subsequent to permit issuance,
 - 2.1.5 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
 - 2.1.6 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the permit has not been issued, or an issued permit has not been acted upon.
- 2.2 If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3 The refund shall be returned to the owner named on the application for a building permit or person named on the fee receipt, unless such person advises the Chief Building Official, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4 The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5 If an overpayment of a permit fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.
- 2.6 A refund is not available where:
 - (a) a permit has been revoked in accordance with subsection 8(10)(a) and 8(10)(f) of the Act.
 - (b) any stage of construction or demolition has commenced

THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19

SCHEDULE "A-2"

Effective January 1, 2021 to December 31, 2021

Permit Fees and Refunds

1. FEES

The minimum fee for a permit shall be \$169.00 for residential and \$283.00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000 prior to the commencement of the application review by the Chief Building Official. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non-refundable.

1.1	<u>CLASS OF PERMIT</u>	<u>PERMIT FEE</u>
1.1.1	Construct a building as defined by Section 1 of the Building Code Act, including a building intended for farming purposes, may be divided into the following classes of permits: 1.1.1.1. Complete Building For new building construction including additions and alterations to existing buildings (this permit includes associated drains, plumbing and mechanical works, but does not include mechanical site services that serve more than one building.) 1.1.1.2 Foundation Component 1.1.1.3 Foundation to Roof Component (Superstructure) 1.1.1.4 Plumbing Component 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.) 1.1.1.6 Mechanical Component For heating, ventilation, air conditioning and air contaminant extraction systems 1.1.1.7 Designated Structures Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the Building Code	See Schedule "B-2" for Building classifications and permit fees.
1.1.2	For permits required in Article 1.1.1.1 divided into partial permits	\$427.00 additional fee for each when partial permit, unless stated otherwise
1.1.3	Site services (for mechanical site services that serve more than one building	\$427.00 for each building or blocks of units serviced
1.1.4	Sewage System	\$693.00 for a new or replacement sewage system \$347.00 for repairs to an existing sewage system

Permit Fees and Refunds

1.1.5	Demolish a building or interior demolition	\$21 per 100 square metres or portion thereof of gross floor area demolished, minimum \$283.00
		Accessory residential structure \$169.00 each
1.1.6	Authorize occupancy of a building prior to its completion	\$220.00 per dwelling unit or \$21 per 100 square metres or part thereof of a Commercial or Industrial Building
1.1.7	Authorize occupancy of a Building of residential occupancy	\$133.00 per dwelling unit payable at time of building permit application or permit issuance as applicable
1.1.8	Material change (revision) to a plan specification, or other information accompanying a permit application, or on the basis of which a permit was issued by the Chief Building Official	\$150.00 per hour or portion thereof of permit application review and site inspection required in relation thereto, if the hours are worked on regular time or \$202.00 per hour if worked overtime.
1.1.9	Change of use permit	\$220.00 per hour or portion thereof of permit application review and inspection time, minimum \$335.00.
1.1.10	Conditional permit	Regular fee for complete building plus an additional 20% of the fee, minimum \$981.00 to a maximum of \$8,660.00. Where a conditional permit is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$981.00
1.1.11	Transfer permit (to new owner)	\$196.00
1.1.12	Duplicate copy of permit	\$133.00
1.1.13	Alternative Solution Review	\$1,154.00
1.2	In order to compensate the City of Mississauga for additional work and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the permit which has already been reviewed, the greater of \$174.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$150.00, if the hours are worked on regular time or \$220.00 per hour if worked on overtime.	
1.3	With respect to work commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the permit fee prescribed shall be increased by the greater of \$150.00 or 25% of the required permit fee based on the entire work to be performed and exclusive of any part into which the application for permit may be subdivided, to a maximum of \$10,000.00.	

Permit Fees and Refunds

2. REFUNDS OF PERMIT FEES

- 2.1 Pursuant to Part 10 of this By-law, the portion of the total calculated permit fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
- 2.1.1 85% if administrative functions only have been performed;
 - 2.1.2 75% if administrative and zoning or Building Code permit application review functions only have been performed;
 - 2.1.3 55% if administrative, zoning and Building Code permit application review functions have been performed;
 - 2.1.4 45% if the permit has been issued and no field inspections have been performed subsequent to permit issuance;
 - 2.1.5 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
 - 2.1.6 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the permit has not been issued, or an issued permit has not been acted upon.
- 2.2 If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3 The refund shall be returned to the owner named on the application for a building permit or person named on the fee receipt, unless such person advises the Chief Building Official, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4 The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5 If an overpayment of a permit fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.

THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19

SCHEDULE "A-3"

Effective January 1, 2022 to December 31, 2022

Permit Fees and Refunds

1. FEES

The minimum fee for a permit shall be \$174.00 for residential and \$292.00 for non-residential, unless stated otherwise.

For applications submitted electronically, all fees shall be paid in full through an electronic payment process to a maximum of \$10,000 prior to the commencement of the application review by the Chief Building Official. Where the total permit fee exceeds \$10,000 the balance of the permit fee must be paid in person prior to permit issuance.

The fee for the electronic **pre-screening** of applications shall be \$20.00. This fee is non-refundable.

1.1	<u>CLASS OF PERMIT</u>	<u>PERMIT FEE</u>
1.1.1	Construct a building as defined by Section 1 of the Building Code Act, including a building intended for farming purposes, may be divided into the following classes of permits: 1.1.1.1. Complete Building For new building construction including additions and alterations to existing buildings (this permit includes associated drains, plumbing and mechanical works, but does not include mechanical site services that serve more than one building.) 1.1.1.2 Foundation Component 1.1.1.3 Foundation to Roof Component (Superstructure) 1.1.1.4 Plumbing Component 1.1.1.5 Drain Component (this permit may include drains within a building and/or mechanical site services that serve one building only.) 1.1.1.6 Mechanical Component For heating, ventilation, air conditioning and air contaminant extraction systems 1.1.1.7 Designated Structures Includes all structures designated under Division A, Part 1, Article 1.3.1.1. of the Building Code	See Schedule "B-3" for Building classifications and permit fees.
1.1.2	For permits required in Article 1.1.1.1 divided into partial permits	\$440.00 additional fee for each when partial permit, unless stated otherwise
1.1.3	Site services (for mechanical site services that serve more than one building	\$440.00 for each building or blocks of units serviced
1.1.4	Sewage System	\$714.00 for a new or replacement sewage system \$357.00 for repairs to an existing sewage system

Permit Fees and Refunds

1.1.5	Demolish a building or interior demolition	\$22.00 per 100 square metres or portion thereof of gross floor area demolished, minimum \$292.00
		Accessory residential structure \$174.00 each
1.1.6	Authorize occupancy of a building prior to its completion	\$226.00 per dwelling unit or \$22.00 per 100 square metres or part thereof of a Commercial or Industrial Building
1.1.7	Authorize occupancy of a Building of residential occupancy	\$137.00 per dwelling unit payable at time of building permit application or permit issuance as applicable
1.1.8	Material change (revision) to a plan specification, or other information accompanying a permit application, or on the basis of which a permit was issued by the Chief Building Official	\$155.00 per hour or portion thereof of permit application review and site inspection required in relation thereto, if the hours are worked on regular time or \$226.00 per hour if worked overtime.
1.1.9	Change of use permit	\$156.00 per hour or portion thereof of permit application review and inspection time, minimum \$345.00.
1.1.10	Conditional permit	Regular fee for complete building plus an additional 20% of the fee, minimum \$1,010.00 to a maximum of \$8,920.00. Where a conditional permit is requested to be extended an additional 20% of the original conditional permit fee shall be required, minimum fee \$1,010.00
1.1.11	Transfer permit (to new owner)	\$201.00
1.1.12	Duplicate copy of permit	\$137.00
1.1.13	Alternative Solution Review	\$1,189.00
1.2	In order to compensate the City of Mississauga for additional work and expense in plan examination, if new, additional or revised information is submitted for a permit application which applies to some or all of the permit which has already been reviewed, the greater of \$180.00 or the additional review time spent, measured to the nearest whole hour, multiplied by the hourly rate of \$155.00, if the hours are worked on regular time or \$226.00 per hour if worked on overtime.	
1.3	With respect to work commenced prior to permit issuance or permit application as described in 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5 and 1.1.7 above, to compensate the municipality for the additional expenditure required because of such unlawful commencement, the permit fee prescribed shall be increased by the greater of \$150.00 or 25% of the required permit fee based on the entire work to be performed and exclusive of any part into which the application for permit may be subdivided, to a maximum of \$10,000.00.	

Permit Fees and Refunds

2. REFUNDS OF PERMIT FEES

- 2.1 Pursuant to Part 10 of this By-law, the portion of the total calculated permit fee that may be refunded shall be a percentage of the total fees payable under this By-law, calculated as follows in regard to functions undertaken by the municipality:
- 2.1.1 85% if administrative functions only have been performed;
 - 2.1.2 75% if administrative and zoning or Building Code permit application review functions only have been performed;
 - 2.1.3 55% if administrative, zoning and Building Code permit application review functions have been performed;
 - 2.1.4 45% if the permit has been issued and no field inspections have been performed subsequent to permit issuance;
 - 2.1.5 5% shall additionally be deducted for each field inspection that has been performed subsequent to permit issuance; or
 - 2.1.6 0% after a period of not less than two (2) years from the date of application being received, if the application has not been cancelled, or the permit has not been issued, or an issued permit has not been acted upon.
- 2.2 If the calculated refund is less than \$150.00, no refund shall be made for the fees paid.
- 2.3 The refund shall be returned to the owner named on the application for a building permit or person named on the fee receipt, unless such person advises the Chief Building Official, in writing and prior to the release of the refund, of a change in name, in which case the refund shall be returned to the person then authorized to receive it.
- 2.4 The refund, if applicable, shall be the difference between total calculated fee for functions undertaken and the deposit made at time of permit application.
- 2.5 If an overpayment of a permit fee occurs on a permit application and the overpayment is less than \$100.00 the difference will not be refunded.

THE CORPORATION OF THE CITY OF
MISSISSAUGA BUILDING BY-LAW xxx-19

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

Permit Fee = Minimum Fee (Alterations permits only) + (Service Index (SI) X Total floor area (A)), where floor area (A) is measured to the outer face of exterior walls and to the centre of party walls or demising walls, except when calculating partition work.

(2) PERMIT FEES

(A) Building Classification		Service Index (SI) \$/m ²
New Buildings and Additions		
Group A	Assembly Occupancies: Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc.	\$24.49
	Restaurant (shell)	\$21.77
Group B	Institutional Occupancies: Hospital, nursing homes, care homes, etc.	\$27.21
Group C	Residential Occupancies:	
	Detached, semis, townhouses, duplexes	\$17.38
	All other multiple unit residential buildings (apts. etc)	\$18.79
	Hotels, motels	\$19.60
	Residential addition	\$12.77
	Unheated addition	\$11.20
	Detached garage/shed building to single dwelling	\$5.88
	Issued Repeats to detached, semis, townhouses, duplexes	\$16.11
Group D	Basement apartment (plus min. Residential Fee)	\$10.37
	Business and Personal Services Occupancies	
	Office buildings (shell)	\$17.97
	Office buildings (finished)	\$21.82
Group E	Funeral homes, banks, medical clinic, fire halls, etc.	\$21.82
	Mercantile Occupancies	
	Retail stores (shell/ strip plazas)	\$13.68
Group F	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$18.21
	Industrial Occupancies	
Group F	Warehouses, factories (shell)($<10,000\text{m}^2$)	\$11.70

	(Single tenancy) (finished) (<10,000m ²)	\$13.62
	Warehouses, factories (shell)(>10,000m ²)	\$9.24
	(Single tenancy) (finished) (>10,000m ²)	\$13.06
	Gas stations, car washes	\$12.33
	Canopies (over gas pumps, storage, etc.)	\$5.16
	Parking garages	\$6.49
	Mezzanines and racking systems	\$6.49
	Offices in warehouses or factories	\$3.93
Miscellaneous		
	Permanent tents, air supported structures	\$5.16
	Pedestrian bridges, crane runways, etc	\$0.85
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.15
	Unfinished basement (non-residential)	\$5.89
	Repair or reclad wall (per surface area)	\$0.44
	Parking garage repairs (minor concrete repairs)	\$2.58
	Sprinkler	\$0.60
	Max.	\$3,918
	Trailers or buildings on construction sites for office or sales purpose	\$11.77
	New roof or replacement	\$5.16
	Roof membrane replacement	\$4.60

(B) ALTERATIONS:

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification	Service Index (SI) \$/m ²
Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.26
Group B: Institutional occupancies	\$6.26
Group C: Residential occupancies	\$6.26
Group D: Business and personal services occupancies	\$6.26
Group E: Mercantile occupancies	\$6.26
Group F: Industrial occupancies (<10,000m ²)	\$6.26
Group F: Industrial occupancies (>10,000m ²)	\$6.26
	\$3.25

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc.	\$560.00 each
Moving or relocating a building (portable classrooms, etc.)	\$286.00 each
Temporary tents	\$207.00 each
City temporary tents (see note #7)	\$207.00
Communication and transmission towers	\$392.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$291.00
(industrial, commercial, institutional, and multi-residential)	\$644.00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$392.00 each
Demising walls only	\$325.00 each
Fire alarm system	\$729.00
Fire suppression system	\$392.00
Electromagnetic locks	\$291.00 each
	Max. \$1,681.00
Decks, porches, basement walkout, etc. to single dwelling	\$162.00 each
Fireplaces, wood stoves, etc.	\$162.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$8 each
Underground and above ground storage tank	\$392.00 per
tank	
Balcony guard replacements (per m.)	\$16.00/
	Max. \$1,682.00
Balcony repair (concrete)	\$162/5 balconies
	Max. \$1,682.00
Retaining walls (per m.)	\$10/m
Shoring	\$13/linear metre
Public pools	\$392.00
New loading dock door	\$291/door
	Max. \$1,682.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m ²
Heating, ventilation, air conditioning etc.	
work independent of building permit):	
Group A: Assembly occupancies	\$1.29
Group B: Institutional occupancies	\$1.29
Group C: Residential occupancies	\$1.29
Group D: Business and personal service occupancies	\$1.29
Group E: Mercantile occupancies	\$1.29
Group F: Industrial occupancies	\$1.29
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
(industrial, commercial, institutional, and multi-residential)	\$392.00
Commercial kitchen exhaust (including related make-up air)	\$392.00
Spray booth, dust collector etc.	\$392.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$224.00
(industrial, commercial, institutional, and multi-residential)	\$392.00

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$224.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$392.00/unit \$224.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$224.00 \$392.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures: (Plumbing review only)	Fee per Fixture
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Group A: Assembly occupancies	\$ 39.00
Group B: Institutional occupancies	\$ 39.00
Group C: Residential occupancies	\$ 39.00
Group D: Business and personal services occupancies	\$ 39.00
Group E: Mercantile occupancies	\$ 39.00
Group F: Industrial occupancies	\$ 39.00

	\$/lin.m
Miscellaneous Work:	
Inside sanitary and storm piping	\$1.56
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.33
Replacement of Domestic Water Risers:	\$8.40 per riser per floor (minimum \$254)
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 39.00 each
Backwater valve	\$235.00
Backwater preventer	\$392.00

(F) <u>Signs</u>	<u>FEES</u> \$/m ² *
All Signs	\$34.00 (minimum \$275.00)

* Fee is per m² or part thereof, of the sign area of each sign face.

SCHEDULE "B-1"

Effective January 1, 2020 to December 31, 2020

Building Classifications and Permit Fees

NOTES:

1. Fees for classes of permit not described or included in this schedule shall be determined by the Chief Building Official.
2. The occupancy classification shall be established in accordance with the occupancy definitions of the Building Code.
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations.
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building permit has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization.

THE CORPORATION OF THE CITY OF
MISSISSAUGA BUILDING BY-LAW xxx-19

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

Permit Fee = Minimum Fee (Alterations permits only) + (Service Index (SI) X
Total floor area (A)), where floor area (A) is measured to the
outer face of exterior walls and to the centre of party walls or
demising walls, except when calculating partition work.

(2) PERMIT FEES

(A).	Building Classification	Service Index (SI) \$/m ²
New Buildings and Additions		
Group A	Assembly Occupancies: Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc.	\$25.23
	Restaurant (shell)	\$22.42
Group B	Institutional Occupancies: Hospital, nursing homes, care homes, etc.	\$28.03
Group C	Residential Occupancies: Detached, semis, townhouses, duplexes	\$17.90
	All other multiple unit residential buildings (apts. etc)	\$19.35
	Hotels, motels	\$20.18
	Residential addition	\$13.16
	Unheated addition	\$11.54
	Detached garage/shed building to single dwelling	\$6.06
	Issued Repeats to detached, semis, townhouses, duplexes	\$16.59
	Basement apartment (plus min. Residential Fee)	\$10.68
Group D	Business and Personal Services Occupancies Office buildings (shell)	\$18.50
	Office buildings (finished)	\$22.48
	Funeral homes, banks, medical clinic, fire halls, etc.	\$22.48
Group E	Mercantile Occupancies Retail stores (shell/ strip plazas)	\$14.09
	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$18.76
Group F	Industrial Occupancies Warehouses, factories (shell)(<10,000m ²)	\$12.05
	(Single tenancy) (finished) (<10,000m ²)	\$14.02

	Warehouses, factories (shell)(>10,000m ²)	\$9.52
	(Single tenancy) (finished) (>10,000m ²)	\$13.45
	Gas stations, car washes	\$12.70
	Canopies (over gas pumps, storage, etc.)	\$5.32
	Parking garages	\$6.69
	Mezzanines and racking systems	\$6.69
	Offices in warehouses or factories	\$4.05
Miscellaneous		
	Permanent tents, air supported structures	\$5.32
	Pedestrian bridges, crane runways, etc	\$0.88
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.32
	Unfinished basement (non-residential)	\$6.07
	Repair or reclad wall (per surface area)	\$0.45
	Parking garage repairs (minor concrete repairs)	\$2.65
	Sprinkler	\$0.61
	Max.	\$4,036
	Trailers or buildings on construction sites for office or sales purpose	\$12.12
	New roof or replacement	\$5.32
	Roof membrane replacement	\$4.73

(B) ALTERATIONS:

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification	Service Index (SI) \$/m ²
Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.45
Group B: Institutional occupancies	\$6.45
Group C: Residential occupancies	\$6.45
Group D: Business and personal services occupancies	\$6.45
Group E: Mercantile occupancies	\$6.45
Group F: Industrial occupancies (<10,000m ²)	\$6.45
Group F: Industrial occupancies (>10,000m ²)	\$6.45
	\$3.35

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc.	\$577.00 each
Moving or relocating a building (portable classrooms, etc.)	\$295.00 each
Temporary tents	\$213.00 each
City temporary tents (see note #7)	\$207.00
Communication and transmission towers	\$404.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$300.00
(industrial, commercial, institutional, and multi-residential)	\$664.00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$404.00 each
Demising walls only	\$335.00 each
Fire alarm system	\$751.00
Fire suppression system	\$404.00
Electromagnetic locks	\$300.00 each
	Max. \$1,731.00
Decks, porches, basement walkout, etc. to single dwelling	\$167.00 each
Fireplaces, wood stoves, etc.	\$167.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$8 each
Underground and above ground storage tank	\$404.00 per
tank	
Balcony guard replacements (per m.)	\$17.00/
	Max. \$1,732.00
Balcony repair (concrete)	\$167/5 balconies
	Max. \$1,732.00
Retaining walls (per m.)	\$11/m
Shoring	\$13/linear metre
Public pools	\$404.00
New loading dock door	\$300/door
	Max. \$1,732.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m ²
Heating, ventilation, air conditioning etc.	
work independent of building permit):	
Group A: Assembly occupancies	\$1.33
Group B: Institutional occupancies	\$1.33
Group C: Residential occupancies	\$1.33
Group D: Business and personal service occupancies	\$1.33
Group E: Mercantile occupancies	\$1.33
Group F: Industrial occupancies	\$1.33
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
(industrial, commercial, institutional, and multi-residential)	\$404.00
Commercial kitchen exhaust (including related make-up air)	\$404.00
Spray booth, dust collector etc.	\$404.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$230.00
(industrial, commercial, institutional, and multi-residential)	\$404.00

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$230.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$404.00/unit \$230.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$230.00 \$404.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures: (Plumbing review only)	Fee per Fixture
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Group A: Assembly occupancies	\$ 40.00
Group B: Institutional occupancies	\$ 40.00
Group C: Residential occupancies	\$ 40.00
Group D: Business and personal services occupancies	\$ 40.00
Group E: Mercantile occupancies	\$ 40.00
Group F: Industrial occupancies	\$ 40.00

	\$/lin.m
Miscellaneous Work:	
Inside sanitary and storm piping	\$1.61
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.46
Replacement of Domestic Water Risers:	\$8.66 per riser per floor (minimum \$262)
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 40.00 each
Backwater valve	\$242.00
Backwater preventer	\$404.00

(F) <u>Signs</u>	<u>FEES</u> \$/m ² *
All Signs	\$35.00 (minimum \$283.00)

* Fee is per m² or part thereof, of the sign area of each sign face.

SCHEDULE "B-2"

Effective January 1, 2021 to December 31, 2021

Building Classifications and Permit Fees

NOTES:

1. Fees for classes of permit not described or included in this schedule shall be determined by the Chief Building Official.
2. The occupancy classification shall be established in accordance with the occupancy definitions of the Building Code.
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations.
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building permit has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization.

THE CORPORATION OF THE CITY OF
MISSISSAUGA BUILDING BY-LAW xxx-19

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(1) CALCULATION OF PERMIT FEES

Permit fees shall be calculated based on the formula given below, unless otherwise specified in this schedule.

Permit Fee = Minimum Fee (Alterations permits only) + (Service Index (SI) X
Total floor area (A)), where floor area (A) is measured to the
outer face of exterior walls and to the centre of party walls or
demising walls, except when calculating partition work.

(2) PERMIT FEES

(A).	Building Classification	Service Index (SI) \$/m ²
New Buildings and Additions		
Group A	Assembly Occupancies: Schools, libraries, churches, theatres, arenas, pools, restaurants, recreation centre, transit stations, bus terminals, etc.	\$25.98
	Restaurant (shell)	\$23.10
Group B	Institutional Occupancies: Hospital, nursing homes, care homes, etc.	\$28.87
Group C	Residential Occupancies:	
	Detached, semis, townhouses, duplexes	\$18.44
	All other multiple unit residential buildings (apts. etc)	\$19.93
	Hotels, motels	\$20.79
	Residential addition	\$13.55
	Unheated addition	\$11.89
	Detached garage/shed building to single dwelling	\$6.24
	Issued Repeats to detached, semis, townhouses, duplexes	\$17.09
Group D	Basement apartment (plus min. Residential Fee)	\$11.00
	Business and Personal Services Occupancies	
	Office buildings (shell)	\$19.06
	Office buildings (finished)	\$23.15
Group E	Funeral homes, banks, medical clinic, fire halls, etc.	\$23.15
	Mercantile Occupancies	
	Retail stores (shell/ strip plazas)	\$14.51
Group F	Retail stores (finished) supermarkets, department stores, car dealerships, etc.	\$19.32
	Industrial Occupancies	
	Warehouses, factories (shell)(<10,000m ²)	\$12.41
	(Single tenancy) (finished) (<10,000m ²)	\$14.44
	Warehouses, factories (shell)(>10,000m ²)	\$9.81

	(Single tenancy) (finished) (>10,000m ²)	\$13.86
	Gas stations, car washes	\$13.08
	Canopies (over gas pumps, storage, etc.)	\$5.48
	Parking garages	\$6.89
	Mezzanines and racking systems	\$6.89
	Offices in warehouses or factories	\$4.17
Miscellaneous		
	Permanent tents, air supported structures	\$5.48
	Pedestrian bridges, crane runways, etc	\$0.90
	Finishing basements (Detached, semis, townhouses, duplexes)	\$5.48
	Unfinished basement (non-residential)	\$6.25
	Repair or reclad wall (per surface area)	\$0.47
	Parking garage repairs (minor concrete repairs)	\$2.73
	Sprinkler	\$0.63
	Max.	\$4,157
	Trailers or buildings on construction sites for office or sales purpose	\$12.48
	New roof or replacement	\$5.48
	Roof membrane replacement	\$4.88

(B) ALTERATIONS:

Interior alterations and partitioning to new or existing construction and change of occupancy classification (plus the minimum applicable fee)

Building Classification

Service Index
(SI)
\$/m²

Group A: Assembly occupancies (restaurants, churches, etc.)	\$6.64
Group B: Institutional occupancies	\$6.64
Group C: Residential occupancies	\$6.64
Group D: Business and personal services occupancies	\$6.64
Group E: Mercantile occupancies	\$6.64
Group F: Industrial occupancies (<10,000m ²)	\$6.64
Group F: Industrial occupancies (>10,000m ²)	\$6.64
	\$3.45

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(C) OTHER MISCELLANEOUS WORK:	Flat Fee
New portable classrooms, new mobile homes, etc.	\$594.00 each
Moving or relocating a building (portable classrooms, etc.)	\$304.00 each
Temporary tents	\$220.00 each
City temporary tents (see note #7)	\$220.00
Communication and transmission towers	\$416.00 each
Solar Collectors	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$309.00
(industrial, commercial, institutional, and multi-residential)	\$684.00
Foundation for Tanks, Silos, Dust Collectors, etc.	\$416.00 each
Demising walls only	\$345.00 each
Fire alarm system	\$774.00
Fire suppression system	\$416.00
Electromagnetic locks	\$309.00 each
	Max. \$1,783.00
Decks, porches, basement walkout, etc. to single dwelling	\$172.00 each
Fireplaces, wood stoves, etc.	\$172.00 each
Window replacements (for multiple unit residential and	
Non residential buildings)	\$9 each
Underground and above ground storage tank	\$416.00 per
tank	
Balcony guard replacements (per m.)	\$17.00/
	Max. \$1,784.00
Balcony repair (concrete)	\$172/5 balconies
	Max. \$1,784.00
Retaining walls (per m.)	\$11/m
Shoring	\$13/linear metre
Public pools	\$416.00
New loading dock door	\$309/door
	Max. \$1,784.00
(D) MECHANICAL COMPONENTS:	Service Index (SI)
	\$/m ²
Heating, ventilation, air conditioning etc.	
work independent of building permit):	
Group A: Assembly occupancies	\$1.37
Group B: Institutional occupancies	\$1.37
Group C: Residential occupancies	\$1.37
Group D: Business and personal service occupancies	\$1.37
Group E: Mercantile occupancies	\$1.37
Group F: Industrial occupancies	\$1.37
Miscellaneous Work:	Flat Fee per Unit
Alternate heating systems – solar, geothermal, etc:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
(industrial, commercial, institutional, and multi-residential)	\$416.00
Commercial kitchen exhaust (including related make-up air)	\$416.00
Spray booth, dust collector etc.	\$416.00/unit
Furnace replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
Boiler replacement:	
(detached dwelling, semi-detached dwelling, townhouse dwelling)	\$237.00
(industrial, commercial, institutional, and multi-residential)	\$416.00

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

(D) OTHER MISCELLANEOUS WORK: (Continued)

HVAC unit installation: (unit heater, rooftop unit, make-up air unit)	\$237.00
Alterations to mechanical systems (space heater, exhaust fan) (duct work only)	\$416.00/unit \$237.00
Full heating system replacement (detached dwelling, semi-detached dwelling, townhouse dwelling) (industrial, commercial, institutional, multi residential)	\$237.00 \$416.00

(E) PLUMBING AND DRAIN COMPONENTS:

Plumbing Fixtures: (Plumbing review only)	Fee per Fixture
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Group A: Assembly occupancies	\$ 41.00
Group B: Institutional occupancies	\$ 41.00
Group C: Residential occupancies	\$ 41.00
Group D: Business and personal services occupancies	\$ 41.00
Group E: Mercantile occupancies	\$ 41.00
Group F: Industrial occupancies	\$ 41.00

	\$/lin.m
Miscellaneous Work:	
Inside sanitary and storm piping	\$1.65
Outside water services, sanitary and storm piping (when not included in complete building permit or permit for site services)	\$4.59
Replacement of Domestic Water Risers:	\$8.91 per riser per floor (minimum \$270)
Manholes, catchbasins, interceptors, sumps etc. (when not included in complete building permit or permit for site services)	\$ 41.00 each
Backwater valve	\$249.00
Backwater preventer	\$416.00

(F) <u>Signs</u>	<u>FEES</u> \$/m ² *
All Signs	\$36.00 (minimum \$292.00)

* Fee is per m² or part thereof, of the sign area of each sign face.

SCHEDULE "B-3"

Effective January 1, 2022 to December 31, 2022

Building Classifications and Permit Fees

NOTES:

1. Fees for classes of permit not described or included in this schedule shall be determined by the Chief Building Official.
2. The occupancy classification shall be established in accordance with the occupancy definitions of the Building Code.
3. Except as provided in Item 5, the floor area is the sum of the areas of all floors including basement and shall be measured to the outer face of the walls.
4. No deductions shall be made for openings within the floor area; i.e. stairs, elevators, ducts etc.
5. A garage serving only the dwelling unit to which it is attached or built in and an unfinished basement located within a dwelling unit shall not be included in the area calculations.
6. Issued models (house types) are referred to as "issued repeats". An "issued repeat application" is a repeat of the identical house design that the builder has previously submitted as a model for which a building permit has been issued.
7. City temporary tents are one or more tents which are installed as part of an outdoor special event which is hosted by a non-profit organization.

**THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19**

SCHEDULE "C"

FORMS

Applicable provincially mandated forms and municipal forms authorized under clause 7(1)(f) of the *Building Code Act*.

Form 1	Application for a Permit to Construct or Demolish
Form 2	Supplementary Information to Application for a Permit to Construct or Demolish
Form 3	COMMITMENT TO GENERAL REVIEWS BY ARCHITECT AND ENGINEERS
Form 4	APPLICATION FOR PERMIT TO OCCUPY A BUILDING PRIOR TO COMPLETION
Form 5	Alternative Solution Authorization Form & Alternative Solution Application
Form 6	GENERAL REVIEW DEMOLITION COMMITMENT CERTIFICATE

NOTE: *Forms are prescribed by the Chief Building Official, but not attached. As such, they may be amended to reflect changes to Provincial legislation, municipal by-laws, etc. Forms are available at the Building Division, 3rd floor, City Hall or on the website at www.mississauga.ca.*

**THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19**

SCHEDULE "D"

PLANS AND SPECIFICATIONS

General

Every application shall, unless otherwise determined by the Chief Building Official, be accompanied by two complete sets of working drawings, for applications not requiring Fire Prevention review, else three complete sets of **plans and specifications** are required under this By-law.

Where application and plans, and specifications are received in a digital format through an electronic application channel, additional requirements may apply in addition to those listed below.

All working drawings shall be prepared in accordance with generally accepted architectural and engineering practices, for the construction of the proposed building.

Submitted working drawings shall:

1. Be of sufficient details and contain all information to enable the Chief Building Official to determine whether the proposed construction, demolition or change of use conforms to the Act, the Building Code, and any other law;
2. Be dated and marked as “issued for construction”;
3. Be of sufficient detail to construct in accordance with submitted **plans and specifications**; and
4. Shall contain the necessary designer information as required by the Act.

Guidelines for Electronic Plans and Specifications

The Chief Building Official shall determine any additional submission standards for digitally submitted **plans and specifications**. This information can be found in the Applicant Submission Guide at www.mississauga.ca

5. An Applicant shall include the following information as part of any drawing submitted:
 - (a) property address
 - (b) project name
 - (c) drawing name and number
 - (d) date of drawing and date of any revisions made to drawings

THE CORPORATION OF THE CITY OF MISSISSAUGA
BUILDING BY-LAW xxx-19

SCHEDULE "E"

PERSCRIBED NOTICES / INSPECTIONS

PRESCRIBED NOTICES / INSPECTIONS*		
Notice / Inspection	Reference OBC Division C	Description
Footing	1.3.5.1.(2)(a)	Readiness to construct footings.
Backfill	1.3.5.1.(2)(b)	Substantial completion of footings and foundations prior to commencement of backfilling.
Framing	1.3.5.1.(2)(c)	Substantial completion of structural framing, if the building is within the scope of Division B Part 9.
	1.3.5.1.(2)(d)	Substantial completion of structural framing, if the building is not within the scope of Division B Part 9.
HVAC Rough-In	1.3.5.1.(2)(c)	Substantial completion of ductwork and piping for heating and air conditioning systems, if the building is within the scope of Division B Part 9.
	1.3.5.1.(2)(d)	Substantial completion of rough-in of heating, ventilation, air-conditioning and air-contaminant extraction equipment, if the building is not within the scope of Division B Part 9.
Insulation	1.3.5.1.(2)(e)	Substantial completion of insulation and vapour barriers.
	1.3.5.1.(2)(f)	Substantial completion of air barrier systems.
Fire Separations	1.3.5.1.(2)(g)	Substantial completion of all required fire separations and closures.
Fire Protection Systems	1.3.5.1.(2)(g)	Substantial completion of all fire protection systems including standpipe, sprinkler, fire alarm, and emergency lighting systems.
Fire Access Routes	1.3.5.1.(2)(h)	Substantial completion of fire access routes.
Building Sewers	1.3.5.1.(2)(i)(i)	Readiness for inspection and testing of building sewers.
Building Drains	1.3.5.1.(2)(i)(i)	Readiness for inspection and testing of building drains.
Water Service Pipe	1.3.5.1.(2)(i)(ii)	Readiness for inspection and testing of water service pipes.
Fire Service Main	1.3.5.1.(2)(i)(iii)	Readiness for inspection and testing of fire service mains.
Plumbing Rough-in (DWV)	1.3.5.1.(2)(i)(iv)	Readiness for inspection and testing of drainage systems and venting systems.
Plumbing Rough-in (Water Distribution)	1.3.5.1.(2)(i)(v)	Readiness for inspection and testing of the water distribution system.
Pool/Spa Suction and Gravity Outlet System	1.3.5.1.(2)(j)	Readiness for inspection of suction and gravity outlets, covers and suction piping outlets of an outdoor pool described in Clause 1.3.1.1.(1)(j) of Division A, a public pool or spa.

SCHEDULE “E” (continued)

PRESCRIBED NOTICES / INSPECTIONS		
Notice / Inspection	Reference OBC Division C	Description
Pool/Spa Circulation/ Recirculation System	1.3.5.1.(2)(k)	Substantial completion of the circulation/recirculation system of an outdoor pool as described in Clause 1.3.1.1.(1)(j) of Division A, a public pool or spa and substantial completion of the pool before it is filled with water.
Sewage System Excavation	1.3.5.1.(2)(l)	Readiness to construct the sewage system.
Sewage System Completion	1.3.5.1.(2)(m)	Substantial completion of the installation of the sewage system before the commencement of backfilling.
Site Services	1.3.5.1.(2)(n)	Substantial completion of installation of plumbing not located in a structure before the commencement of backfilling.
Occupancy (Unfinished Building)	1.3.5.1.(2)(o)	Completion of construction and installation of components required to permit the issue of an occupancy permit under Sentence 1.3.3.1.(3) of Division C or to permit occupancy under Sentence 1.3.3.2.(1) of Division C, if the building or part of the building to be occupied is not fully completed.
Occupancy (Residential)	1.3.5.1.(2)(p)	Completion of construction and installation of components required to permit the issue of an occupancy permit under Article 1.3.3.4. of Division C.
Final (Plumbing)	1.3.5.1.(2)(i)(vi)	Readiness for inspection and testing of plumbing fixtures and plumbing appliances.
Final (HVAC)	1.3.5.2.(e)	Substantial completion of heating, ventilation, air-conditioning and air-contaminant extraction equipment.
Final (Completion of Unfinished Building)	1.3.3.3.(1)	Completion of a building where a person has occupied or permitted the occupancy under Article 1.3.3.1 or 1.3.3.2. of Division C.
Final (Residential)	1.3.5.2.(j)	Completion of a building for which an occupancy permit is required under Article 1.3.3.4. of Division C.
Final (General)	Building Code Act, 11.(1)	Occupancy or use after completion of building*.

* As defined in the Building Code Act, “**building**” means,

- (a) a structure occupying an area greater than ten square metres, consisting of a wall, roof and floor or any of them or a structural system serving the function thereof including all plumbing, works, fixtures and service systems appurtenant thereto;
- (b) a structure occupying an area of ten square metres or less that contains plumbing, including the plumbing appurtenant thereto;
- (c) plumbing not located in a structure;
- (c.1) a sewage system; or
- (d) structures designated in the building code.

City of Mississauga

Corporate Report



Date: 2019-10-04

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.15-CEN
CENSUS HUB

Meeting date:
2019-10-28

Subject

Census Hub

Recommendation

That the report titled "Census Hub" from the Commissioner of Planning and Building, dated October 4, 2019, be received for information.

Background

The Federal Census is used by staff in all departments to align services and infrastructure to the various communities residing in Mississauga. The Census also provides the demographic and employment baseline that is used in the Official Plan and many other studies such as the Housing Strategy, Transportation Master Plan and Economic Development Strategy.

Comments

Previously, staff presented the detailed Census releases through a series of Adobe Acrobat PDF files. The Census Hub is a new interactive platform that allows users to select data at the city, ward and neighbourhood levels, and it permits the selection of multiple geographies.

The Census Hub can be accessed by visiting www.mississauga.ca/censushub

Data from the 2016 Census is arranged into eight topics on the Hub:

- Population, age and sex
- Households
- Family and marital status
- Languages
- Income
- Ethnocultural
- Labour force and education, and
- Transportation

In addition to numerous internal applications, this ESRI based tool is also available publically. This will help local residents, as well as the world, learn more about Mississauga.

Financial Impact

No financial impact.

Conclusion

The Census Hub is available at www.mississauga.ca/censushub



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

Prepared by: Melanie Zakarian, Statistician

City of Mississauga

Corporate Report



Date: 2019/10/04

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 19/009 W5

Meeting date:
2019/10/28

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Rezoning application to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium

6710 Hurontario Street, west side of Hurontario Street between Courtneypark Drive West and Skyway Drive

Owner: 2660430 Ontario Inc. (Flato Developments Inc.)

File: OZ 19/009 W5

Recommendation

That the report dated October 4, 2019, from the Commissioner of Planning and Building regarding the application by 2660430 Ontario Inc. to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium, under File OZ 19/009 W5, 6710 Hurontario 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 rezoning application is required to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium. The zoning by-law will need to be amended from **D** (Development) to **O-Exception** (Office - Exception) to implement this development proposal.

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

Originator's file: OZ 19/009 W5

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 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 generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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: provision of additional technical information, confirmation of adequate services, ensuring the compatibility of the

proposal including setbacks, adequacy of parking proposed, building and site configuration, ensuring adequate site access which will include access and servicing easements to adjoining properties 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: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: 2660430 Ontario Inc. (Flato Developments Inc.)****6710 Hurontario Street****Table of Contents**

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property was designated **Business Employment**
- September 10, 2014 – City Council enacted By-law 0238-2014 to amend Mississauga Official Plan (MOPA 25). This amendment redesignated most of the lands within Gateway Corporate Centre (including the subject lands) from **Business Employment** to **Office**. This amendment was appealed to the Ontario Municipal Board (OMB)
- May 23, 2018 - As a result of a settlement and the appeal being withdrawn, the subject lands are now designated **Office – Special Site 4** in the Gateway Corporate Character Area

2. Site and Neighbourhood Context

Site Information

The property is located on the west side of Hurontario Street between Courtneypark Drive West and Skyway Drive, within the Gateway Corporate Centre Character Area.

This vacant site is 0.71 hectare (1.76 ac.) in size with frontage on Hurontario Street. Access is to be provided from Hurontario Street, as well as from the internal driveways with public access and servicing easements along the rear property line that connect with adjacent properties to provide access to Maritz Drive.



Image of the existing conditions facing northwest

Property Size and Use	
Frontage: Hurontario Street	52.6 m (172.5 ft.)
Depth:	141.4 m (464 ft.)
Gross Lot Area:	0.71 ha (1.76 ac.)
Existing Uses:	The site is vacant.

Surrounding Land Uses

The property is surrounded by a larger business employment block that is being divided into smaller parcels and developed. The surrounding six parcels were subject to an "H" holding symbol until the City was in receipt of: satisfactory technical plans, studies and reports with a development agreement with provisions for easements for servicing and access to adjoining properties and payment of various fees and securities. Two of the six parcels have had the "H" holding symbol removed and are being developed for employment uses.

The surrounding land uses are:

- North: Vacant land
- East: Vacant land with office buildings to the north (Great West Life Assurance, London Life Insurance Company and Rogers Broadcasting Ltd.)
- South: Vacant land and an existing cultural centre (Hansa House)
- West: Office building (Nowtash Holdings Ltd.)



Aerial Photo of 6710 Hurontario Street

The Neighbourhood Context

Land uses within the Gateway Corporate Centre area consist mainly of vacant land and business employment uses, including offices and warehouses. The building to the west of the subject property was developed in 2018. The office buildings to the northeast and southeast of the subject property developed in the early 2000s.

Demographics

Based on the 2016 census, the Gateway Corporate Centre has 18,025 jobs within this Character Area. Total employment combined with a lack of residential population results in a PPJ for the Gateway Corporate Centre Character Area of 53 persons plus jobs per hectare (130.91 ppj/ac.).

Other Development Applications

There is an active site plan application (SP 19-003 W5) to the east of the subject property (across Hurontario Street) at 70 Superior Boulevard. The proposal is for two interconnected hotels and a convention centre.

Community and Transportation Services

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

A city park is located 440 m (1,444 ft.) to the southwest of the site. The Frank McKechnie Community Centre and Library is located 5.0 km (3.1 miles) southeast of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Centre Sportszone and the Mississauga Iceland Rinks are located 5.3 km (3.3 miles) to the southeast.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Courtneypark Drive East. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The subject

lands are located within the Major Transit Station Area (MTSA). The transit station is located at the intersection at Courtneypark Drive East and Hurontario.

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 57 – Courtneypark Drive East
- Route 502 – Brampton Zum
- Route 2 – Brampton Zum
- Route 7 and 7A – Brampton Zum

A multi-use trail is located further north along Derry Road.

3. Project Details

The application is to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium.

Development Proposal	
Applications submitted:	Received: June 10, 2019 Deemed complete: July 4, 2019
Owner/Applicant:	2660430 Ontario Inc. (Flato Developments Inc.)
Proposed Gross Floor Area:	
Commercial	12 276 m ² (132,138 sq.ft.)
Height:	9 storeys

Development Proposal		
Parking:	Required	Proposed
Banquet Hall and Restaurant	145	
Hotel	131	
Office	24	
Total	300	250*
Green Initiatives:	<ul style="list-style-type: none"> • Rain garden • Open bottom underground storage chamber 	

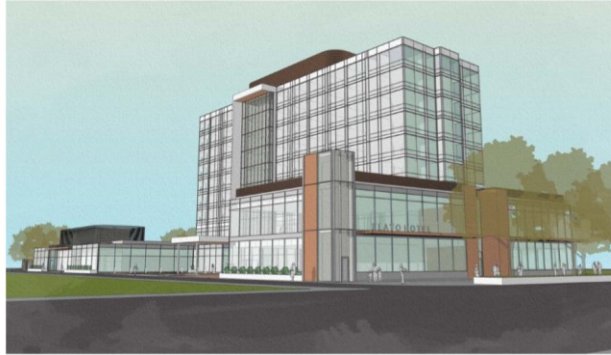
*Blended rates have been provided for each of the proposed uses

Supporting Studies and Plans

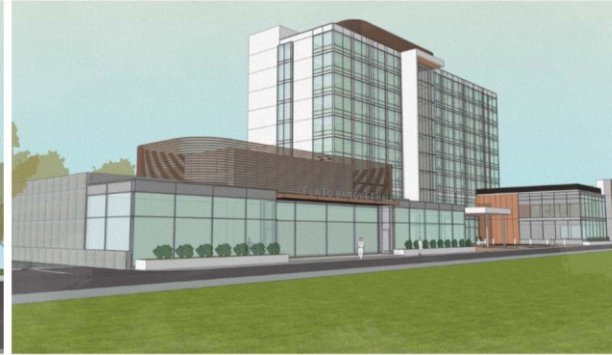
The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Site Plan, Concept Plan, Context Plan and Concept Plan for the Area
- Architectural Plans, Elevations and Sections
- Functional Servicing and Stormwater Report
- Transportation Impact Study including Parking Justification
- Tree Inventory and Removals Plan
- Preliminary Pedestrian Level Wind Study
- Noise Study
- Vibration Impact Study
- Archaeological Assessment
- Phase I Environmental Site Assessment
- Draft Zoning By-law Amendment
- List of Low Impact Development Initiatives





View of East Elevation, looking Northwest



View of West Elevation, looking Northeast



View of South Elevation, looking Northwest



View of North Elevation, looking Southeast

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

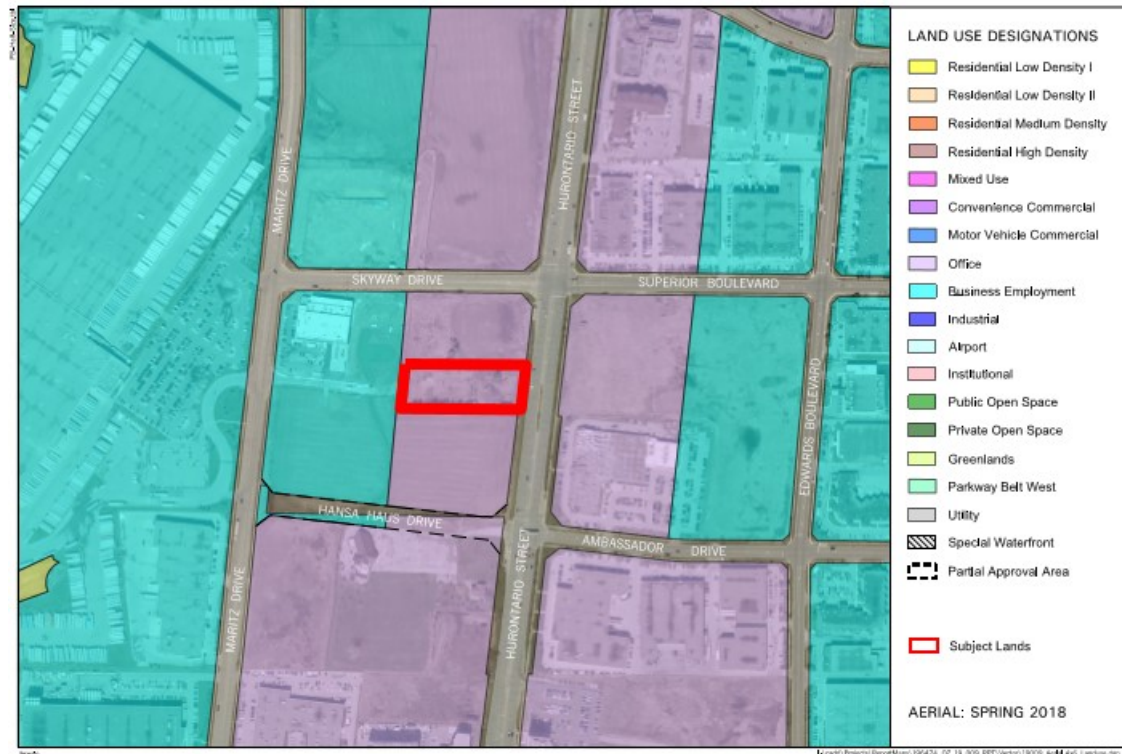
The site is designated **Office-Special Site 4** which permits major office, secondary office and accessory uses. Post-secondary educational facilities, and overnight accommodation and conference centres are also permitted within the Office designation of the Gateway Corporate Centre. Special Site 4 also contains several urban design policies. The site is also located within a Major Transit Station Area, located at Courtneypark Boulevard and Hurontario Street.

Proposed Designation

There is no Official Plan Amendment proposed as part of this application, and the designations remain as above.

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

Excerpt of Gateway Corporate Centre Land Use



Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **D** (Development), which only permits uses legally existing on the date of the passing of the Zoning By-law 0225-2007.

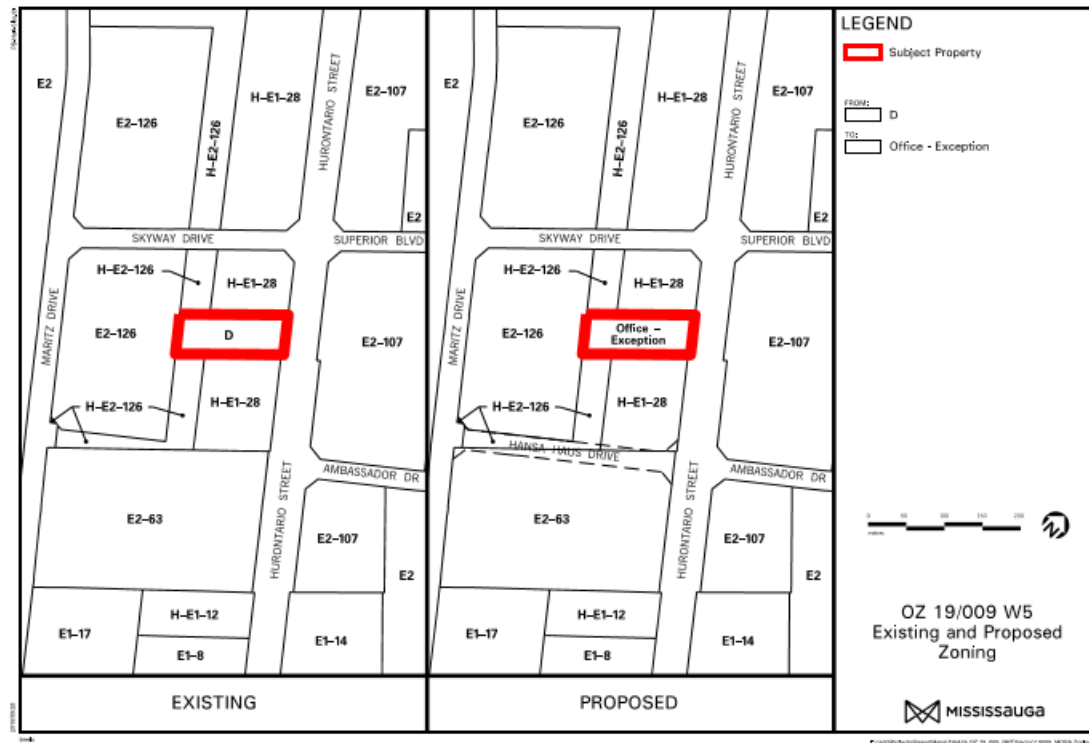
Proposed Zoning

The applicant is proposing to amend the zoning to **O-Exception** (Office – Exception), to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium.

City Initiated

The subject lands are part of a city-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area. The subject lands are to be zoned **O-Exception** (Major Office – Exception), which would allow the uses requested by this application. The city initiated zoning by-law amendment is being undertaken to ensure that the zoning in the Gateway Corporate Centre Character Area conforms with the vision and policies in Mississauga Official Plan.

The applicant has chosen to proceed with this application in the event that the city initiated zoning by-law amendment does not proceed, is delayed or appealed, and to recognize several variances from the base office zone.



Proposed Zoning Regulations

Zone Regulations	Existing O (Office) Zone Regulations	Proposed O-Exception (Office) Zone Regulations
Maximum Floor Space Index (FSI)	-	1.72
Minimum Front Yard	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Maximum encroachment of a canopy into a required front yard	-	2.0 m (6.6 ft.)
Minimum Interior Side Yard	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	1.0 m (3.3 ft.)
Minimum parking space per 100 m ² (1,076.4 ft ²) gross floor area*		
Overnight accommodation	10 spaces	6.5 spaces
Maximum number of tandem parking spaces permitted	-	8 spaces
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information is to be provided to verify the building setbacks as it relates to the severance lines.		

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>
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>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> <p>Major Transit Stations</p> <p>Planning will be prioritized for <i>major transit station areas</i> on <i>priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan.</p> <p>For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p><i>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</i></p> <ol style="list-style-type: none"> 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) <p><i>Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</i></p> <p><i>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:</i></p> <ol style="list-style-type: none"> a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) <p><i>Within all major transit station areas, development will be supported, where appropriate, by:</i></p> <ol style="list-style-type: none"> a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> 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 <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9) <p><i>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)</i></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.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
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 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.</p> <p>The existing policies of MOP are consistent with the ROP.</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 to the Growth Plan, 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 Gateway Corporate Centre Character Area and are designated **Office**. The **Office**

designation permits major office, secondary office and accessory uses, as well as overnight accommodation and conference centres. The subject property is also located within a Major Transit Station Area (MTSA).

The applicant is not proposing to change the **Office** designation. The following policies are applicable in the review of this application. 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 Section 5.1.2 Section 5.1.4 Section 5.1.6 Section 5.3 Section 5.3.4 Section 5.3.4.1- 5.3.4.10 Section 5.4 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.7 Section 5.4.8 Section 5.4.11 Section 5.4.13 Section 5.4.15 Section 5.5 Section 5.5.1 - 5.5.10 Section 5.5.13 - 5.5.16	<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>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development.</p> <p>Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes. Corporate Centres contain a mix of high density employment uses with a focus on major office development. Residential uses and new major retail developments will not be permitted in Corporate Centres.</p> <p>Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.</p> <p>Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.</p> <p>Corridor or Major Transit Station Areas</p> <p>Where Corridor or Major Transit Station Area policies are under review, a development proponent may be required to prepare a development master plan in support of a development application.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</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 7.1 Section 7.1.1 Section 7.1.2	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues.</p> <p>Some areas within the city will not meet all the needs for daily living. Residents living in one of the city's many Neighbourhoods may need to travel some distance to work in another part of the city such as a Corporate Centre or Employment Area.</p>
Chapter 8 Create a Multi-Modal City	Section 8.1.1 Section 8.1.7 Section 8.1.8	Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

	Specific Policies	General Intent
	Section 8.1.9 Section 8.1.12 Section 8.1.14 Section 8.2 Section 8.2.2 Section 8.2.2.3 Section 8.2.2.4 Section 8.2.2.5 Section 8.2.2.7 Section 8.2.4.3 Section 8.2.4.6 Section 8.2.4.7 Section 8.2.4.8 Section 8.4.3 Section 8.4.4 Section 8.4.5 Section 8.4.7	<p>To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.</p> <p>The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.</p> <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of intersections and overall connectivity throughout the city. The creation of a finer grain road pattern will be a priority in Intensification Areas.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1 Section 9.2.1.6 Section 9.2.1.7 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.18 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.31 Section 9.2.1.37 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.2 Section 9.5.2.2	<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>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; c. Demonstrates context sensitivity, including the public realm; d. Promotes universal accessibility and public safety; and e. Employs design excellence. <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>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> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p>

	Specific Policies	General Intent
Chapter 10 Foster a Strong Economy	Section 10.1 Section 10.1.1-10.1.11 Section 10.2 Section 10.2.1-10.2.5	<p>Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.</p> <p>The conversion of lands designated Office within Corporate Centres to permit non-employment uses is prohibited unless considered through a Phase One/Two municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses.</p> <p>Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors.</p> <p>Major office development will be encouraged to located within the Corporate Centres and Intensification Corridors. Secondary office development will be encouraged to located within Major Transit Station Areas and Corridors.</p> <p>Within Intensification Areas, ground floor retail uses are encouraged within office buildings.</p>
Chapter 11 General Land Use Designations	Section 11.2.7	<p>Lands designated Office will permit the following uses:</p> <ol style="list-style-type: none"> Major office Secondary office; and Accessory Uses
Chapter 15 Corporate Centres	Section 15.1.1.3 Section 15.1.1.4 Section 15.3	<p>For lands within a Corridor, the following uses will not be permitted in freestanding buildings:</p> <ul style="list-style-type: none"> Financial institution Motor vehicle rental Personal service establishment Restaurant; and Retail store <p>Within a Corridor all accessory uses must be in the same building as the principal use.</p> <p>Urban Design policies in MOP promote high quality urban design and built form. They are also intended to reinforce and enhance the image of Hurontario Street as the main north-south Corridor through the City.</p>

6. Community Comments

No community meetings to discuss this development proposal have been held.

No written comments have been received from the community.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 6, 2019)	<p>The site does not have frontage on existing municipal water or sanitary sewer. To service the site, upgrades to the existing municipal services may be required.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated April 1, 2019 has been received and sent for wastewater modelling and may require further revisions. Hydrant flow tests must be provided prior to water modelling.</p>
City Community Services Department – Park Planning Section (September 12, 2019)	<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 Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 18, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <p>Municipal Works - Municipal Works will be required to support this development, including the construction of a storm sewer to Maritz Drive and associated road restoration. These works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined.</p> <p>Private Roads - In order to adequately provide access to this site, mutual accesses with the adjacent owners will be required via private roads. Arrangements with the landowners are to be made for the construction, as well as public pedestrian and vehicle access easements, to the satisfaction of the City.</p> <p>Supporting drawings - The drawings are to be updated to remove all works from the Municipal Right-of-Way, as well as to ensure that proposed grades along property lines are compatible with the adjacent properties and the Right-of-Way grades. Additional cross-sections are required to demonstrate that the grades will be compatible and grades are to refer to a City benchmark. The drawings are also to include all existing and proposed easement information.</p>

Agency / Comment Date	Comments
	<p>Noise and Vibration Studies - The initial Noise and Vibration Studies are to be updated to allow the City of Mississauga to rely on the findings and conclusions of those reports.</p> <p>Functional Servicing (FSR) and Storm Water Management (SWM) Report - The Functional Servicing Report is to clarify as to whether the subject site needs to accommodate any external drainage. Municipal works to construct the storm sewer will be required.</p> <p>Environmental - Letters of Reliance prepared by a Qualified Person for the Phase I Environmental Site Assessment (ESA) and Phase II ESA are required. Additionally, as lands are to be dedicated to the City, conveyance lands shall be clearly shown in all the supporting reports and drawings.</p> <p>The reports indicated the presence of wells on the property, therefore a written document is to be prepared indicating that the wells will be decommissioned according to all applicable regulations.</p> <p>The Phase II ESA is to be revised to clarify whether groundwater samples were collected for the subject property.</p> <p>Traffic - A road widening, a 0.3m (1.0 ft.) reserve and a Public Pedestrian and Vehicular Access easement will be required over parts of the property and reference plans are to be provided for review. These parts are to be clearly shown on all drawings and the proposed Public Pedestrian and Vehicular Access easements are to be 9 metres (29.5 ft.) in total. The drawings are also to be revised to align the rear access with the east-west private road in the neighboring properties.</p> <p>Turning templates will be required as there are concerns with the safety of the proposed ramp for the underground parking.</p> <p>The Traffic Impact Study will need to be updated as per the above-noted requirements.</p> <p>Approval from the Hurontario Light Rail Transit Office will be required.</p>
Heritage Planner, Mississauga (August 15, 2019)	A Stage Three Archaeological Assessment is required. This site specific assessment must adhere to the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. Furthermore, registration within the Provincial Database of Archaeological Sites is required. No grading or other soil disturbances shall take place on the subject property prior to the approval of the Ministry of Tourism, Culture and Sport and the City of Mississauga.
City, Fire Department (May 31, 2019)	<p>The Fire Department has concerns with the proposed fire route and will require revisions to the plan.</p> <p>Final confirmation of adequate firefighting water supply is required. This shall be determined through a satisfactory hydrant flow test once the proposed water main is installed.</p>
Greater Toronto Airport Authority (August 26, 2019)	The subject property is affected by the Approach Surface for Runway 05R. Additional review of the development proposal by the GTAA and NAV CANADA will be required.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City Planning Strategies – Healthy by Design Arborist, Community Services</p>

Agency / Comment Date	Comments
	<p>Community Services, Public Art Canada Post Economic Development Alectra Utilities</p> <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Mississauga, Realty Services Bell Canada Rogers Cable Enbridge Gas Go Transit (Metrolinx)</p>

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

- Are the policies and principles of Mississauga Official Plan maintained by this project, including those relating to urban design?
- Is the proposal compatible with the existing and planned character of the area given the project's land use, massing, setbacks, building configuration, site access, pedestrian connections and requirement to fit into the adjacent internal driveway network?
- Are the proposed zoning by-law exception standards appropriate?
- Confirmation of adequate services
- Resolution of the proposed fire route

Development Requirements

There are engineering matters including: grading, engineering, servicing, environmental contamination, 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.

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City of Mississauga

Corporate Report



Date: 2019/10/04

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 19/006 W2

Meeting date:
2019/10/28

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Official plan amendment and rezoning applications to permit seven townhomes
1110 Lorne Park Road, northwest of Lakeshore Road West and Lorne Park Road, at
Albertson Crescent and Bramblewood Lane

Owner: Jacan Construction Ltd. (LJM Developments)

File: OZ 19/006 W2

Recommendation

That the report dated October 4, 2019, from the Commissioner of Planning and Building regarding the applications by Jacan Construction Ltd. (LJM Developments) to permit seven townhomes, under File OZ 19/006 W2, 1110 Lorne Park Road, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit seven townhomes. The applicant is proposing to amend the official plan designation from **Office** to **Residential Medium Density**. The zoning by-law will also need to be amended from **O-14** (Office) to **RM5-Exception** (Street Townhouses) to implement this development proposal.

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

Comments

The property is located at the intersection of Lorne Park Road and Albertson Crescent within the Clarkson-Lorne Park Neighbourhood Character Area. The Metrolinx Lakeshore West GO Corridor/Canadian National (CN) Railway tracks are located immediately north of the site. The area is predominantly residential with some neighbourhood commercial uses. The site is currently vacant.



Aerial image of 1110 Lorne Park Road



Applicant's elevations of the proposed townhomes

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 generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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 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, review of the proposed setback to the rail corridor, noise and vibration impacts, submission of a new environmental study, submission of a revised arborist report, ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Robert Ruggiero, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: Jacan Construction Ltd. (LJM Developments)****1110 Lorne Park Road****Table of Contents**

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1. Site History

- Based on available aerial photography, 1110 Lorne Park Road has been vacant since at least 1954
- The lands were historically zoned residential and part of a plan of subdivision
- October 3, 1972 – Certificate of Occupancy issued for snowmobile sales
- August 22, 1985 – Committee of Adjustment application "A" 434/85 to sever the subject lands to create a new residential lot was refused
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **R2-1**
- September 23, 2009 – Official plan amendment and rezoning applications for a two storey office building were submitted and then approved on October 24, 2012
- The subject lands are designated **Office** in the Clarkson – Lorne Park Neighbourhood Character Area and zoned **O-14** (Office - Exception); which only permits an office building
- Building Permit application under file BP 15-7487, for a two storey office building was submitted in 2015 but never approved

2. Site and Neighbourhood Context

Site Information

The property is an irregular shape with frontages on Lorne Park Road, Albertson Crescent and Bramblewood Lane. The property is located within the Clarkson-Lorne Park Neighbourhood Character Area, which is predominately residential. The Metrolinx Lakeshore West GO Corridor/Canadian National (CN) Railway tracks are located immediately north of the site. The site is generally flat and contains several mature trees.



Image of existing condition of 1110 Lorne Park Road taken from Albertson Crescent looking north

Property Size and Use	
Frontages:	
Lorne Park Road	37.4 m (122.7 ft.)
Albertson Crescent	44 m (144.3 ft.)
Bramblewood Lane	22.4 m (73.4 ft.)
Gross Lot Area:	0.14 ha (0.35 ac.)
Existing Uses:	Vacant

Surrounding Land Uses

The surrounding area is characterized by mostly detached homes on large lots and some neighbourhood commercial uses. In the immediate area fronting Lorne Park Road are retail, personal service, restaurant, office, and automotive repair uses. Birchwood Creek is located a block southwest of the site.

The surrounding land uses are:

North: Metrolinx/CN Rail Corridor and Centennial Commercial Plaza (Battaglia's Lorne Park Marketplace, CIBC, and others)

East: Commercial plaza (Cuda's Tap and Grill, Lily's Pizza and Pasta, animal hospital and others)

South: M Salon and Spa, Rankin Automotive Repair, and detached homes

West: Detached homes

The Neighbourhood Context

The subject property is located within an established residential area characterized by detached homes on large

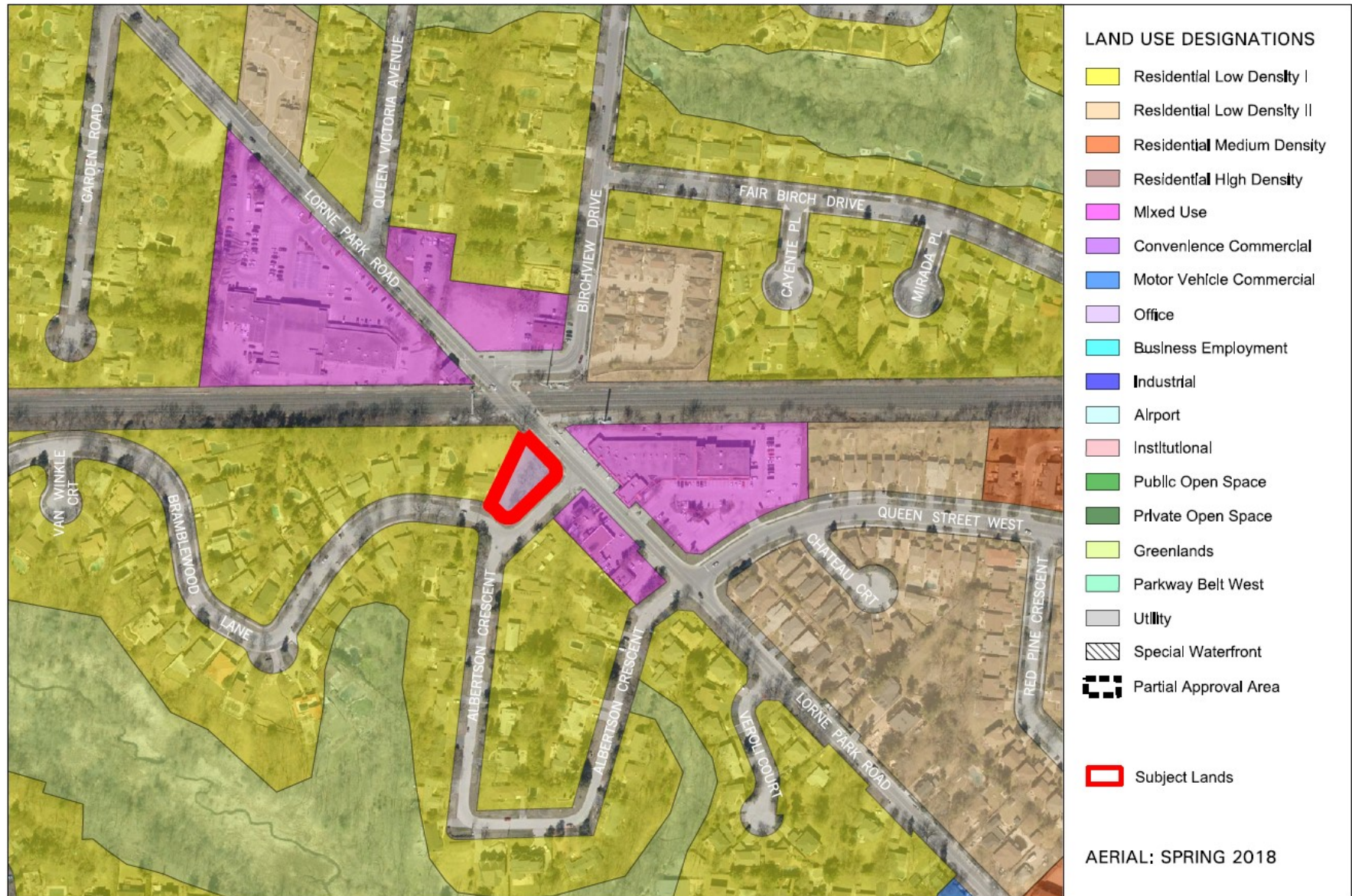
lots. Lorne Park Road is visible on Peel County maps dating from 1859. Albertson Crescent was developed in the 1950s. Lorne Park Station, located at Lorne Park Road and the rail corridor was an active rail station until 1967.

Development is generally denser south of the Metrolinx/CN Rail Corridor. Smaller townhome developments are located on Lorne Park Road north and south of the site, and larger townhome developments are located east of Lorne Park Road.

Demographics

Based on the 2016 census, the existing population of the Clarkson - Lorne Park Neighbourhood Character Area is 36,635 with a median age of this area being 43 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). From 2011 to 2016, the population decreased; however, modest population growth is expected to occur by 2031. The average household size is 3 persons with 7% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 10,475 units (83%) owned and 2,205 units (17%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is approximately 2,018.

*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). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.



Aerial Photo of 1110 Lorne Park Road

Other Development Applications

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

- SP 18/88 – 1139 Lorne Park Road – under review for a 3 storey mixed use building with 12 residential units
- OZ 16/014 – 1190 and 1200 Lorne Park Road – approved in 2019 by the Local Planning Appeal Tribunal (LPAT) for 3 detached, 4 semi-detached, and 6 townhomes
- OZ 07/020 – 1195 Lorne Park Road – approved in 2010 for 4 semi-detached and 5 townhomes, constructed in 2011
- OZ 00/040 – 1011 Lorne Park Road – approved for 6 townhomes, constructed in 2007
- OZ 99/036 – 1155 Birchview Drive – approved in 2001 for 8 detached and 4 semi-detached, constructed in 2006
- Numerous site plan infill applications for replacement dwellings are located in the area

The proposed development applications are well within the anticipated population forecasted for the Clarkson-Lorne Park Character Area.



Other development applications in the area

Community and Transportation Services

This development is anticipated to have minimal impact on existing services in the community. The area is well served by major city facilities including Jack Darling Memorial Park located within a half kilometer radius (0.3 miles) of the site and Lorne Park Library located within a kilometer and a half radius (0.9 miles). Jack Darling Memorial Park is a destination park with a wide range of services and amenities including leash free zone, toboggan hill, spray area, picnic areas, playground, tennis courts, washrooms, parking, and beach and waterfront access.

The site is well served by transit. MiWay bus route 14/14A currently services the site via on Lorne Park Road. MiWay route 23 on Lakeshore Road is within 500 m (0.3 miles) of the site, and connects to Port Credit GO and Clarkson GO stations.

Lorne Park Road is a signed bike route connecting to multi-use trails and bicycle lanes on Lakeshore Road and Truscott Drive.

This section of Lorne Park Road is generally a minor collector road, as defined in the official plan. Lorne Park Road is a major collector road between Truscott Drive and Indian Road.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit seven townhomes fronting on to Albertson Crescent.

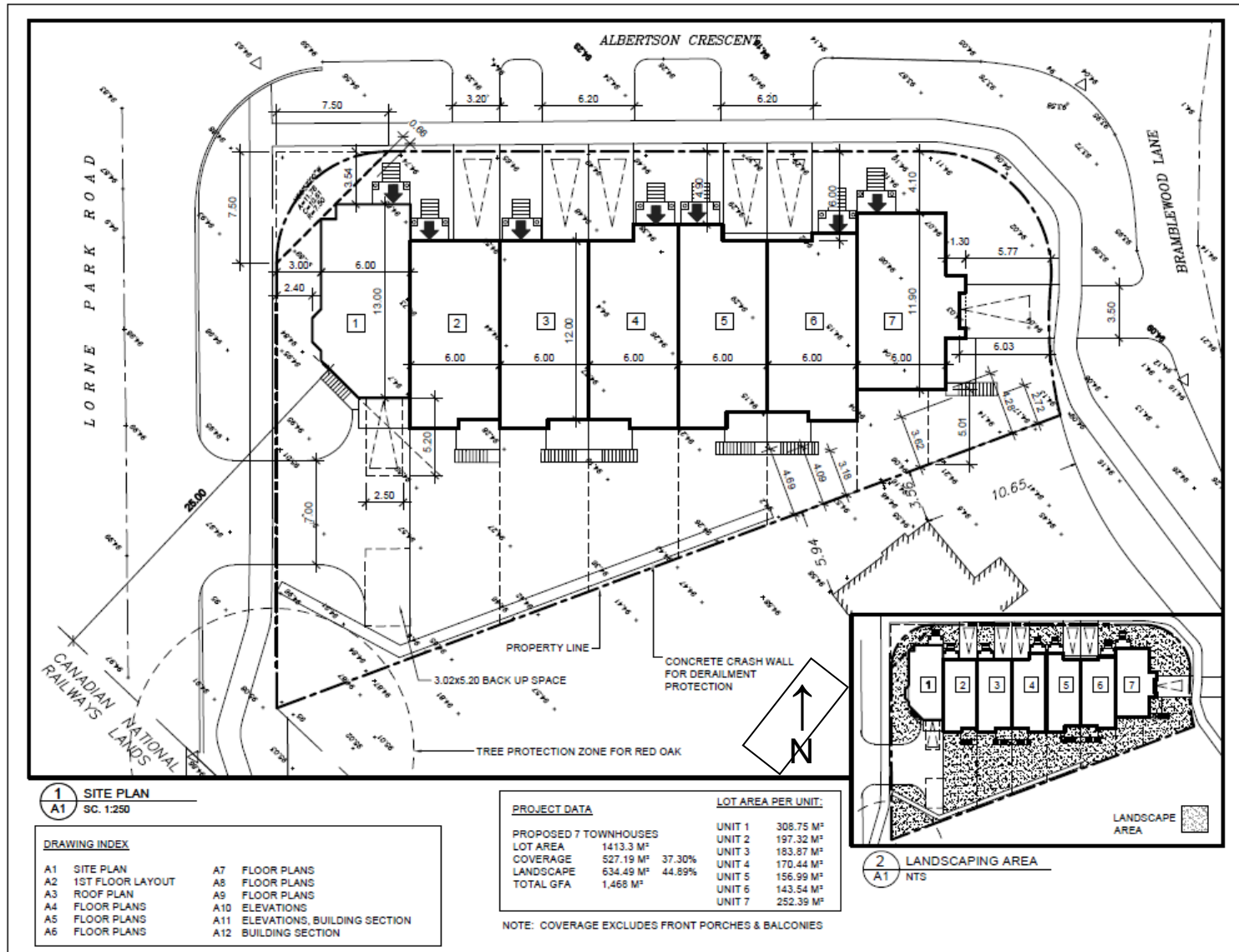
Development Proposal		
Applications submitted:	Received: April 25, 2019 Deemed complete: July 2, 2019	
Developer/ Owner:	Jacan Construction Ltd. (LJM Developments)	
Applicant:	Franz Kloibhofer, A.J. Clarke and Associates Ltd.	
Number of units:	7 units	
Proposed Gross Floor Area:	1 459 m ² (15,704.6 ft ²)	
Height:	2.5 storeys	
Lot Coverage:	37.3 %	
Floor Space Index:	1.03	
Landscaped Area:	44.9%	
Anticipated Population:	22* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	2 spaces per unit	2 spaces per unit
visitor spaces	0 spaces per unit	0 spaces per unit
Total	14	14

Supporting Studies and Plans

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

- Planning Justification Report
- Context Plan
- Concept, Floor plans, Elevation and Site Plans
- Grading and Site Servicing Plans
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Shadow Study
- Phase I and II Environmental Site Assessment
- Acoustical and Vibration Feasibility Study
- Arborist Report and Addendum Letter
- Tree Preservation Plan
- Functional Servicing, Stormwater Management Report and Low Impact Design Features
- Archeological Assessment and letter from Ministry of Tourism, Culture and Sport
- Geotechnical Investigation

Draft Concept Plan and Elevations



Site Plan



East Elevation – View from Albertson Crescent



West Elevation – View from rear yards



North Elevation



South Elevation

Elevations

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Office** which permits offices and accessory uses.

Proposed Designation

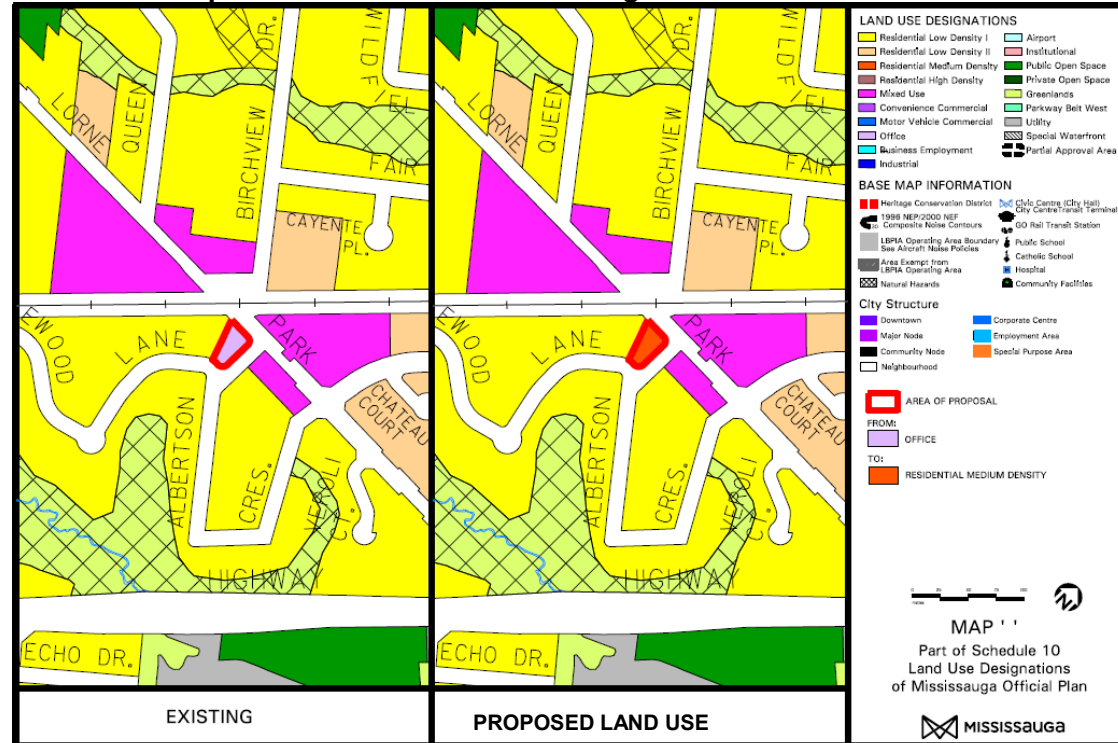
The proposed land use is **Residential Medium Density**. Lands designated **Residential Medium Density** permits all forms of townhomes.

Previous Designation

The previous designation was **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached, and duplex dwelling.

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

Excerpt of Clarkson-Lorne Park Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

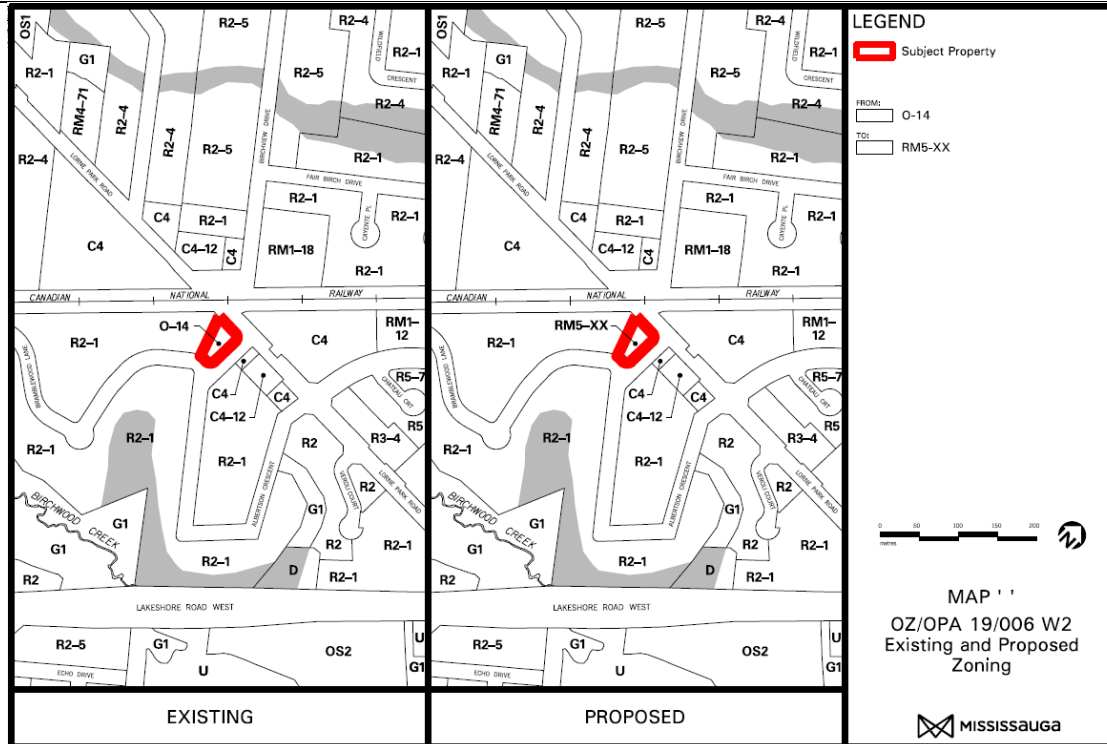
The site is currently zoned **O-14** (Office), which only permits an office. Accessory uses are not permitted in this exception zone.

Proposed Zoning

The proposed zone is **RM5-Exception** (Street Townhouses), which only permits townhomes.

Previous Zoning

The previous zone was **R2-1** (Detached Dwellings), which only permits detached homes. Home occupations are permitted accessory uses in this zone.



Proposed Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed Amended RM5-Exception Zone Regulations
Minimum Lot Area (Interior Lot)	200 m ² (2,153 ft ²)	143 m ² (1,539.24 ft ²)
Minimum Lot Area (Exterior Lot)	280 m ² (3,013.89 ft ²)	250 m ² (2,690.98 ft ²)
Minimum Lot Frontage (Interior Lot)	6.8 m (22.3 ft.)	6 m (19.69 ft.)
Minimum Lot Frontage (Exterior Lot)	9.8 m (32.15 ft.)	9 m (29.53 ft.)
Minimum Front Yard	4.5 m (14.76 ft.)	3.5 m (11.48 ft.)
Minimum Exterior Side Yard	4.5 m (14.76 ft.)	2.3 m (7.55 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	4.9 m (16.98 ft.)
Maximum Gross Floor Area	0.75 times the lot area	1.05 times the lot area
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are 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 these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications 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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	<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. The existing policies of MOP are consistent with ROP.</p>	<p>other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, 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, 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 subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the Clarkson-Lorne Park Neighbourhood and are designated **Office**. The **Office**

designation permits office uses.

The applicant is proposing to change the designation to **Residential Medium Density** to permit townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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 5.1.6 Section 5.1.7 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. 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. 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. Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.
Chapter 6 Value The Environment	Section 6.10.4.1 Section 6.10.4.2	Where residential uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Any development that includes outdoor living

	Specific Policies	General Intent
		<p>areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified by the applicable noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3 Section 7.3.2	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</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> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. <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> <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>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.2.3.2 Section 9.3.1.3 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.10	<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. Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns;

	Specific Policies	General Intent
	Section 9.4.3.1 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.6 Section 9.5.2.7	<ul style="list-style-type: none"> 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>All development will utilize sustainable design practices.</p> <p>Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> a. meet universal design principles; g. be pedestrian oriented and scaled and support transit use; h. be attractive, safe and walkable; i. accommodate a multi-modal transportation system; <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services.</p> <p>Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> e. meet universal design principles; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building

	Specific Policies	General Intent
		<p>materials;</p> <p>l. privacy and overlook; and</p> <p>m. the function and use of buildings, structures and landscapes.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:</p> <p>a. street trees and landscaping, and relocating utilities, if required;</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Chapter 11 General Land Use Designations	Section 11.2.5.5 Section 11.2.7.1	<p>Lands designated Residential Medium Density will permit the following uses:</p> <p>a. all forms of townhome dwellings.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:</p> <p>a. major office;</p> <p>b. secondary office; and</p> <p>c. accessory uses.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.
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.

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>Owenwood Public School</p> <p>Enrolment: 111 Capacity: 130 Portables: 0</p> <p>Glade Green Senior School</p> <p>Enrolment: 303 Capacity: 336 Portables: 0</p> <p>Lorne Park Secondary School</p> <p>Enrolment: 961 Capacity: 1,236 Portables: 0</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Elementary</p> <p>Enrolment: 445 Capacity: 602 Portables: 0</p> <p>Iona Catholic Secondary School</p> <p>Enrolment: 744 Capacity: 723 Portables: 12</p>

7. Community Comments

A pre-application meeting was held in the community by the applicant on January 16, 2019. A community meeting was held by Ward 2 Councillor, Karen Ras on September 10, 2019. There were 26 residents in attendance. Four written submissions have been 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.

Residents were concerned with:

- Storm drainage because existing streets have a rural cross section with ditches
- Increased traffic because existing traffic and school bus routes are heavy
- Additional driveways will negatively impact the sidewalk and the safety of pedestrians
- New driveway on Lorne Park Road creates a conflict with Metrolinx's long range plan for a grade

- separated rail corridor
- Proposal has too many units, too much massing, and generally does not fit in with character of the community
- Loss of on street parking on Albertson Crescent
- Townhomes are high density in a low density community
- Large city owned red oak tree will block views of the proposed driveway on Lorne Park Road
- Future electrified rail will impact the future residents
- Loss of (privately owned) green space and trees
- Proposed townhomes do not have sufficient storage or adequate garage space, which will result in unsightly garbage bins in the front yard
- Properties are too shallow and narrow for snow storage
- Ownership tenure

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 6, 2019)	<p>An existing 300 mm (11.8 in) diameter water main is located on Lorne Park Road. An existing 200 mm (7.9 in) diameter water main is located on Albertson Crescent and an existing 200 mm (7.9 in) diameter water main is located on Bramblewood Lane.</p> <p>The site will require looping to municipal watermain. Please revise the water servicing proposal to reflect the Region's standard 1-8-2.</p>

Agency / Comment Date	Comments
	<p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 1, 2019 has been received and will be sent for modelling for fire flow only and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permit.</p> <p>Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.</p> <p>The site is eligible for curbside collection provided that future site plan submissions satisfy the requirements of Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.</p>
Metrolinx (September 10, 2019)	<p>While the subject site is not immediately adjacent to the rail corridor, the intervening Lorne Park Road right-of-way and rear yard of 1221 Bramblewood Lane are effectively open space, meaning the subject site has direct exposure to passing trains. Given the circumstances, consideration of the rail corridor setback remains a relevant concern. The established mitigation requirement for residential development is a 30 m (98.4 ft.) horizontal setback (measured from the edge of the rail corridor to building face). A reduction to the setback of up to 5 m (16.4 ft.) can be contemplated when a higher-order safety barrier is provided (i.e. crash wall or larger earthen berm). The proposed 25 m (82 ft.) setback will require a higher-order safety barrier to be incorporated into the final design.</p> <p>A 2.5 m (8.2 ft.) high safety barrier is to be provided in conjunction with the established 30 m (98.4 ft.) horizontal setback for residential development. The proposed setback of 25 m (82 ft.) falls short of the established setback and a higher-order safety barrier is required. The proposed safety barrier will be located along the rear property line of Units 1 to 6. The eastern and northern walls of Unit 1 will have direct exposure to the rail corridor and the safety barrier shall be extended to provide full protection for Unit 1. The ultimate design will need to be reviewed and to the satisfaction of Metrolinx and our engineer, AECOM. We request further information in this regard.</p> <p>The proposal contemplates a new driveway for Unit 1 within 30 m (98.4 ft.) of the existing Lorne Park Road at-grade road/rail crossing. We note, Transport Canada does not advise the installation of a driveway/entryway within 30 m (98.4 ft.) of an existing at-grade rail crossing as it would be a contravention of Grade Crossing Regulations (GCR) Section 33, which references Section 11 of the Grade Crossing Standards (GCS). For Metrolinx to further evaluate the driveway proposal for unit 1, requires written consent and direction from Transport Canada. If the new driveway was to be realized within the setback, Metrolinx would not be responsible for any costs associated with the driveway and all Metrolinx costs incurred would be charged back to the proponent. This would include flagging protection and engineering design costs if required. Additionally, although no announcements, plans and/or timelines have been established as of yet, protecting for a possible grade separation at Lorne Park Road remains a relevant consideration in the context of reviewing the proposed development. We recommend that the proponent consider redesigning the driveway access for Unit 1 to an alternative location.</p> <p>We are in receipt of the Noise and Vibration Impact Study prepared by HGC Engineering dated April 12th, 2019. The consultant has modeled GO Train trips as both diesel and electric. For acoustical analyses for adjacent development, it shall be assumed that electrified and diesel trains are equivalent, The consultant shall update the Study to model all GO Train trips as diesel. The consultant notes that the Measured Vibration Levels exceed established guideline criteria. The</p>

Agency / Comment Date	Comments
	<p>consultant has proposed the use of a vibration warning clause which is not an accepted mitigation measure. The consultant shall provide an alternative engineered solution that shall be incorporated into the final development design. We request further information in both these regards.</p> <p>The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each residential dwelling unit within 300 m (984 ft.) of the railway right-of-way:</p> <p>“Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”</p> <p>The Owner shall enter into an agreement with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 m (984 ft.) of the rail corridor and in favour of Metrolinx.</p>
Dufferin-Peel Catholic District School Board (July 31, 2019) and the Peel District School Board (July 25, 2019)	<p>The Peel District School Board and 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.</p> <p>Both school boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the school boards may also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (August 17, 2019)	<p>Community Services notes the proposed development is within walking distance of Jack Darling Memorial Park, P-012 which is approximately 400 m (1,312.3 ft.) from the subject property. This 34.41 ha (85.02 ac) park provides community recreational facilities such as a neighbourhood playground, washroom facilities, tennis courts, toboggan hill, lease free zone, picnic area, splash pad and open space opportunities. The park is zoned OS2 and G1 and is located at Lakeshore Road West and Lorne Park Road, directly south of the subject property. Twin Oaks Park (P-009) zoned OS1, is located approximately 500 m (1,640.4 ft.) from the subject site, and contains a community playground including open space. This 0.42 ha (1.03 ac) park along with Jack Darling Memorial Park will serve the neighbourhood needs of future residents. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.4 in) caliper, will be required for street frontage on Albertson Crescent and Lorne Park Road in accordance with current City standards.</p> <p>The developer will be required to provide securities for tree preservation of public street trees in an amount to be determined by the Community Services Department - Park Planning Section in coordination with Forestry.</p> <p>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 <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with</p>

Agency / Comment Date	Comments
	<p>City's Policies and Bylaws.</p> <p>Forestry</p> <p>A significant City of Mississauga oak tree is located adjacent to the site. The applicant must expand the tree protection zone to ensure the tree is successfully preserved. A revised arborist report is required.</p>
Economic Development Office (July 25, 2019)	No comments or concerns from an economic development perspective.
City Transportation and Works Department (August 20, 2019)	<p>Development Engineering</p> <p>Clarify status of triangular area adjacent "back up space" and crash wall adjacent Lorne Park Rd. How is future maintenance of this land to be administered? Access appears to be restricted due to the location of the crash wall. A warning clause addressing this situation may be required.</p> <p>Noise Study</p> <p>Noise mitigation measures will be required for this proposed development with associated warning clauses included in the Development Agreement. The Study includes a supporting drawing by JSW & Associates in Appendix "A" that appears to be an older development concept. If so, remove the drawing from the Study.</p> <p>Grading Plan</p> <p>Revised plans required. Developer to construct curb and gutter along frontage of Albertson Crescent and Bramblewood Lane. Revise all plans accordingly.</p> <p>Environmental Storm</p> <p>A drainage proposal is required to verify the sewer outlet and sewer capacity. See drawing plan C102. Municipal Infrastructure schedules to the development agreement may be required.</p> <p>This section doesn't support the proposed storm sewer outlet, as this site not designed to drain to Lorne Park storm sewer and the sewer on Lorne Park Rd. 250 mm (9.8 in) has no capacity to accept any extra flow. A revised concept is required.</p> <p>Environmental</p> <p>The Phase I ESA report was prepared eleven (11) years ago, and the Phase II; Due Diligence Subsurface Investigation report was prepared eight (8) years ago. Some of the information and resultant conclusions of this report are time sensitive, which could alter the recommendations of the report. Therefore, the findings of the assessment must be re-evaluated. A new environmental report (e.g. Phase I ESA/Phase II ESA) must be prepared and submitted to the City for review.</p> <p>Traffic</p> <p>The applicant is advised that access of Lorne Park Rd will not be permitted due to close proximity to the railway. Transport</p>

Agency / Comment Date	Comments
	<p>Canada does not advise the installation of an entryway within 30 m (98.4 ft.) of an existing at-grade crossing as it would be a contravention of Grade Crossing Regulations (GCR) Section 33, which references Section 11 of the Grade Crossing Standards (GCS).</p> <p>Sight line analysis will be required.</p> <p>The above aspects are to be addressed prior to the recommendation meeting.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Fire Prevention - Canada Post - Mississauga Transit - Heritage Planning
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Community Services, Public Art - Mississauga, Realty Services - Alectra Utilities - Bell Canada - CN Rail - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde

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

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- Is the proposed setback to the rail corridor sufficient?
- Is the driveway on Lorne Park Road appropriate given it is within 30 m (98.4 ft.) of the rail corridor?
- How will the maintenance of the proposed crash wall be administered?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- How will privacy and overlook be mitigated?
- Submission of a new Phase I and II Environmental Site Assessment
- Submission of a revised arborist report

Development Requirements

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

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.

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City of Mississauga

Corporate Report



Date: 2019/10/04

To: Chair and Members of Planning and Development Committee

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

Originator's file:
Lakeview Waterfront
Development Master
Plan

Meeting date:
2019/10/28

Subject

RECOMMENDATION REPORT (Ward 1)

Lakeview Waterfront Master Plan

Owner: Lakeview Community Partners Limited

File: Lakeview Waterfront Development Master Plan

Recommendation

1. That City Council endorse the Lakeview Waterfront Development Master Plan framework in accordance with the limitations outlined in this report.
2. That in accordance with subsection 22 (2.2) of the *Planning Act*, notwithstanding the two year moratorium on amendments to the Lakeview Waterfront Official Plan policies, Council permits Lakeview Community Partners Limited to submit an Official Plan Amendment application with respect to height and density.

Report Highlights

- Lakeview Community Partners Limited is seeking endorsement of the Lakeview Waterfront Development Master Plan
- Council endorsement will allow the submitted development applications to be deemed complete
- The applicant has made a number of revisions to the proposal including reconfiguring the Marina District to increase the distance of the towers from the waterfront, reducing heights throughout the plan and reducing the overall density to 8,026 units
- Staff are satisfied with the changes to the Development Master Plan and find it to be acceptable from a conceptual planning standpoint, and recommend that it be endorsed

Background

The initial Development Master Plan was brought before Planning and Development Committee on April 29, 2019. A subsequent public meeting was held by the Planning and Development Committee on June 24, 2019, at which time a Status Update Report, (https://www7.mississauga.ca/documents/committees/pdc/2019/2019_06_24_PDC_Evening_Agenda.pdf) was received for information. Recommendation PDC-0055-2019 was then adopted by Council on July 3, 2019.

PDC -0055-2019

1. That the report dated May 31, 2019, from the Commissioner of Planning and Building regarding a revised submission of the Lakeview Waterfront Development Master Plan by Lakeview Community Partners Limited, be received for information.
2. That thirteen oral submissions be received

Since that time Lakeview Community Partners Limited, including staff from Sasaki, have been meeting with City staff and the Lakeview Community Advisory Panel (LCAP) and have further revised the Development Master Plan. The Plan, including an updated Transportation Study and Sustainability Strategy, can be found online at:

www.mississauga.ca/portal/residents/inspirationlakeview

The purpose of this report is to present the revised Development Master Plan and to seek City Council's endorsement for the purpose of considering an application to amend the Official Plan and Zoning By-law.

Comments

DIRECTION

Policy 13.3.11.1 of the Lakeview Waterfront policies requires that a Development Master Plan be endorsed by Council prior to deeming a development application complete. Policy 13.3.8.2 sets out the requirements of the Development Master Plan. Although not all matters in the policy have been resolved, discussions with staff have progressed to a point where Lakeview Community Partners Limited have submitted an overall plan, designed by Sasaki and dated October 2019, that provides sufficient detail to consider an Official Plan Amendment. Through the development applications, the specific matters set out in the policies will be addressed in a more detailed overall plan and/or implementing documents.

COMMUNITY ENGAGEMENT

The Lakeview Waterfront policies require that the preparation of Development Master Plans include a public consultation component including input from the local ratepayers association. At the time of adopting these policies, it was determined that a citizen's community panel be established by the Lakeview Ratepayers Association to provide advice to the City in shaping the plan.

The Lakeview Community Advisory Panel (LCAP) was established and engaged as a conduit for input from the community. Seven meetings between LCAP, Lakeview Community Partners Limited and staff occurred, which included the participation of Councillor Stephen Dasko. At different times, the Commissioners of Planning and Building, Community Services, and Transportation and Works attended to hear from the Panel. Two meetings between LCAP and Sasaki were also held to discuss the physical design of the neighbourhood. Further, there have been a number of working meetings between the LCAP Chair, panel members and staff.

Throughout the Development Master Plan process, Lakeview Community Partners held four community meetings that staff from across departments attended. Approximately 980 people attended these meetings. The City also posted the various iterations of the Plan, Sustainability Strategy and Traffic Report on the Inspiration Lakeview public website.

Public awareness was also supported by the substantial media coverage of this project, including articles in the Globe and Mail, the Toronto Star, the Toronto Sun, Mississauga News as well as some television news coverage. Just in 2019, the project has received 84 mentions in print and digital media.

Additional Public Meetings will be held through the development application process.

REVISED DEVELOPMENT PROPOSAL

The applicant has made modifications to the Development Master Plan framework last presented to Planning and Development Committee including:

- a reduction of overall residential units from 9,751 to 8,026
- a reconfiguration of buildings in the Waterway District and a reduction from 4 towers to 3 towers
- an overall reduction in tall building heights



Rendering of the conceptual plan with heights indicated

The heights and density contained in the Development Master Plan do not conform to the Official Plan. An Official Plan Amendment will be required.

The Lakeview Waterfront Official Plan Policies were approved by Council in July 2018 and in accordance with subsection 22 (2.1) of the *Planning Act* there is the two year moratorium on amendments to those policies. However, in accordance with subsection 22 (2.2) of the *Planning Act*, Council may pass a resolution for an applicant to make an Official Plan Amendment application.

LAKEVIEW WATERFRONT DEVELOPMENT MASTER PLAN

DENSITY

The overall unit count has been decreased from the previously illustrated 9,751 to 8,026 units. While this continues to represent an increase from the maximum unit count of 6,800 units contained within the Lakeview Waterfront Official Plan policies, staff have been working with Lakeview Community Partners Limited and LCAP to ensure that the distribution of taller buildings and built form proposed would reflect a predominantly mid-rise community with some taller buildings.

Lakeview Waterfront is identified as a Major Node within the Official Plan. Major Nodes represent the second highest level of density within the City's urban hierarchy, lower than the downtown, but higher than community nodes and neighbourhoods.

Review of the proposed density does not take place in isolation. Community building must be considered comprehensively. Review and acceptance of the applications will take into consideration essential elements that are integral to community such as respecting the waterfront, the implementation of sustainable initiatives, a requirement for affordable housing, arts programming and enhanced park design amongst other items. It is also acknowledged that the potential for district energy and vacuum waste is supported through the ability to demonstrate efficiencies through a higher level of usage. The collection of community benefits, based on increased density, will also help to ensure that some of these features materialize.

Accordingly, the Plan is being endorsed in conjunction with a commitment to build an innovative, sustainable and inclusive community that is above and beyond a standard level of development. An Official Plan Amendment will be required to support this density.

A comparison of the densities and built form from the different submissions can be found in Appendix 1, Section 1.

PRECINCTS

The latest revisions to the Development Master Plan represent an evolution of the plan presented to the Planning and Development Committee on June 24, 2019. The precincts proposed remain similar to those previously seen and are in keeping with the precincts identified in the Lakeview Waterfront policies with the exception of the Waterway District.

The Waterway District area boundary has been modified slightly by expanding the boundary eastward. This was done in response to comments from LCAP to further move tall buildings away from the waterfront park. The current configuration now illustrates three towers, rather than the four previously shown, with the tallest tower being relocated to the most northeast corner of the district, on the east side of 'Street G'. This is a positive revision to the Waterway District delineation.

A detailed description of the precinct character can be found in the 'District Highlights' section of the Development Master Plan submitted by Lakeview Community Partners Limited.

An illustration of the precincts can be found in Appendix 1, Section 2.

HEIGHTS

Below is description of the proposed heights of towers. As detailed review of the buildings takes place through the development applications, including further analysis of shadowing and wind conditions, the specific height elements, placement and articulation may need to be adjusted.

A comparison of the heights from the different submissions can be found in Appendix 1, Section 8.

Waterway District



The Waterway District has been reconfigured to have 4-storey podiums which step back to 6 storeys face the waterfront park. Three towers are proposed with the tallest tower relocated furthest away from the waterfront parkland and across the adjacent north-south street, 'Street G'. The tallest tower may have a maximum of 40 storeys only if justified through architectural excellence. It will be subject to an architectural design competition. The two supporting towers are proposed to have maximum heights of 29 and 24 storeys. The lowest of the three towers will be the southernmost tower. It will be required to be setback away from the waterfront park.

Village Square



The Village Square is proposed to have height permissions up to 12 storeys, however, a uniform height of 12 storeys will be discouraged. The additional density around the square is proposed to ensure that the square remains vibrant and that commercial uses lining the square are well used. All buildings will be required to have commercial uses at ground level. The buildings should display a variety of height and strong articulation. Buildings facing the waterfront will need to include stepbacks. A signature building at the north end of the square providing the terminating viewpoint of Waterway Common and demarcating the Village Square as a destination is proposed up to a maximum of 22 storeys if justified through architectural excellence. This tower will be subject to an architectural design competition.

Waterway Common and Waterfront

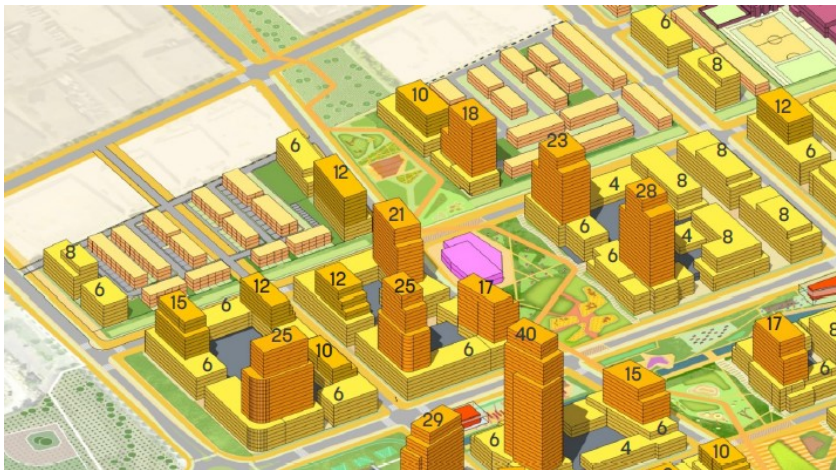


This area of Lakeview Waterfront was originally envisioned as having a uniform maximum height of 8 storeys as reflected in the Official Plan policies, however, with further visioning of open space, sky views, built form and the waterfront interface it is proposed that a refinement of the height programming would produce a community that better responds to its context. Buildings facing the waterfront illustrate a maximum podium height of 4 storeys with stepbacks up to an overall maximum height of 6 storeys.

Four projections are proposed beyond the 6 storeys. These projections as shown will have to be recessed a full building width away from the waterfront façade, and be restricted in width so as to not span the length of the block. The projections are proposed to reach a maximum height of 9-12 storeys, as illustrated.

Given the revisions made to the size and configuration of Ogden Park with the last submission, there is merit to allowing additional height to frame the park north of 'Street C' and south of Waterway Common. This will contribute to the theme that exists north along Ogden Park. Two towers are proposed with maximum heights of 15 and 17 storeys. The towers will be required to be setback from both the street and Waterway Common and have a modest footprint in order to avoid a slab massing.

Ogden Blocks



The four towers framing the widest portion of Ogden Green have been reduced in height from the previous submission. They are proposed to be not greater than 17, 21, 23 and 28 storeys in height with the lowest of the four being located in the southwest corner in order to mitigate shadow impacts on the park.

The two towers framing Ogden Park, north of 'Street B' and Aviator Green are proposed to be no taller than 12 and 18 storeys. Further review will have to be done on building articulation given their adjacency to townhomes and their respective rear yards.

Two towers are illustrated fronting onto Lakefront Promenade with maximum heights of 15 and 25 storeys. The 25 storey building shall be oriented to have its narrowest width facing Lakefront Promenade and the adjacent park.

In behind these two towers, and fronting onto 'Street G', four buildings are illustrated to project beyond the 6 storey podium. These buildings include a 25 storey tower, two 12 storey mid-rise buildings and one 10 storey mid-rise building.

Hydro Gateway



Hydro Gateway will compromise predominantly of townhomes and mid-rise buildings. The Master Plan illustrates a 15 storey building located at the north end of the district. Official Plan policies require that taller elements be permitted only if located behind a mid-rise building fronting onto Lakeshore Road. If built in combination to a mid-rise building it shall be recessed a full building width behind the mid-rise component. The Master Plan illustrates an area for an elementary school which will be further refined through discussions with the

school board. Hydro Road represents an important gateway into Village Square and will accordingly be required to have enhanced streetscape and planting features.

Innovation Corridor



Innovation Corridor will be designated and zoned to accommodate employment uses. Buildings will be encouraged to be of an architectural standard higher than other employment areas and parking will not be permitted at the front of buildings. While the illustrations in the Master Plan depict 8 storey buildings, much like other employment areas in the city, it is not envisioned that maximum height restrictions will apply to these lands.

BLOCKS AND ROAD NETWORK

The blocks and road network remain similar what was seen in the previous submission. One exception is the extension of 'Street G' northward to split the most northwest block. This is a positive revision as the northwest block was one the largest in the development and forms part of the future redevelopment of Rangeview Estates.

An illustration of the street hierarchy can be found in Appendix 1, Section 3.

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation to reduce traffic delays, congestion, energy consumption and pollution. The Development Master Plan includes a connected network of streets with bicycle lanes along almost every road. The majority of roads will have raised dedicated lanes separated by a curb.

An illustration of the cycling network can be found in Appendix 1, Section 4.

A Transportation Report was submitted as part of the Development Master Plan and examined among other things: future enhanced transit; multi-modal splits between transit, active transportation and vehicle use; travel demand management; and potential traffic infiltration impacts on adjacent neighbourhoods under future ultimate conditions. It should be noted that the development is intended to occur in several phases and over a 10 year period.

The Transportation Report, is generally consistent with the Lakeshore Connecting Communities (LCC) study approved by City Council in June 2019. The LCC will guide planning and investing in the transportation network in the Lakeshore Corridor, including decisions about improving transit and enhancing cycling and walking connections. By 2041, the Lakeshore Communities will grow by approximately 56,000 people and 16,500 jobs - for the Lakeview Waterfront Area specifically, the LCC study assumed a growth of 20,000 residents and 9,000 jobs. With expected intensification along the Study Corridor, existing transit service on Lakeshore Road will require additional capacity / increased service in the future and a greater degree of transit priority. As part of the Lakeshore Connecting Communities study a series of higher order transit improvements are proposed, including provision of dedicated transit lanes in the vicinity of the Lakeview Waterfront development site between East Avenue and Deta Road. This would enable new and existing residents from the area to have a direct rapid transit connection towards Toronto and the Long Branch GO Station to the east.

A detailed review of the transportation considerations takes place through the development application review process, which will further inform the requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and in particular, the phasing of the development.

PHASING

Lakeview Community Partners has provided a phasing plan which illustrates their proposed phasing approach which is based on a combination of variables including soil remediation, infrastructure requirements and innovation corridor opportunities.

In addition to transit constraints mentioned in the section above, phasing may also be contingent on land use compatibility with adjacent existing uses. The submitted Air Quality and Noise Land Use Feasibility Assessment has highlighted that there may be some compatibility issues with some of the blocks from an odour, noise and air quality perspective. These issues are related to the Regional wastewater treatment facility and some industrial operations within Rangeview Estates. The assessment was not definitive on impact zones and recommended dispersion modeling be done to properly analyze separation distances. Some noise impacts may be able to be mitigated through building design measures, however, depending on the outcome of further analysis, appropriate zone categories will have to be determined for the impacted blocks. This may include applying a Holding Symbol until such time that the operations are upgraded with mitigating measure, the operation ceases or further analysis is done to confirm that the proposed residential development is outside the zone of impact.

An illustration of the Phasing Plan can be found in Appendix 1, Section 7.

WATERFRONT DEDICATION AND PUBLIC OPEN SPACE

In keeping with the commitments made with Ontario Power Generation, Lakeview Community Partners Limited will be dedicating 67 acres (27 ha) of waterfront property to the City which will be primarily used for waterfront park land and will also have the opportunity to be programmed for cultural, institutional, civic or campus type uses along the eastern edge. The dedication will include the 600 m (1,968 ft.) pier.

An illustration of the waterfront dedication can be found in Appendix 1, Section 5. As block and road alignments and civic programming are adjusted through the processing of the plan of subdivision, the dedication delineation may be adjusted accordingly.

The parkland was reconfigured in the previous submission with the introduction of the Master Plan by Sasaki and that configuration remains largely the same. Ogden Park is the main north-south green spine of the community stretching from Lakeshore Road down to the lake, a distance of approximately 1 km (3,280 ft.). The width is variable throughout ranging from 68 m (223 ft.) closer to the water and reaching up to 82 m (269 ft.) at its widest. The variability in width will allow for opportunities to create interesting interfaces and edges along its perimeter and establish a different character to the park in different areas.

Waterway Common is an east-west connection stretching from the existing lake outlet across the site connecting to the Village Square and is intended to be a year round urban park which will continue the theme of water across the site. This park is 46 m (151 ft.) wide and is envisioned to be programed with active recreational amenities.

Aviator Green is also an east-west green connection across the site and is envisioned as a more leisurely open space providing a green promenade which will contain a multi-use trail.

Overall the development Master Plan contains over 45 acres (18 ha) of green space, excluding the cultural/civic space on the southeast corner. Details of park features contained within Development Master Plan are conceptual at this time. As the plan of subdivision is processed, exact dimensions of park blocks will be finalized. Refined park programming will be subject to a separate process.

An illustration of the park space can be found in Appendix 1, Section 6.

SUSTAINABLE INITIATIVES

Lakeview Community Partners Limited have retained the services of Corix Utilities, an infrastructure and engineering company specializing in district energy systems. Corix Utilities is currently working on the development of a business plan to assess the feasibility and implementation of a district energy system for Lakeview Waterfront. The Region of Peel has been part of on-going discussions to incorporate the G.E. Booth wastewater treatment facility as a source for thermal energy for the district energy grid. A district energy system will require a critical mass of users and infrastructure network and therefore will not likely be able to be activated until the later phases of development.

Lakeview Community Partners Limited has also been in consultation with Envac Canada and the Region of Peel to assess the viability of a vacuum waste collection system for the community. The right-of-way cross sections submitted illustrate the underground pneumatic tube infrastructure necessary to facilitate the vacuum waste network. The location of a waste collection building has not been confirmed.

In addition to the above, the Sustainability Strategy outlines the sustainable infrastructure that is intended to be pursued by Lakeview Community Partners Limited and is being investigated further. This includes:

- Net Zero ready construction pilot study
- Microgrid self-contained power network combining multiple power sources in the Innovation Corridor
- Exceeding the Region of Peel's Strategic Plan targets for waste diversion from landfills
- Stormwater retention including bioretention planters, right-of-way collection bump outs and rain gardens
- Wind turbines on the west end of the site near the inlet where wind conditions are at their strongest which can double as public art
- Electric vehicle charging in residential parking garages and also public charging stations
- Green roofs on mid-rise and high-rise residential buildings

AFFORDABLE HOUSING

Affordable housing will form an integral component to the community and is required as part of the Lakeview Waterfront Official Plan policies. Targets for affordable housing will be in keeping with the Region of Peel's *Peel Housing and Homelessness Plan* as well as the City's *Making Room for the Middle* housing strategy. Lakeview Community Partners Limited have been advised that a commitment to affordable housing will be required as part of any approvals of an Official Plan Amendment and Rezoning application.

DESIGN CRITERIA

While detailed architectural design does not form part of the Development Master Plan endorsement, there are built form design elements that are integral to the character of the districts and should be considered as part of the endorsement. These include:

- With the exception of Village Square, buildings fronting onto 'Street D', the street closest to the waterfront, shall have a stepback at no higher than 4 storeys and a maximum height of 6 storeys. Any projections above 6 storeys shall be setback a building width away from the facade and terraced to remove massing from the waterfront. Projections will be limited in width and not span the entirety of the block
- Waterfront blocks shall be broken up by pathways to emphasis a porous, publically accessible community
- Podiums in the Ogden Green district will be a maximum of 6 storeys with some opportunities to stepback to 8 storeys, however, setback conditions along Hydro Road will be further evaluated through specific urban design guidelines
- Hydro Road will include an enhanced streetscape treatment and pedestrian realm as the entrance into Village Square and should include a double row of trees
- The podium of the northwest building in the Waterway District shall step from 4 storeys up to a maximum of 8 storeys
- Longer facades will be broken up by portals to courtyards, indentations and outward projections
- Buildings within Innovation Corridor will be brought to the edge of the street with parking provided to the rear or side of the buildings
- View corridors into the lake will be preserved

In addition to the above, specific Urban Design Guidelines will be crafted for each district through the development application process.

PUBLIC ART

The City's *Public Art Master Plan* identifies the City's waterfront as a priority area for public art programming. Further, the City's *Cultural Master Plan* identifies Lakeview Waterfront as a future Cultural District Area. Lakeview Community Partners Limited has entered into a Letter of

Intent with Artscape, a Toronto based group of not-for-profit organizations providing artist studio space and facilitating opportunities for the arts community.

Artscape has outlined an approach to incorporating the services of artists through an 'Artscape Atelier' model to produce works of public art as well as public realm infrastructure such as benches, signage and light fixtures. Artscape is currently undertaking a feasibility analysis of the 'Artscape Atelier' model and engaging with arts community groups. Once completed, a Phase 1 report is expected to be submitted to the City. The City may undertake a Cultural District Study at this time. Subsequently to Phase 1, it is intended that a creative pilot project take place providing the opportunity for the production of creative elements at a reduced scale with a limited number of artists. Subject to the results of the pilot project, there may be opportunities for affordable housing for artist so that they can live in the community and play an ongoing role in applying their practice to the surrounding environment.

PARKING

Parking for residents within the mid-rise and tower buildings will be provided mostly underground with some above ground residential parking structures being situated internal to blocks away from public streets and parks. Almost all public streets will have on-street parking.

The plans submitted illustrate an area for structured parking facilities for visitors of the Village Square and waterfront within the 67 acre (27 ha) parcel of land to be dedicated to the City. This remains conceptual and no discussions have been entered into between Lakeview Community Partners Limited and the City regarding arrangements for the use of these lands as parking structures.

Any parking structures illustrated in the Development Master Plan and Transportation Considerations Report do not form part of the recommended endorsement. Further review of the building programming is required to ensure that building structures are not overly large and that blocks are broken up to allow for pedestrian connections.

Financial Impact

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

Conclusion

Subsequent to approximately a year of ongoing discussions and negotiations, the Lakeview Waterfront Development Master Plan has reached a satisfactory stage and the directions set out are acceptable for endorsement for the purpose of submitting an Official Plan Amendment application. While all matters required for a development master plan have not been resolved or approved, the details for these matters should be subject to the development process and incorporated into conditions of approval. Given the heights and density illustrated in the Plan,

Originator's file: Lakeview Waterfront

an Official Plan Amendment will be required. Council will have to grant permission to Lakeview Community Partners Limited in order for them to submit an Official Plan Amendment.

Attachments

Appendix 1: Detailed Information and Development Master Plan Excerpts



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

Prepared by: David Breveglieri, Development Planner

Detailed Information

Owner: Lakeview Community Partners Limited

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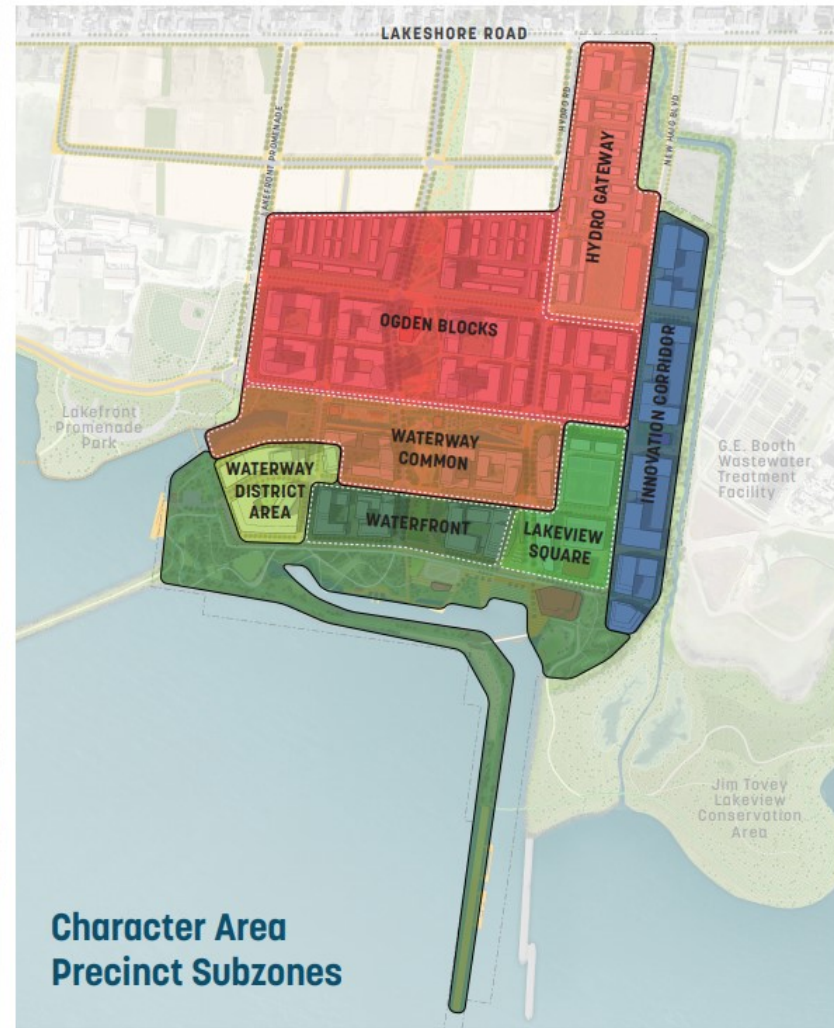
1. Master Plan Density and Built Form Statistics

The chart below illustrates a comparison between the targets contained within the Lakeview Waterfront policies, the previous proposal and the revised proposal.

		MOP - Lakeview Waterfront Policies		Initial Proposal (April 29, 2019)		Revised Proposal (June 24, 2019)		Current Proposal (October 28, 2019)	
Total Residential Units		6,800		8,004		9,751		8,026	
Built Form	Townhomes	15%	1,020 units	5%	402 units	5%	486 units	7%	355 units
	Mid-rise (5-8 storeys)	50%	3,400 units	66%	5,298 units	59%	5,771 units <i>*categorized as 4-12 storeys including podiums</i>	67%	5,562 units
	Tall Buildings (above 8 storeys)	35%	2,380 units	29%	2,304 units	36%	3,494 units <i>*categorized as above 12 storeys</i>	26%	2,109 units

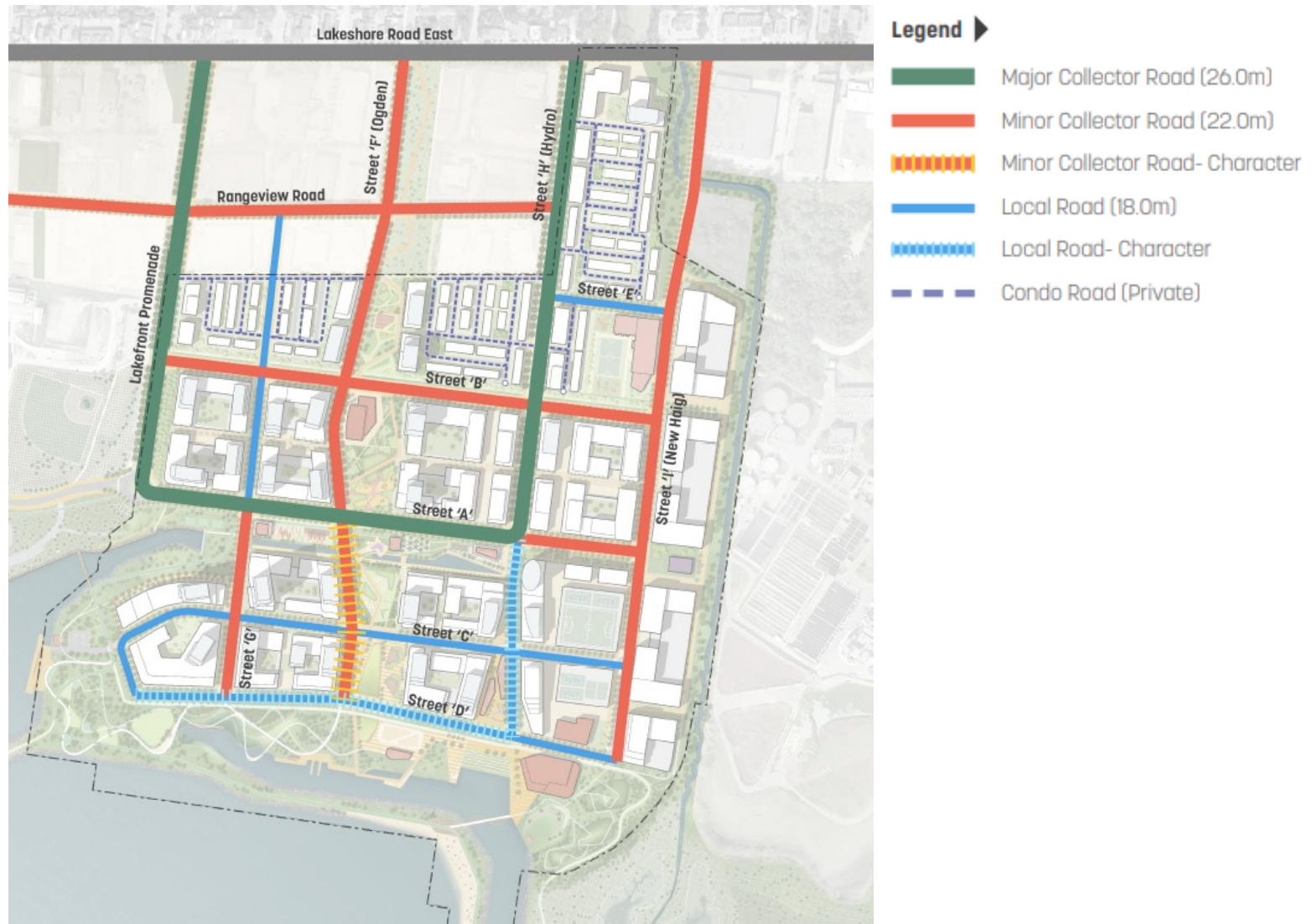
2. Master Plan – Precincts

The image is an excerpt from the Master Plan and illustrates the Character Area Precincts and Subzones



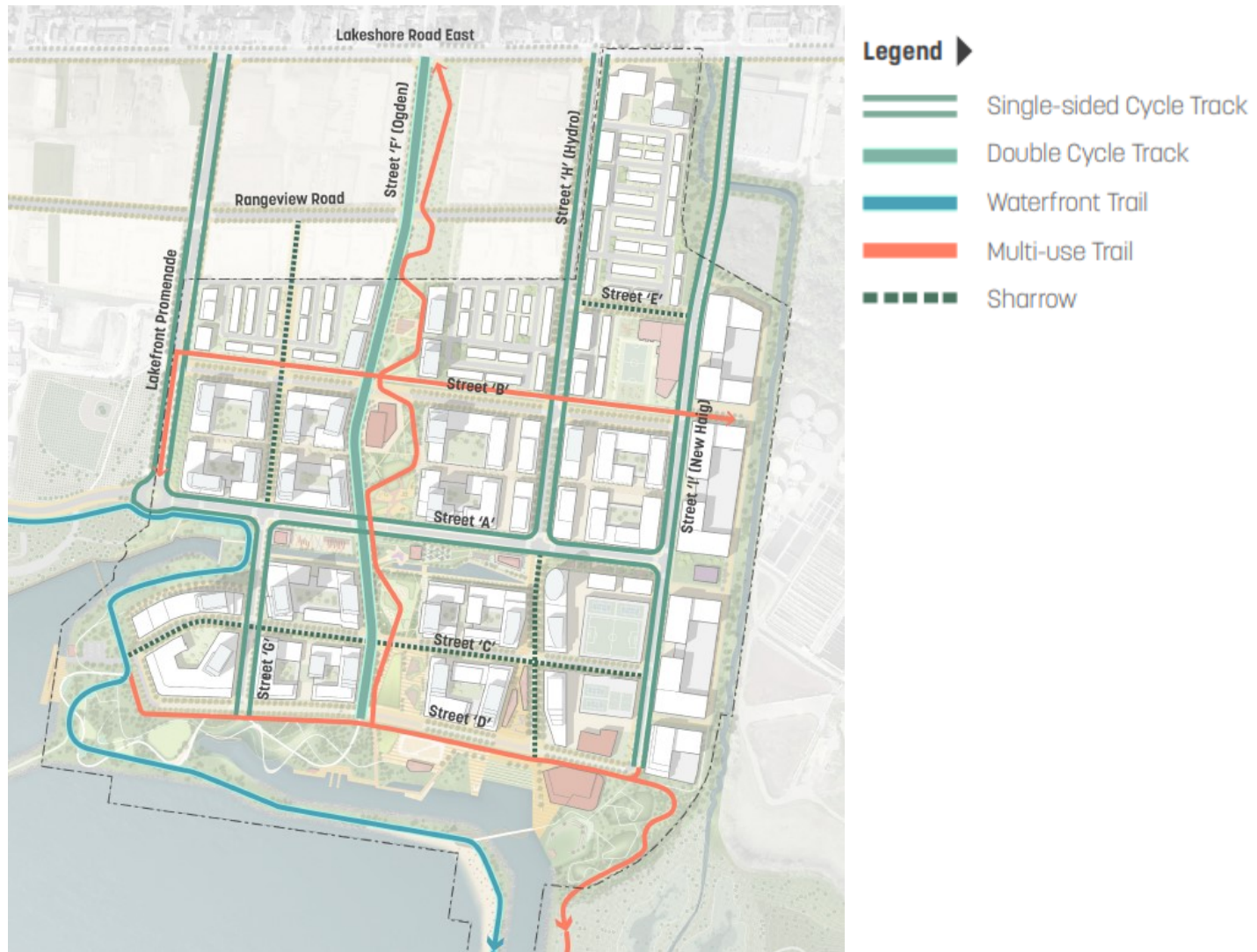
3. Master Plan – Street Hierarchy

The image is an excerpt from the Master Plan and illustrates the street hierarchy.



4. Master Plan – Cycling Network

The image is an excerpt from the Master Plan and illustrates the cycling network.



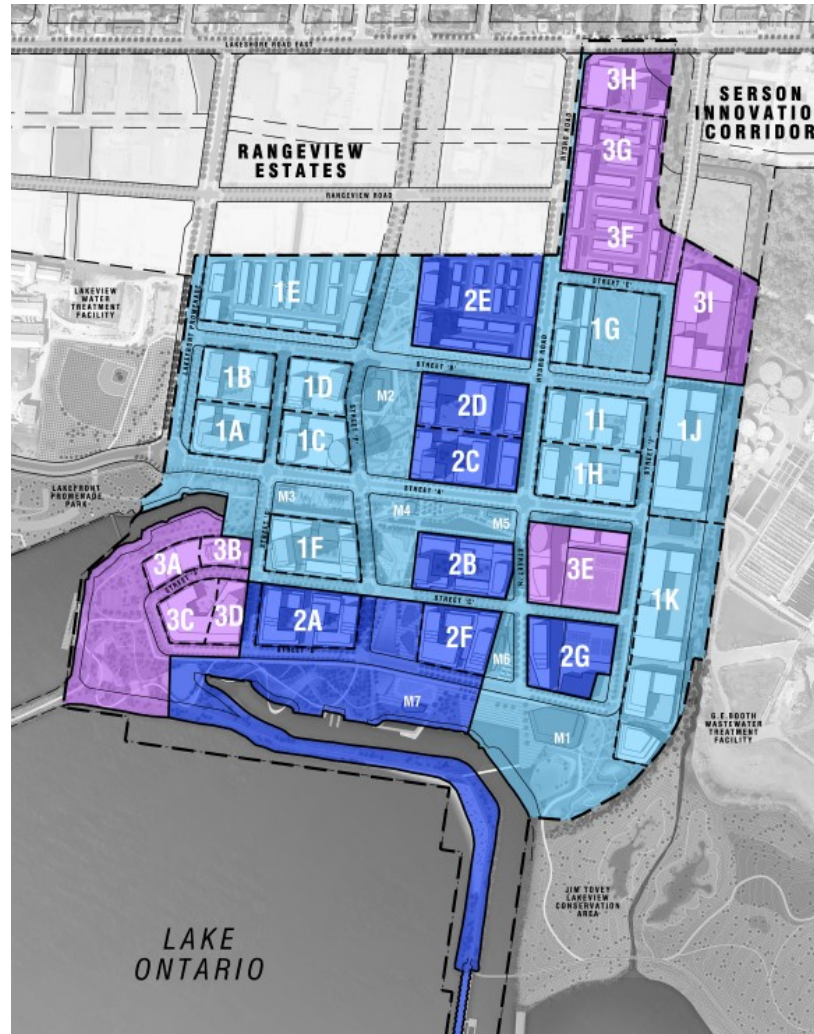
5. Master Plan – Waterfront Dedication

The image illustrates the waterfront dedication to the City highlighted in pink



7. Master Plan – Phasing

The image illustrates the proposed phasing of construction.



8. Master Plan - Building Heights Breakdown

Below is a comparison of the height permissions included in the Lakeview Waterfront policies, the previous proposal and the current proposal.

	MOP – Lakeview Waterfront Height Policies	DMP 1.0	DMP 2.0	DMP 3.0
Cultural Waterfront (excluding Waterway District)	Maximum 8 storeys	15-20 storeys – 1 building 20-25 storeys – 3 buildings Balance is 8 storeys or under	21-30 storeys – 3 buildings 16-20 storeys – 3 buildings 11-15 storeys – 6 buildings 5-10 storeys – 6 buildings	22 storeys – 1 building 17 storeys – 1 building 15 storeys – 1 building 12 storeys – 1 building 11 storeys – 1 building 10 storeys – 1 building 9 storeys – 1 building
Waterway District	A limited number of buildings with heights up to 25 storeys will be permitted. Buildings greater than 25 storeys may be considered and will require a height study	30-35 storeys – 1 building 45-49 storeys – 1 building Third building is 25 storeys or under	31-40 storeys – 2 buildings 21-30 storeys – 2 buildings	40 storeys – 1 building 29 storeys – 1 building 24 storeys – 1 building
Ogden Green	Towns 2-4 storeys Mid-rise 5-8 storeys Taller buildings 9-15 storeys A limited number of taller buildings from 16-25 storeys may be permitted subject to a height study	16-20 storeys – 3 buildings 20-25 storeys – 5 buildings 30-35 storeys – 1 building Balance is 15 storeys or under	31-40 storeys – 2 buildings 21-30 storeys – 4 buildings 16-20 storeys – 1 building 11-15 storeys – 13 buildings 5-10 storeys – 7 buildings	28 storeys – 1 buildings 25 storeys – 2 buildings 23 storeys – 1 building 21 storeys – 1 building 18 storeys – 1 building 17 storeys – 1 building 9-15 storeys – 8 buildings
Innovation Corridor	Mid-rise employment buildings encouraged	To be determined	To be determined	To be determined