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## Planning and Development Committee

**Date:** February 24, 2020  
**Time:** 6:00 PM  
**Location:** Civic Centre, Council Chamber  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

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
Councillor George Carlson	Ward 11 (Chair)

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and 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](mailto:application.info@mississauga.ca)

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Approval of the February 3, 2020 Planning and Development Committee Meeting Minutes

4. **MATTERS TO BE CONSIDERED**

4.1 **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)**

Community Benefits contribution under Section 37 to permit 4 detached and 2 semi-detached homes, 14 condominium townhomes and 4 back to back condominium dwelling units within the existing heritage building (Old Barber House)  
5155 Mississauga Road, Northeast corner of Mississauga Road and Barbertown Road  
Owner: City Park (Old Barber) Homes Inc.  
Files: OZ 16/011 W11 and T-M16003 W11

4.2 **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 REPORT (WARD 5)**

Application to remove the "H" Holding Symbol to permit three apartment buildings containing 1,077 units with heights of 21, 27 and 33 storeys with accessory retail and office commercial uses in the first three storeys  
5081 Hurontario Street, east side of Hurontario Street between Nahani Way and Preston Meadow Avenue  
Owner: 5018 Hurontario Limited Partnership (Liberty)  
File: H-OZ 19/006 W5

4.3 **PUBLIC MEETING INFORMATION REPORT (WARD 8)**

Official Plan amendment and rezoning applications to permit a convent and six storey complex consisting of 166 seniors' apartments, 156 assisted living suites, and 26 convent units  
1720 Sherwood Forrest Circle, southwest corner of Mississauga Road and Dundas Street West  
Owner: Carmelite Sisters of Canada  
File: OZ 19/015 W8

4.4 **PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)**

Applications to permit 101 back to back stacked townhomes 2512, 2522 and 2532 Argyle Road, south of Dundas Street West, west of Confederation Parkway  
Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)  
File: OZ 18/017 W7

4.5 RECOMMENDATION REPORT (WARD 1)

Rezoning application to permit 22 storey condominium apartment building with 361 units, ground floor commercial space along Ann Street and four levels of underground parking 78 Park Street East and 22 - 28 Ann Stree, west of Hurontairo Street, north of Park Street East

Owner: Edenshaw Ann Developments Llimited

File: OZ 19/008 W1

4.6 RECOMMENDATION REPORT (WARD 11)

Rezoning application to permit one detached home

7060 Old Mill Lane, west side of Old Mill Lane, north of Old Derry Road

Owner: Credit Valley Conservation

File OZ 18/004 W11

5. ADJOURNMENT





# City of Mississauga

## Corporate Report



Date: 2020/01/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 16/011 W11

Meeting date:  
2020/02/24

## Subject

### **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)**

**Community Benefits contribution under Section 37 to permit 4 detached and 2 semi-detached homes, 14 condominium townhomes and 4 back to back condominium dwelling units within the existing heritage building (Old Barber House)**

**5155 Mississauga Road, northeast corner of Mississauga Road and Barbertown Road**

**Owner: City Park (Old Barber) Homes Inc.**

**Files: OZ 16/011 W11**

## Recommendation

That the report dated January 31, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 16/011 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$700,000 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (Old Barber) Homes Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

## Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy

#### and Procedure on Bonus Zoning

- The Community Benefits contribution is \$700,000, which will be used towards the heritage building restoration on site, landscape improvements on site, Streetsville Community signage and possibility for the restoration and protective enclosure of the historic William Couse Carriage
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

## Background

On June 11, 2018, a Recommendation Report was presented to the Planning and Development Committee (PDC) recommending approval in principle of official plan amendment and rezoning applications on these lands under File OZ 16/011 W11 by City Park (Old Barber) Homes Inc. to permit 4 detached and 2 semi-detached homes, 14 condominium townhomes, and 4 back to back condominium dwelling units within the existing heritage building.

PDC passed Recommendation PDC-0044-2018, which was adopted by Council on June 20, 2018. As part of the recommendation, staff is to report back to Council on the recommended community benefits.

On February 8, 2019, the Local Planning Appeal Tribunal approved the proposed redevelopment on the subject lands.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefit contributions.

## Comments

Background information including a concept plan and aerial photograph for the proposed development is provided in Appendices 1 and 2.

### Section 37 Community Benefits Proposal

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

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital

facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 11 Councillor, George Carlson to discuss possible community benefits relating to the proposal. Staff also had discussion with the owner's agent. Based on the discussions, three uses and a fourth potential were established for the contribution.

Confirmation has been provided by the owner that the Community Benefit is \$700,000 towards three uses for the contribution.

The proposed Community Benefits are:

- The Old Barber House is a designated heritage resource located on the subject property. The majority of the contribution will be utilized for the restoration of this significant heritage building and the Old Barber House outbuilding. Further detailed negotiations and discussions regarding this heritage building restoration and its delivery will still need to take place between the City and the proponent - \$544,761
- A portion of the contribution will be used for significant landscaping, in excess of normal site plan requirements, including front yard garden improvements of the Old Barber House property - \$94,115
- The contribution will also go towards Streetsville Community area signage and possibility for the restoration and protective enclosure of the William Couse Carriage following an investigation into the feasibility. Additional information and discussions will still need to take place to determine the costs and placement of these particular community benefits - \$61,124

### **Guiding Implementation Principles**

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

#### **1. Development must represent good planning.**

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

The Planning and Building Department evaluated the proposed official plan amendment and rezoning applications and recommended that they be approved as they are acceptable from a planning standpoint and represent good planning. Council passed Recommendation PDC-0044-2018 on June 20, 2018 in support of the applications, and the Local Planning Appeal Tribunal issued a decision on February 8, 2019 approving the applications subject to resolution of outstanding technical matters.

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

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and as such, are imperative to conserve and protect. The proposed contribution towards the on-site building restoration and landscape improvements of a significant heritage resource is considered a "highest priority" under the City of Mississauga's Bonus Zoning policies and procedures.

A contribution toward the provision of Streetsville Community area signage and the investigation of the restoration and protective enclosure of the William Couse Carriage affects the immediate vicinity of the site and the surrounding community and, therefore, represents "highest priority" and "next priority".

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. The overall increased value of this land has been determined to be \$2,900,000. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$700,000 represents 24% of the land lift value.

**3. Community Benefit contributions should respond to community needs.**

The protection of heritage resources is important and is supported by policies within the City's Official Plan. The provision of community signage contributes to the City's objective of supporting distinct community identities that foster community pride and building complete communities.

In accordance with the Corporate Policy and Procedure, Ward 11 Councillor, George Carlson, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

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

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed initiatives, improvements and upgrades, would be subject to a detailed assessment by the Planning and Building Department, Community Services Department (Parks and Forestry and Culture) and Transportation and Works Department.

**Section 37 Agreement**

The Planning and Building Department and the owner have reached mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$700,000;

- the contribution is to be used towards the restoration of the Old Barber House, landscape design including front yard gardens on the Old Barber House property, the design, construction and installation of community signage and possibly towards of the restoration and enclosure of the William Couse Carriage following a feasibility investigation. The detailed allocation towards each of the potential projects will be finalized in consultation with the local Ward Councillor;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

## Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

## Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards heritage restoration, landscape (front garden) improvements, community signage and potentially towards of the restoration and protective enclosure of the William Couse Carriage will help to implement the guiding principles in Mississauga Official Plan with regards to the complete communities and a desirable urban form.

## Attachments

Appendix 1: Concept Plan

Appendix 2: Aerial Photography




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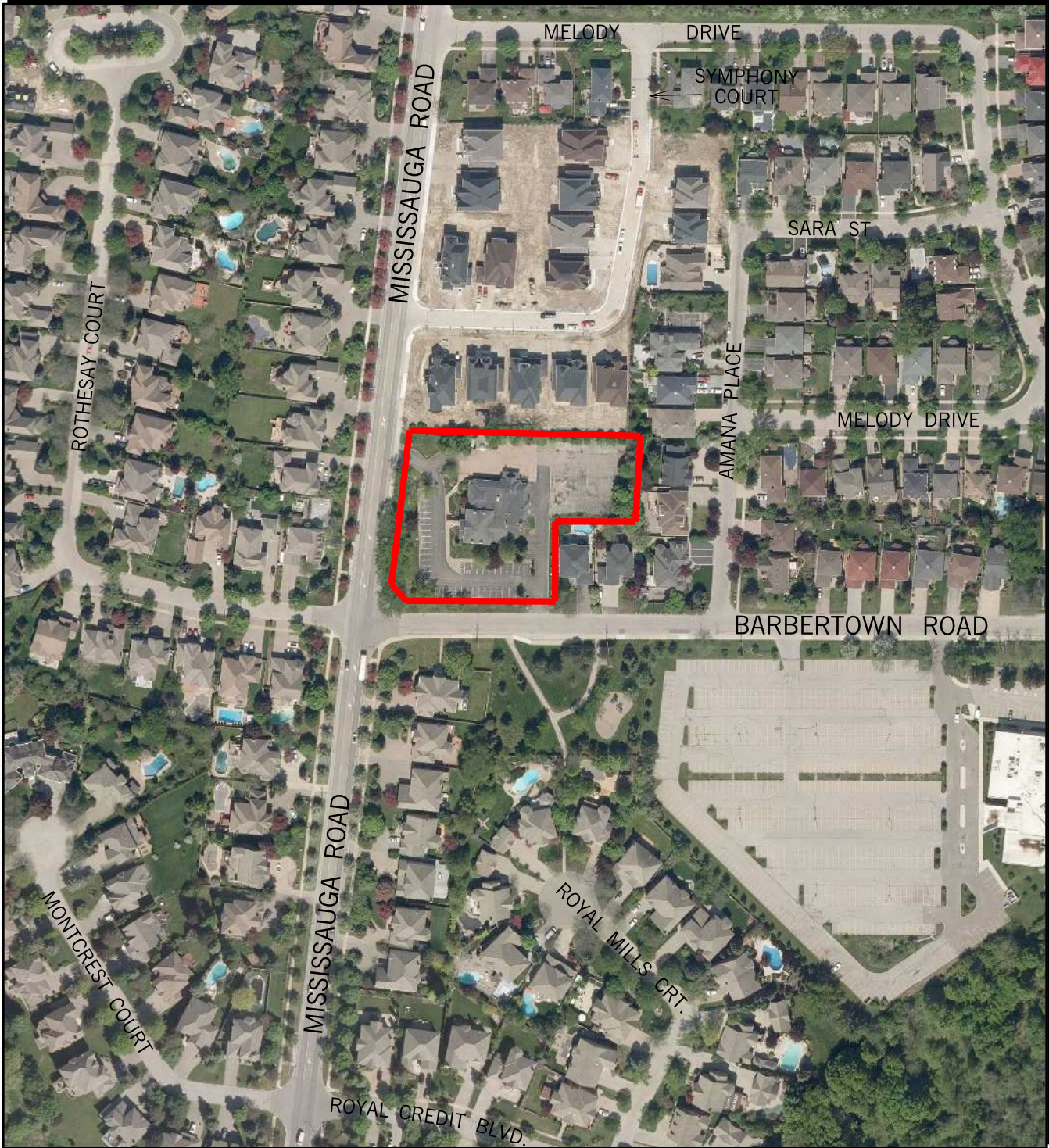
Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Robert Ruggiero, Development Planner





2020/01/08



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2019



TITLE: CITY PARK (OLD BARBER)  
HOMES INC.

FILE NO: OZ 16/011 W11 & T-M16003 W11



MISSISSAUGA

Produced by  
Corporate Services,  
Geospatial Solutions





# City of Mississauga

## Corporate Report



Date: 2020/01/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
H-OZ 19/006 W5

Meeting date:  
2020/02/24

## Subject

### **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 REPORT (WARD 5)**

**Application to remove the "H" Holding Symbol to permit three apartment buildings containing 1,077 units with heights of 21, 27 and 33 storeys with accessory retail and office commercial uses in the first three storeys**

**5081 Hurontario Street, east side of Hurontario Street between Nahani Way and Preston Meadow Avenue**

**Owner: 5081 Hurontario Limited Partnership (Liberty)**

**File: H-OZ 19/006 W5**

## Recommendation

That the report dated January 31, 2020, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 19/006 W5, 5081 Hurontario Limited Partnership, 5081 Hurontario Street, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

## Background

On April 24, 2013, City Council passed By-law 0088-2013 zoning the subject lands **H-RA5-44** (Apartments - Exception).

On December 5, 2019, the Committee of Adjustment approved minor variance "A"-409/19 to allow the height of one of three apartment buildings to be 33 storeys, whereas the existing zoning permits a maximum height of 30 storeys. On January 3, 2020, the decision of the Committee of Adjustment was declared final and binding.

Upon removal of the "H" holding symbol the by-law will allow for the development of the land for three apartment buildings containing 1, 077 units with heights of 21, 27 and 33 storeys and six storey podiums with accessory retail and office commercial uses in the first three storeys.

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

Council required the "H" holding symbol be applied to the zone to allow time for the identification of all land requirements for the development of Light Rapid Transit (LRT) along Hurontario Street on or before June 30, 2015, and for the confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel. The "H" holding symbol was to remain in effect until the provisions were fulfilled.

Appendix 5 identifies the "H" holding provisions.

## Comments

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

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

1. The June 30, 2015 deadline has expired and all land requirements for the development of Light Rail Transit along Hurontario Street have been identified.
2. The Region of Peel has required a development agreement with servicing schedules to secure for the construction of upgraded sanitary sewer infrastructure. The engineering submission and draft development agreement has been submitted and reviewed and is at a satisfactory stage. The agreement will be finalized and executed in the coming weeks. The by-law to lift the "H" symbol will not be brought forward until the engineering submission is commissioned and the development agreement is executed.

## Financial Impact

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

## Conclusion

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

## Attachments

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



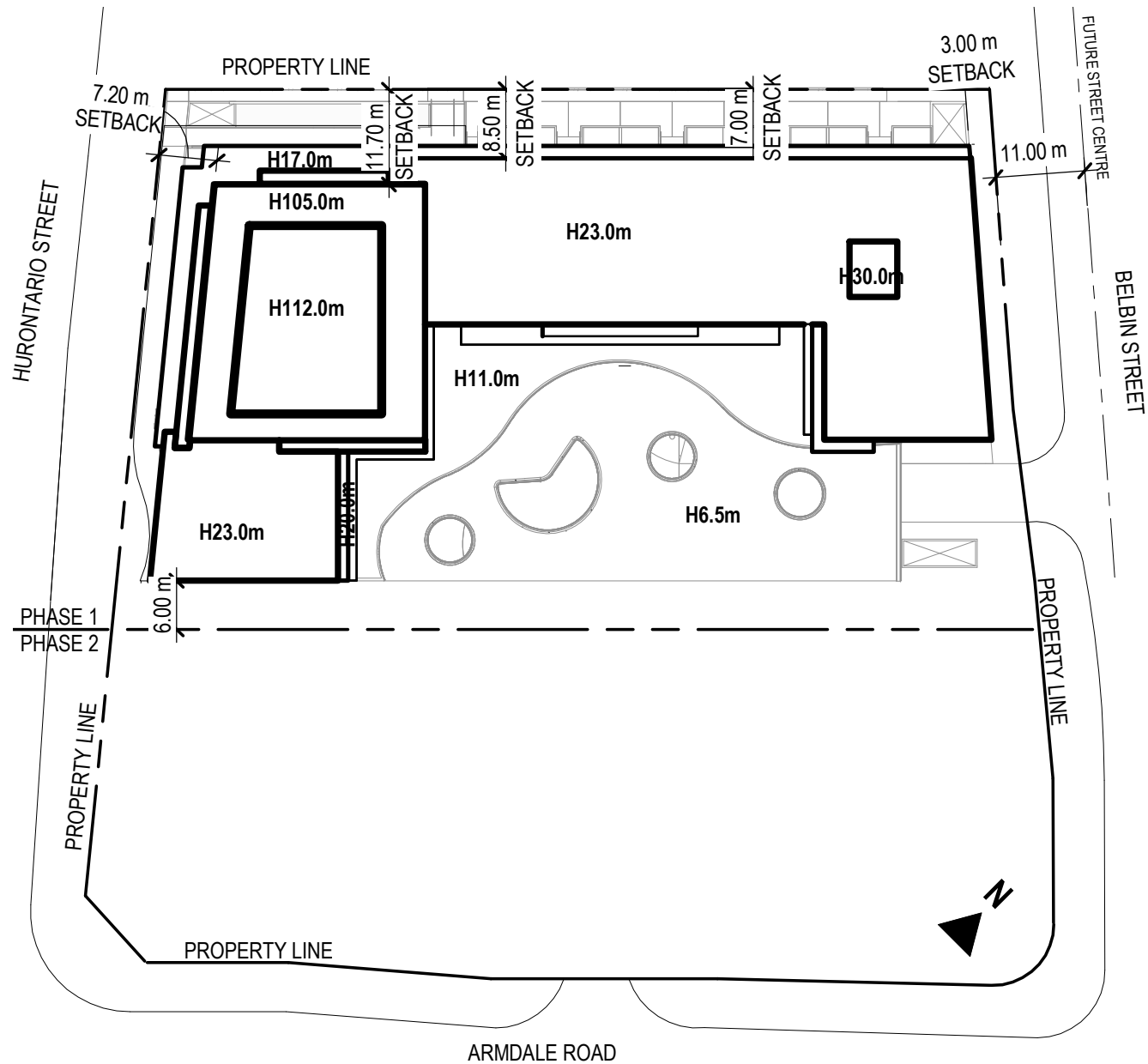
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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner







**DIALOG**<sup>®</sup>

PROJECT TITLE: 5081 Hurontario Street - PROPOSED MIXED-USE DEVELOPMENT

PROJECT # : 11217T0100

DRAWING TITLE: SITE DIAGRAM

DRAWING NUMBER: COA-01a

DRAWN BY: YJ

CHECKED BY: FW

DATE: 01/21/20





**Holding Provision**

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The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-44 by further amendment to Map 36W of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:

- (1) the identification of all land requirements in relation to the lands zoned H-RA5-44 for the development of Light Rapid Transit along Hurontario Street, to the satisfaction of the City of Mississauga, provided that such land requirements shall be determined by the City of Mississauga in accordance with the completed and approved Environmental Assessment, through the Transit Project Assessment Process for the Hurontario Light Rapid Transit Project and the corresponding amendment(s) to the official plan is implemented and in full force on or before June 30, 2015;
  - (2) if the land requirements are not identified on or before June 30, 2015 as set out in Paragraph (1), then, and subject to the conditions in paragraph (3) below also being satisfied, an application may be made to remove the holding "H" symbol from the lands zoned H-RA5-44; and
  - (3) confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel.
-



# City of Mississauga

## Corporate Report



Date: 2020/1/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 19/015 W8

Meeting date:  
2020/2/24

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 8)**

**Official Plan amendment and rezoning applications to permit a convent and six storey complex consisting of 166 seniors' apartments, 156 assisted living suites, and 26 convent units**

**1720 Sherwood Forrest Circle, southwest corner of Mississauga Road and Dundas Street West**

**Owner: Carmelite Sisters of Canada**

**File: OZ 19/015 W8**

## Recommendation

That the report dated January 31, 2020, from the Commissioner of Planning and Building regarding the applications by the Carmelite Sisters of Canada to permit a convent and six storey complex consisting of 166 seniors' apartments, 156 assisted living suites and 26 convent units, under File OZ 19/015 W8, 1720 Sherwood Forrest Circle, be received for information.

## Background

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

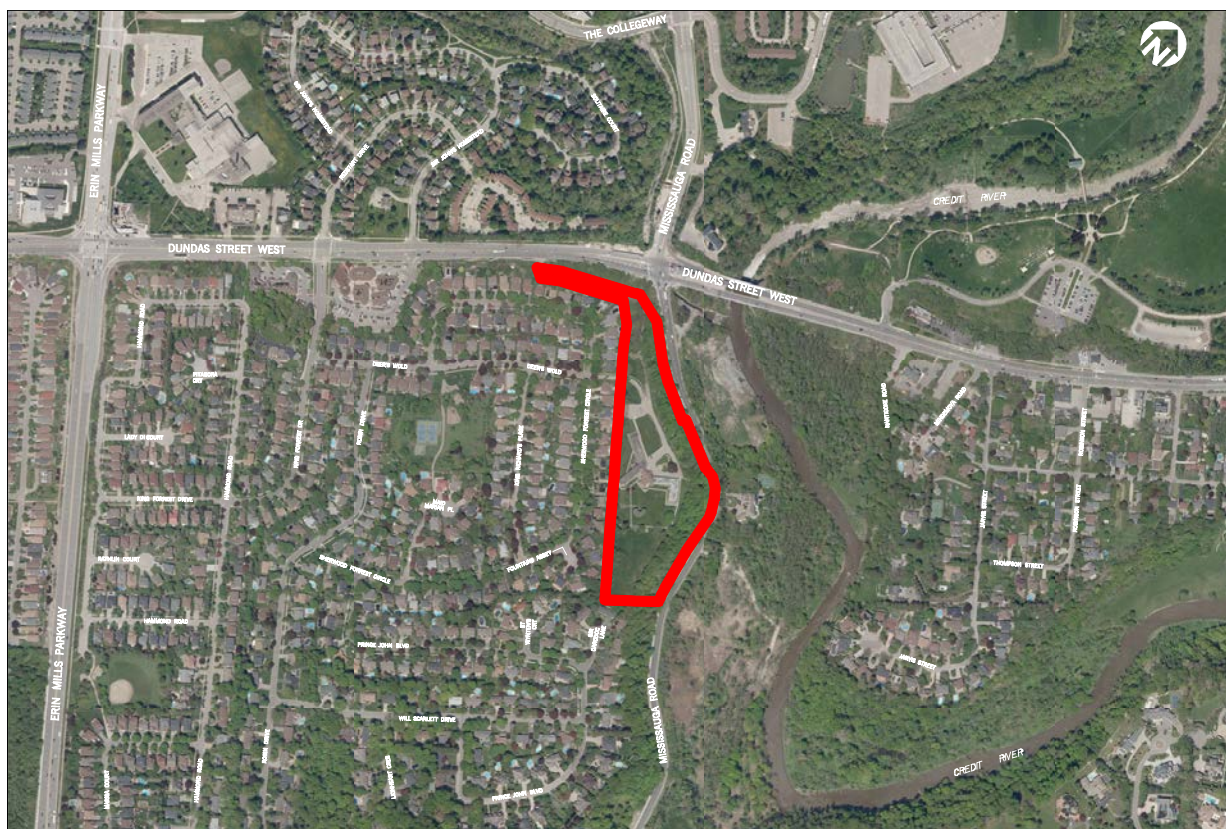
## PROPOSAL

The official plan amendment and rezoning applications are required to permit a convent and six storey complex consisting of 166 seniors' apartments, 156 assisted living suites, and 26 convent units. The applicant is proposing to amend the official plan designation from **Residential Low Density II** and **Greenlands** to **Residential High Density Special Site** and **Greenlands**. The zoning by-law will also need to be amended from **R1-48** (Detached Dwellings - Exception) and **G1** (Greenlands) to **RA2-Exception** (Apartments – Exception) and **G1** (Greenlands) to implement this development proposal. The proposal seeks to reopen access to Dundas Street.

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 southwest corner of Mississauga Road and Dundas Street West in the Sherwood Forrest area of the Sheridan Neighbourhood Character Area. The site is currently occupied by a convent and retirement home. The retirement home ceased operation in 2015.



Aerial image of 1720 Sherwood Forrest Circle



Applicant's rendering of the proposed convent and retirement complex

## 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 *Greenbelt Plan* works together with the Growth Plan to build upon the policy of the PPS to protect the natural environment and determine where and how growth should be accommodated. The City of Mississauga is not located within the Greenbelt Plan area and, as such, the Greenbelt Act does not apply. However, the Credit River and Etobicoke Creek flow through Mississauga and connect natural heritage systems within the Greenbelt to Lake Ontario. The *Greenbelt Plan* provides direction to municipalities for the long term protection and enhancement of these external connections.

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: resolution of whether or not the access to Dundas Street can be reopened, provision of additional technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input (if applicable).

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis




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

Prepared by: Robert Ruggiero, Development Planner

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Carmelite Sisters of Canada**

**1720 Sherwood Forrest Circle**

### **Table of Contents**

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## 1. Site History

- The site historically housed an estate that served the Alcoholism Research Foundation of Ontario and Brookfield Hospital prior to 1952
- 1952 – The Carmelite Sisters of Canada purchased the property
- 1954 to 1965 – The Sisters demolished the former estate and built a convent and retirement home facility for 45 residents
- August 2, 1977 – A new access driveway to Sherwood Forrest Circle was constructed in conjunction with the adjacent subdivision
- July 3, 1992 – A rezoning application for 32 detached lots on a condominium road was received. The application was cancelled September 8, 1993
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential Low Density II** and **Greenlands** in the Sheridan Neighbourhood; which permits detached homes, semi-detached homes, duplex homes, triplexes, street townhouses, and other forms of low-rise homes with individual frontages and conservation uses
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **R1-48** (Detached Dwellings – Exception) and **G1** (Greenlands); which permits low density residential uses, retirement building, convent and parkland uses
- December 2015 – The retirement home was closed

## 2. Site and Neighbourhood Context

### Site Information

The property is located at the southwest corner of Mississauga Road and Dundas Street West in a residential area known as Sherwood Forrest which is part of the larger Sheridan Neighbourhood Character Area. The driveway to the property is located on Sherwood Forrest Circle. The property is large and irregular in shape and contains a steep valley slope along the north and east sides. The valley slope is part of the Natural Area System. The site is currently occupied by a two storey convent and closed retirement home which ranges from one to three storeys.



Image of existing condition of 1720 Sherwood Forrest Circle looking east, Mississauga Road in the background

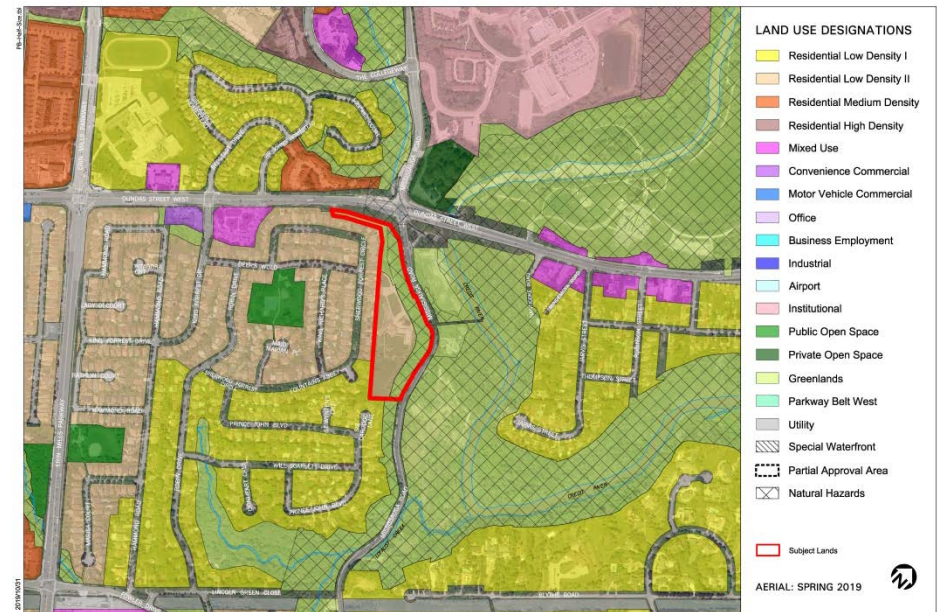
Property Size and Use	
Frontages: Dundas Street Sherwood Forrest Circle	approx. 160 m (524.8 ft.) 12.19 m (40 ft.)
Gross Lot Area:	4.64 ha (11.5 ac.)
Net Lot Area:	3.13 ha (7.7 ac.)
Existing Uses:	2 storey convent and 1-3 storey retirement building (closed)

### Surrounding Land Uses

The surrounding area is characterized by detached homes south of Dundas Street West and detached homes and townhomes north of Dundas Street West. A small commercial plaza is located 400 m (1,312.3 ft.) to the west of the property along Dundas Street West. University of Toronto at Mississauga (UTM) is located 400 m (1,312.3 ft.) north of the property on the east side of Mississauga Road. The Credit River and associated valley lands, and Mississauga Road are located to the east. St Peter's Anglican Erindale Church is located at the northeast corner of Mississauga Road and Dundas Street West.

The surrounding land uses are:

- North: Townhomes, detached homes and Sawmill Creek
- East: Credit River and associated valley lands and one detached home
- South: Detached homes
- West: Detached homes, Sherwood Green Park and Sherwood Forrest Village retail plaza



Aerial Photo of 1720 Sherwood Forrest Circle

### The Neighbourhood Context

The subject property is located within an established residential area characterized by detached homes on large lots. The subject property predates the adjacent subdivision, which was developed in the late 1970s. The entire Sherwood Forrest area developed from the 1960s to the 1990s. The commercial plazas along Dundas Street West were developed in the 1980s and 1990s.

## Demographics

Based on the 2016 census, the existing population of the Sheridan Neighbourhood Character Area is 12,480 with a median age of this area being 46 (compared to the City's median age of 40). 65% of the neighbourhood population are of working age (15 to 64 years of age), with 14% of children (0-14 years) and 20% seniors (65 years and over). From 2011 to 2016, the population decreased, however modest population growth is expected by 2031.

Based on the 2016 census, the existing population of the Sherwood Forrest area was 2,007 persons. Between 2011 and 2016, the population declined by 95 persons, whereas the City of Mississauga grew by 8,156 persons. 20% of the area are seniors (65 years and over), compared to 14% for the City.

## Other Development Applications

There is one active application in the immediate area:

- OZ 12/013 – 6707 Hammond Road – Subdivision to create 3 new lots, open space and maintain the existing heritage home, appealed to the Local Planning Appeal Tribunal (LPAT)

## Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by parks: Sherwood Green Park and Erindale Park are located within a half kilometer radius (0.3 mi) of the site. Erindale Park is a destination park with a wide array of amenities. Sheridan

Library is located within Sheridan Centre, approximately 1.1 km (0.7 mi) from the proposed development.

The site is well served by transit. MiWay bus Routes 1, 1C, 101, 101A are located on Dundas Street. Route 44 runs along Mississauga Road north of Dundas Street and Route 110 along The Collegeway. Council has endorsed Dundas Connects Master Plan and anticipates dedicated bus lanes and bike lanes on Dundas Street. Mississauga Road has on-road bike lanes.

Dundas Street West is an arterial road. Mississauga Road is a major collector and part of a scenic route. Sherwood Forrest Circle is a local road.

## 3. Project Details

The applications are to amend the official plan and zoning by-law to permit a convent and 6 storey complex consisting of 166 seniors' apartments, 156 assisted living units, and 26 convent units.

Development Proposal	
Applications submitted:	Received: July 31, 2019 Deemed complete: September 18, 2019
Owner:	Carmelite Sisters of Canada
Solicitor:	John B. Keyser
Applicant:	Micor Mississauga Land Corp.
Number of units:	348 units
Proposed Gross Floor Area:	28 895 m <sup>2</sup> (311,023 ft <sup>2</sup> )
Height:	6 storey seniors' apartment building 6 storey assisted living building



Development Proposal		
	2 storey convent building	
Lot Coverage:	21%	
Floor Space Index:	0.92 after dedication of hazard lands	
Landscaped Area:	60%	
Anticipated Population:	Not available	
Parking:	Required	Provided
resident spaces	417	259 for all uses
visitor spaces	33	
Total	450	259
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater: bio-retention, rainwater harvesting, bio-swales, green roofs</li> <li>• Landscape material: permeable paving, native vegetation</li> <li>• Building design: bird-friendly glazing</li> </ul>	

### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Bat Acoustic Exit Survey Memo
- Building Elevations
- Building Sections
- Cultural Heritage Impact Assessment
- Environmental Impact Study
- Existing Context Plan
- Floor Plans
- Functional Servicing Report
- Geotechnical Investigation and Slope Stability Analysis

- Letter from the Ministry of Tourism, Culture and Sport, Letter Entry of Archaeological Report
- List of Low Impact Design Features
- Noise Feasibility Study
- Parking Justification Study
- Phase 1 Environmental Site Assessment
- Planning Justification Report
- Proposed Context Plan
- Shadow Study
- Site Plan
- Solicitor's Opinion on Title
- Stage 1-2 Archaeological Report
- Topographical Survey
- Traffic Impact Study

## Draft Concept Plan and Elevations



Site Plan





**Applicant's Rendering**



**Elevations**

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The site is designated **Residential Low Density II** and **Greenlands**. The **Residential Low Density II** designation permits detached, semi-detached, duplex dwellings, and street townhouse dwellings. The **Greenlands** designation is generally associated with natural hazards and natural areas to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site (lands with cross-hatching) is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

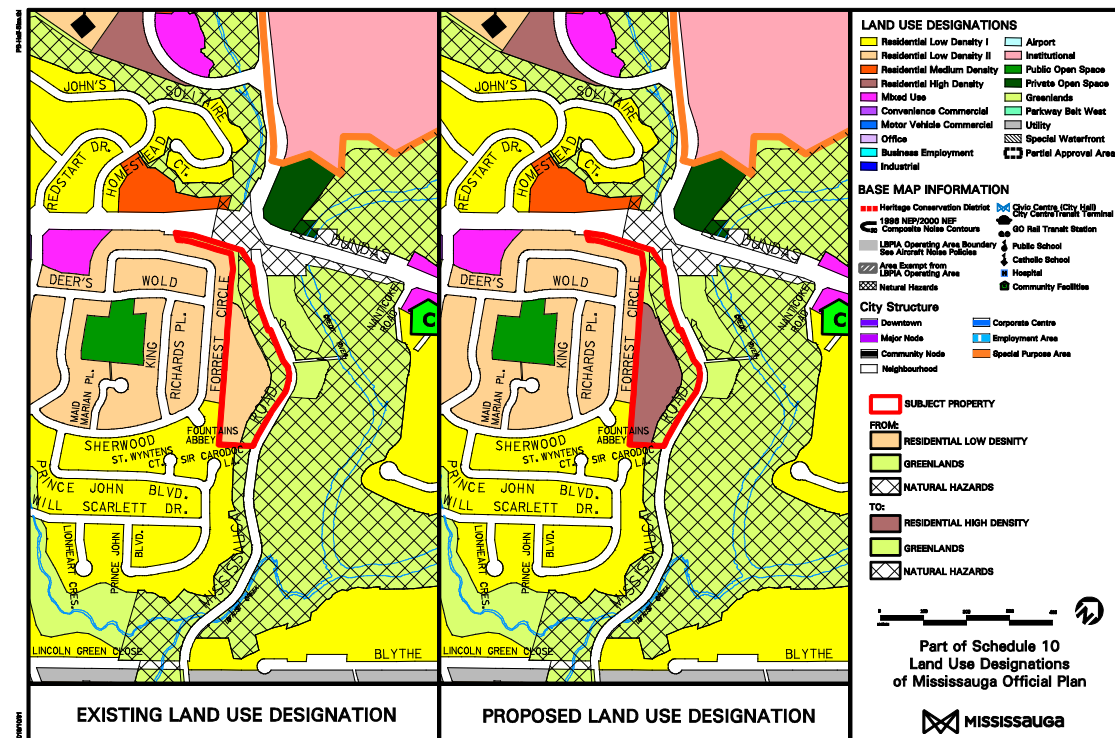
#### Proposed Designation

The proposed land use is **Residential High Density Special Site**. The **Residential High Density Special Site** permits apartments. No change is proposed to the existing **Greenlands** portion of the site which fronts onto Mississauga Road.

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

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

#### Excerpt of Sheridan Neighbourhood



## Mississauga Zoning By-law

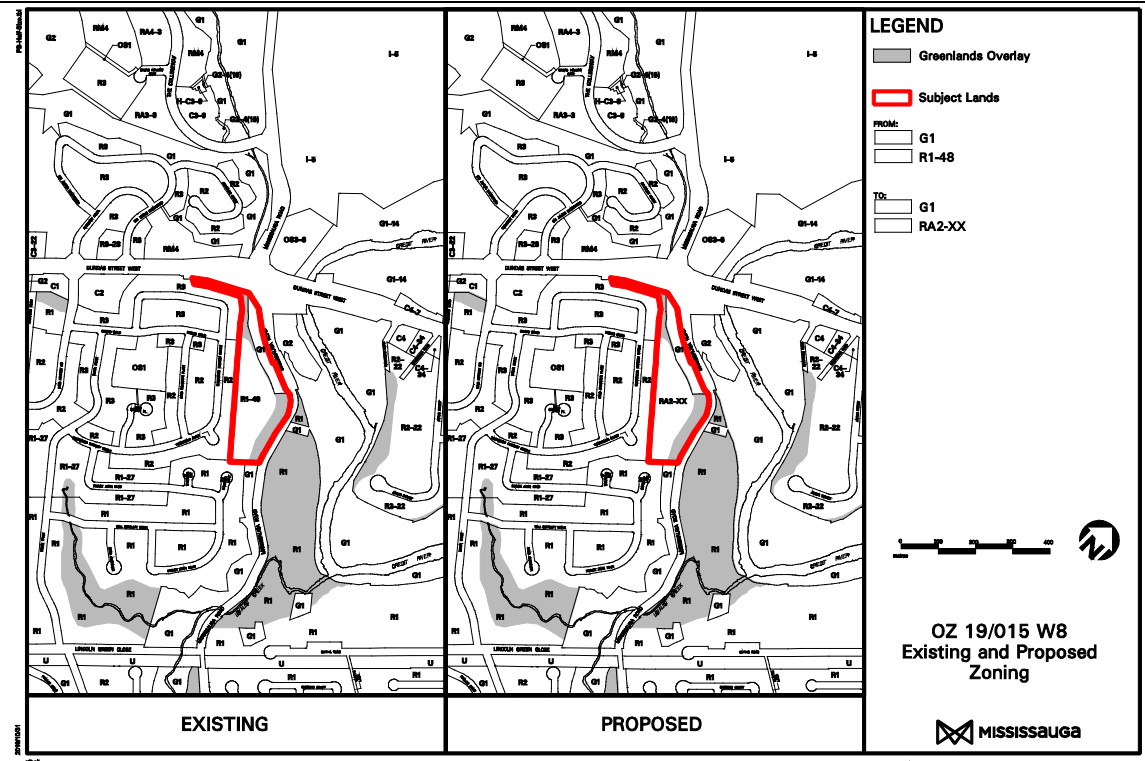
### Existing Zoning

The portion of the site proposed for redevelopment is currently zoned **R1-48** (Detached Dwellings – Exception), which permits detached homes, retirement building and convent uses.

The remainder of the site is zoned **G1** (Greenlands), which permits natural heritage protection and conservation, flood and stormwater management related uses.

### Proposed Zoning

The proposed zone is **RA2-Exception** (Residential Apartment – Exception) to permit apartments, long-term care, retirement buildings, and a convent.  
The remainder of the site is proposed to be zoned **G1**.



### Proposed Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care, and Retirement Building	The following uses shall also be permitted: a. Convent
		For the purposes of this by-law a convent shall be defined as a residential use with accompanying facilities for religious worship and teaching.
		For the purposes of this By-law the lot line shall be described as follows: a. The front lot line shall be the lot line abutting Dundas Street West and measure 206.6 m; b. The exterior side lot line shall be the Stable Top of Bank along Mississauga Road; c. The rear lot line shall be the lot line opposite the front lot line and measuring 80.3 m; and, d. The interior side lot line shall be the lot line abutting the neighbourhood to the north-east and measure 591.82 m.
		Amenity Area – the provision for contiguous amenity space shall not apply
Maximum <b>height</b>	26.0 m (85.3 ft.) and 8 storeys	22.0 m (72.2 ft.) and 6 storeys
Minimum <b>landscape buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.8 ft.)	Along a driveway from the property line: 2 m (6.6 ft.)



Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Minimum <b>landscape buffer</b> abutting a <b>lot line</b> that is a <b>street line</b>	4.5 m	Abutting Dundas Street: 3.0 m
Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	1.0 m	1.8 m
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
<b>Provincial Policy Statement (PPS)</b>	<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> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<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</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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 other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Greenbelt Plan</b>	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the <b>Urban River Valleys</b> designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	<p>Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Regional Core Greenlands.</p> <p>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>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)

## 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) and is not identified as part of intensification area.

The lands are located within the Sheridan Neighbourhood Character Area and are designated **Residential Low Density II** and **Greenlands**. The **Residential Low Density II** designation permits detached homes, semi-detached homes, duplex homes, triplexes, street townhouses, and other forms

of low-rise homes with individual frontages. The **Greenlands** designation permits conservation, electric power distribution and transmission facility, facilities that traverse watercourses, flood control and erosion management, passive recreational activity, parking, water infrastructure, and accessory uses.

The applicant is proposing to change the designation to **Residential High Density** to permit apartments. 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
<b>Chapter 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Chapter 5 Direct Growth</b>	Section 5.1.2 Section 5.1.5 Section 5.1.6 Section 5.1.7 Section 5.2 Section 5.2.1 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 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.  Mississauga will establish strategies that protect, enhance and expand the Green System.  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.

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 5.4.4 Section 5.4.5	<p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3	<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> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> </ul>

	Specific Policies	General Intent
		<p>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.11 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.2.4	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>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> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands.</li> </ul> <p>Heritage properties, districts and landscapes create a unique sense of place and local identity.</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community.</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p>

	Specific Policies	General Intent
		<ul style="list-style-type: none"> <li>a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area;</li> <li>b. Emphasize the visual prominence of cultural heritage resources; and</li> <li>c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.</li> </ul> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.</p> <p>Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated scenic route. These lands will be subject to the following:</p> <ul style="list-style-type: none"> <li>a. In order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;</li> <li>b. Direct vehicular access to Mississauga Road will be encouraged;</li> <li>c. Upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;</li> <li>e. Notwithstanding Policy 8.3.1.4, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;</li> <li>f. Building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;</li> <li>g. Projecting garages will be discouraged;</li> <li>i. Tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;</li> <li>j. Removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged.</li> <li>k. Utilities will be located to minimize the impact on existing vegetation;</li> <li>l. Grading for new development will be designed to be compatible with and minimize differences between grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and,</li> <li>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.</li> </ul> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</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>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</p>



	Specific Policies	General Intent
		access provided from a side street, service road or rear laneways.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.3 Section 11.2.3.2 Section 11.2.5 Section 11.2.5.4	<p>Lands designated Greenbelt are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.</p> <p>Lands designated Greenlands permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Conservation;</li> <li>b. Electric power distribution and transmissions facility;</li> <li>c. Facilities that by their nature must be located near water or traverse watercourses (e.g. bridges,</li> <li>d. storm sewer outlets and stormwater management facilities);</li> <li>e. Flood control and/or erosion management;</li> <li>f. Passive recreational activity;</li> <li>g. Parkland;</li> <li>h. Piped services and related facilities for water, wastewater and stormwater; and</li> <li>i. Accessory uses.</li> </ul> <p>Lands designated Residential Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Detached dwelling;</li> <li>b. Semi-detached dwelling;</li> <li>c. Duplex dwelling; and</li> <li>d. Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.</li> </ul>
<b>Chapter 16 Neighbourhoods</b>	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.
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

## 6. Community Comments

A pre-application community meeting was held on September 11, 2018. A second community meeting was held by Councillor Mahoney on December 4, 2019. Over 400 people were in attendance. Over 250 written submissions were received.

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:

- Increased traffic and congestion along Sherwood Forrest Circle, Deers Wold and King Forrest Drive
- Local street capacity
- Increased traffic along Dundas Street West and Erin Mills Parkway
- Reopening Dundas Street access
- Service trucks along local roads will impact local traffic patterns
- Traffic impact study did not examine local roads
- Construction vehicles on Sherwood Forrest Circle and Deers Wold creating safety issues
- Street safety impacts from the additional vehicles
- Ownership and management of the lands and buildings
- Compatibility of a six storey building with neighbourhood character
- Compatibility of a rental and assisted living building with the local area
- Proposed height and massing is too big

- Intensity of development in a neighbourhood
- Loss of views
- Fire access from a private driveway
- Insufficient parking
- Lack of construction management plan for construction vehicles
- Water table, former watercourse, and slope stability
- Increased noise and air pollution from building operations
- Lack of new park space
- Number of staff at an assisted living and retirement building
- Insufficient demand for seniors' housing
- Potential to convert the building to student housing
- Deficient driveway entrance width via Sherwood Forrest Circle

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 28, 2019)	<p>There is an existing 150 mm (5.9 in) diameter watermain located on Mississauga Road and Sherwood Forrest Circle, and a 400 mm (15.7 in) diameter watermain located on Dundas Street West.</p> <p>There is an existing 250 mm (9.8 in) diameter sanitary sewer located on Deer's Wold.</p> <p>To service the site, additional easements (municipal or private) or upgrades to the existing municipal services may be required. All works associated with the servicing and development of this site will be at the applicant's expense.</p> <p>The Functional Servicing Report provided by Skira &amp; Associates Ltd. is satisfactory.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permit.</p> <p>Front-end collection of garbage and semi-automated collection of recyclable materials will be provided for residential units. A waste management plan must be completed to confirm a satisfactory waste collection access route on site.</p> <p>The property is within the vicinity of Erindale Park. The former landfill site was used for disposal of waste and was closed in 1962. An environmental monitoring program is catalogued by M.O.E. as #7072.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 21, 2019)	<p>The application will yield zero students.</p>
City Community Services Department – Park Planning Section (October 23, 2019)	<p>The Planning Justification Report indicates that a 10 m (32.8 ft.) buffer area is proposed to allow the long term protection of the natural features. However, the Environmental Impact Statement (EIS) does not indicate the limits of the natural features. The woodland boundary is not illustrated in the EIS. Include the delimitation of the top of bank and natural features clearly in all plans (site servicing, proposed grading, site plan) as well as EIS.</p> <p>Updated plans are required that indicate the placement of the buffer in relation to the woodland boundary as staked with City and CVC in August 2018. Incorporate the information from the Natural Areas Survey factsheet CRR7 in Mississauga's Natural Heritage System in the background review.</p> <p>Arrangements shall be made for the preservation of as many of the existing trees on site as possible. A preliminary tree preservation plan for the affected lots shall be approved prior to the Public Meeting as stipulated under the Planning Act where the rezoning of the land is considered including any street trees that may be impacted. It is the landowner's responsibility to ensure that no trees are removed or damaged prior to By-law approval or during any phase of the servicing and construction of the site, if applicable, without prior approval from the Community Services Department - Park Planning Section.</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is</p>

Agency / Comment Date	Comments
	<p>required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>The lands below the established top-of-bank, the Regional Storm floodplain, natural features and all associated buffers or within the stability and/or erosion component of the valley slope, whichever is greater, is recommended to be deeded gratuitously to the City (or conservation authority) as greenbelt / woodland and shall be appropriately zoned.</p> <p>Lands dedicated for greenbelt purposes will not be credited towards the requirements for parkland dedication and/or cash-in-lieu for park or other public recreational purposes.</p>
<p>City Transportation and Works Department (January 22, 2020)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b>Stormwater</b></p> <p>A Functional Servicing Report (FSR), prepared by Skira &amp; Associates and dated January 2019, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the Credit River, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from Credit Valley Conservation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>○ demonstrate the feasibility of the proposed storm sewer;</li> <li>○ demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and</li> <li>○ demonstrate that the proposed stormwater infrastructure will have no impact on the long term slope stability of the valley slope located on the east side of the development or the valley slope of the Credit River</li> </ul> <p><b>Traffic</b></p> <p>A Traffic Impact Study (TIS), prepared by Crozier and Associated and dated September 2019, was submitted in support of the proposed development. The purpose of the report is to evaluate the effects the proposed development is expected to have on the existing road network, to provide a basis on which to evaluate safe and efficient access and traffic flow, and to provide recommendations for improvements to infrastructure, service upgrades, and mitigation measures to reduce any negative impacts as a result of the development. Based on the information provided to date, staff is not satisfied with the TIS, which includes the introduction of a right-in right-out driveway onto Dundas Street West.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following additional information:</p> <ul style="list-style-type: none"> <li>• Impact of the proposed Dundas Street West driveway to: <ul style="list-style-type: none"> <li>○ existing infrastructure such as hydro poles, sidewalk, stormwater infrastructure;</li> <li>○ adjacent residential homes;</li> <li>○ proposed improvements to Dundas Street West and Mississauga Street intersection, as recommended in the approved Dundas Connects Study</li> </ul> </li> <li>• A safety and operation analysis addressing how the proposed Dundas Street West driveway can safely operate and adequately restrict turns to only right-in right-out, given existing and future configuration of Dundas Street West</li> </ul> <p><b>Environmental Compliance</b></p> <p>A Phase 1 Environmental Site Assessment (ESA), prepared by Landtek Limited Consulting Engineers and dated December 2018, was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation is required. The report concludes that no significant environmental concerns were identified and that no further investigative work is required. However, the applicant is required to provide additional information in support of that conclusion.</p> <p><b>Geotechnical</b></p> <p>A Geotechnical Investigation and Slope Stability Assessment Report, prepared by Terraprobe and dated November 2017, was submitted to assess the geotechnical suitability of the proposed development. The purpose of the report is to determine the soil and groundwater conditions in order to provide recommendations for the design of foundations, basement drainage, pavement structure, groundwater control and installation of underground utilities, as well as the long-term stability and erosion risks of the valley slope located on the east side of the development.</p> <p>The applicant is required to provide further technical information to address any potential impacts from the proposed development, and proposed stormwater infrastructure, as well as to the long term slope stability of the Credit River. Approval of the proposed plan is also required from Credit Valley Conservation.</p> <p><b>Noise</b></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation will be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building.</p> <p><b>Engineering Plans/Drawings</b></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be</p>

Agency / Comment Date	Comments
Credit Valley Conservation (October 25, 2019)	<p>revised as part of subsequent submissions, in accordance with City Standards.</p> <p>It is recommended that the appropriate restrictive Greenlands zoning will be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers and placed into public ownership for long term protection and maintenance.</p> <p>Clarify and update the site plan prepared by MSAi to show all constraints (i.e. staked top of bank, long term stable slope line, staked limit of the natural feature and associated buffers). Update the grading plan to identify the overland major flow path to clarify whether flow is being directed over the valley slope to the Credit River, show the location of the OGS, the long term stable slope line, top of bank as staked by CVC, 10 m (32.8 ft.) development setback, City of Mississauga Datum and relevant benchmark, location of all BMPs and major overland flow path.</p> <p>Provide a plan showing all proposed BMOs with their relevant contributing drainage areas, required information regarding proposed rain gardens, required information regarding water quality.</p> <p>Confirmation of the proposed variable buffer from the woodland and that onsite infiltration is feasible in accordance with MECP design criteria.</p> <p>Consult with a qualified geomorphologist to determine whether additional erosion protection is required.</p>
Fire Prevention (October 9, 2019)	<p>Confirm if the proposal is one, two or three separate Ontario Building Code (OBC) buildings. Include OBC construction article.</p> <p>Add dimensions showing the requirements of by-law 1036-81.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra</li> <li>- Peel District School Board</li> <li>- Canada Post Corporation</li> <li>- Heritage Planning, Mississauga</li> <li>- Community Services, Public Art, Mississauga</li> <li>- Economic Development, Mississauga</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Rogers Cable</li> <li>- Conseil Scolaire Viamonde</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Enbridge Gas</li> <li>- Greater Toronto Airport Authority</li> <li>- Trillium Health Partners</li> </ul>



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

- Are the policies and principles of 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?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Traffic safety review of reopening Dundas Street access
- Traffic review of slope and grading of Dundas driveway
- How will privacy and overlook be mitigated?
- Impact to the Mississauga Road Scenic Route
- Confirmation of adequacy of services
- Confirmation of Fire Route

### **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.

## **8. 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: 2020/01/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 18/017 W7

Meeting date:  
2020/02/24

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)**

**Applications to permit 101 back to back stacked townhomes**

**2512, 2522 and 2532 Argyle Road, south of Dundas Street West, west of Confederation Parkway**

**Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)**

**File: OZ 18/017 W7**

## Recommendation

1. That the applications under File OZ 18/017 W7, Plazacorp Properties Limited (by Agreement of Purchase and Sale), 2512, 2522 and 2532 Argyle Road to amend Mississauga Official Plan to **Residential Medium Density**; to change the zoning to **RM9-Exception** (Back to Back and Stacked Townhouses) to permit 101 back to back stacked townhomes in conformity with the provisions outlined in Appendix 2, be approved subject to the conditions referenced in the staff report dated January 31, 2020 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

## Report Highlights

- The applications are to amend the policies of the official plan and change the zoning by-law to allow 101 back to back stacked townhomes
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including reduction of 11 units, relocation of the garbage storage area away from adjacent property's amenity area, removal of road and structures from a storm easement, and relocation of amenity area from south property limit to central area
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on March 4, 2019 and April 15, 2019, at which time an Information Report (Item 4.2 at [https://www7.mississauga.ca/documents/committees/pdc/2019/2019\\_04\\_15\\_PDC\\_Evening\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2019/2019_04_15_PDC_Evening_Agenda.pdf)) was received for information. Recommendation PDC-0032-2019 was then adopted by Council on April 24, 2019.

### PDC-0032-2019

1. That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Plazacorp Properties Limited (by Agreement of Purchase and Sale) to permit 112 Back to Back Stacked Townhomes, under File OZ 18/017 W7, 2512, 2522 and 2532 Argyle Road, be received for information.
2. That eight oral submissions be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- the proposal has been changed from 112 units to 101 units, eliminating 11 units
- the garbage storage area has been relocated from the northwest corner of the site to be located internal to the site and enclosed within the building (Block A) adjacent the ramp to the underground garage, in order to address concerns with impact on the adjacent condominium's amenity area
- the condominium road and all structures have been removed from the City's stormwater easement at the rear of the property

- the amenity area was relocated from the south property limit to be more centrally located within the site

## COMMUNITY ENGAGEMENT

A notice sign was placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on February 7, 2019 (for March 4, 2019 Public Meeting) and March 21, 2019 (for April 15, 2019 Public Meeting). A community meeting was held by Ward 7 Councillor Damerla on February 13, 2019. Approximately 150 people attended the meeting. The City has received 25 written submissions (21 against and 4 in support) and a petition of 210 signatures against the proposal. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

A public meeting was held in the afternoon of March 4, 2019 during which 17 members of the public made deputations regarding the applications (16 against, 1 in support), and at the second public meeting on April 15, 2019, 7 residents made deputations (7 against). Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

## PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The *Growth Plan* requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and *Growth Plan*.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from Residential Low Density to Residential Medium Density.

The proposed development of 101 back to back stacked townhomes provide for an appropriate level of intensification within close proximity (280 m/919 ft.) of an Intensification Corridor (Dundas Street). The subject lands are the only lands on the west side of Argyle Road that have single family homes and they directly abut four 13 storey apartment buildings. The introduction of back to back stacked townhomes add to the mix of housing types available in the neighbourhood and provide a gradual transition in height and scale between the existing apartment buildings to the north and the single detached dwellings to the south.

## Strategic Plan

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

## Financial Impact

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

## Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood, providing for limited and appropriate intensification for the neighbourhood context. The proposed back to back stacked townhomes provide an appropriate transition from the apartment buildings to the north and the detached dwellings to the south. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement and development agreement to the satisfaction of the City.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis




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

Prepared by: Jonathan Famme, Development Planner



# City of Mississauga Corporate Report



<p>Date: March 22, 2019</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 18/017 W7</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/04/15</p>

## Subject

### **SECOND PUBLIC MEETING (WARD 7)**

**Applications to permit 112 Back to Back Stacked Townhomes  
2512, 2522 and 2532 Argyle Road, south of Dundas Street West  
west of Confederation Parkway**

**Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)**

**File: OZ 18/017 W7**

**Bill 139**

## Recommendation

That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Plazacorp Properties Limited (by Agreement of Purchase and Sale) to permit 112 Back to Back Stacked Townhomes, under File OZ 18/017 W7, 2512, 2522 and 2532 Argyle Road, be received for information.

## Background

The subject applications were scheduled on the March 4, 2019 Planning and Development Committee (PDC) meeting at 1:30 pm. The public meeting was held on that date and 17 residents spoke to the item providing their comments. Given the requests by residents for an evening meeting, the Committee directed that a motion for a second public meeting be held. Appendix 1 contains the original Information Report dated February 15, 2019.

## Comments

At the March 4, 2019 PDC meeting, the applicant presented to the Committee an overview of the proposal, followed by oral deputations by the residents. The comments shared generally reflected the comments spoken at the Community Meeting on February 13, 2019 and noted in the Information Report (Appendix 1).

The proposal has not changed and no further submissions have been received. The information contained in Appendix 1 remains current and applicable.

## Conclusion

The evening session of Planning Committee on April 15, 2019 will satisfy the motion by Council for a second public meeting to accommodate residents in the evening. The comments received at this meeting, along with all other comments received, will be considered and addressed within the future Planning and Building Department recommendation report upon the outstanding issues being resolved.

## Attachments

Appendix 1: Information Report dated February 15, 2019 for March 4, 2019 PDC Meeting



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

Prepared by: Jonathan Famme, Development Planner

# City of Mississauga

## Corporate Report



Date: February 15, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 18/017 W7

Meeting date:  
2019/03/04

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 7)**

**Applications to permit 112 Back to Back Stacked Townhomes  
2512, 2522 and 2532 Argyle Road, south of Dundas Street West,  
west of Confederation Parkway**

**Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)**

**File: OZ 18/017 W7**

**Bill 139**

## Recommendation

That the report dated February 15, 2019, from the Commissioner of Planning and Building regarding the applications by Plazacorp Properties Limited (by Agreement of Purchase and Sale) to permit 112 Back to Back Stacked Townhomes, under File OZ 18/017 W7, 2512, 2522 and 2532 Argyle 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 112 back to back stacked townhomes on a private road. The applicant is proposing to amend the official plan from **Residential Low Density I** to **Residential Medium Density**. The zoning by-law will also need to be amended from **R3** (Detached Dwellings) to **RM9** (Horizontal Multiple Dwellings with more than 6 dwelling units) 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.

Applicant's elevations of the proposed back to back stacked townhomes



Block C- East Elevation



Block B- East Elevation



Block B- North Elevation



Block C- North Elevation

## Comments

The property is located on the west side of Argyle Road south of Dundas Street West within the Cooksville Neighbourhood Character Area. The site is currently occupied by 3 detached dwellings.

Aerial image of 2512, 2522 and 2532 Argyle Road



### LAND USE POLICIES AND REGULATIONS

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

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

### AGENCY AND CITY DEPARTMENT COMMENTS

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

### Financial Impact

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

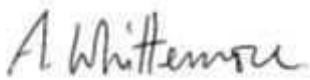


## Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The issues to be addressed include appropriateness of the proposed density, provision of adequate amenity area, landscaping and buffers, and storm sewer capacity. Comments received through community consultation and input will also be addressed prior to making a recommendation.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)**

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## 1. Site History

- 1967 – existing detached dwellings constructed
- May 12, 1983 – Minor variance application under file A-181/83 to permit a day care for a maximum of 34 children was refused for 2512 Argyle Road
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Detached Dwellings) which permits detached dwellings on lots with minimum frontages of 15 m (49. 2 ft.)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Low Density I** in the Cooksville Neighbourhood Character Area

## 2. Site Context

The property is located within a residential neighbourhood originally developed in the 1960s. The lands on the west side of Argyle Road are comprised of high density apartment buildings with the exception of the subject lands. The lands to the south and east are detached dwellings within the Cooksville Neighbourhood. The site is currently occupied by 3 detached dwellings on large lots. Further north is Dundas Street West, which is designated as an Intensification Corridor and contains a mix of uses including automotive repair, retail, office and apartment buildings.

There is bus service via route 1 on Dundas Street West which connects to Islington (TTC) station, and route 28 along Confederation Parkway which connects directly to the Downtown Transit Terminal, Cooksville GO station, and Trillium Hospital. There is also an on-road bike lane running along Confederation Parkway, a shared route on Paisley Boulevard West, and a proposed cycle track/separated bike lane on Dundas Street West.



Property Size and Use	
Frontage: Argyle Road	72.5 m (237.9 ft.)
Depth:	91.19 m (299.2 ft.)
Gross Lot Area:	0.65 ha (1.6 ac.)
Existing Uses:	3 detached dwellings

The surrounding land uses are:

North: four 13 storey apartment buildings

East: detached dwellings

South: detached dwellings

West: apartment building amenity area, detached dwellings

Image of existing conditions facing northwest



### 3. Neighbourhood Context

Based on the 2011 census, the existing population of the Cooksville Neighbourhood (West) is 15,685 with a median age of 41 (compared to the City's median age of 39). 70% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 14% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 31% of people living in detached homes (lower than the City's average of 39%). The mix of housing tenure for the node is 3,935 units (72%) owned and 1,510 units (28%) rented with a vacancy rate of approximately 0.8%. In addition, the number of jobs within this Character Area is 1,195. Total employment combined with the population results in a PPJ for the Cooksville Neighbourhood (West) of 42.38 persons plus job per ha.

### Other Development Applications

A development application for 4 live-work townhome units was approved in principle in October 2017, a few blocks to the east at 2560 and 2564 Confederation Parkway, and a site plan is currently under review for 28 back to back stacked townhome units several blocks to the south and west at 150 Paisley Boulevard West on the site of an existing rental apartment building.

### Community Services

This application will have minimal impact on existing services in the community. The site is located within 235 metres (771 ft.) of Gordon Lumiss Park (located south of Paisley Boulevard West, west of Confederation Parkway) which contains a soccer field and playground, and within

420 metres (1,378 ft.) of Floradale Park (northwest corner of Paisley Boulevard West and Confederation Parkway) which contains a playground and spray-pad. Cooksville Library is located approximately 700 metres (2,297 ft.) away at the northwest corner of Dundas Street West and Hurontario Street. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

#### 4. Project Details

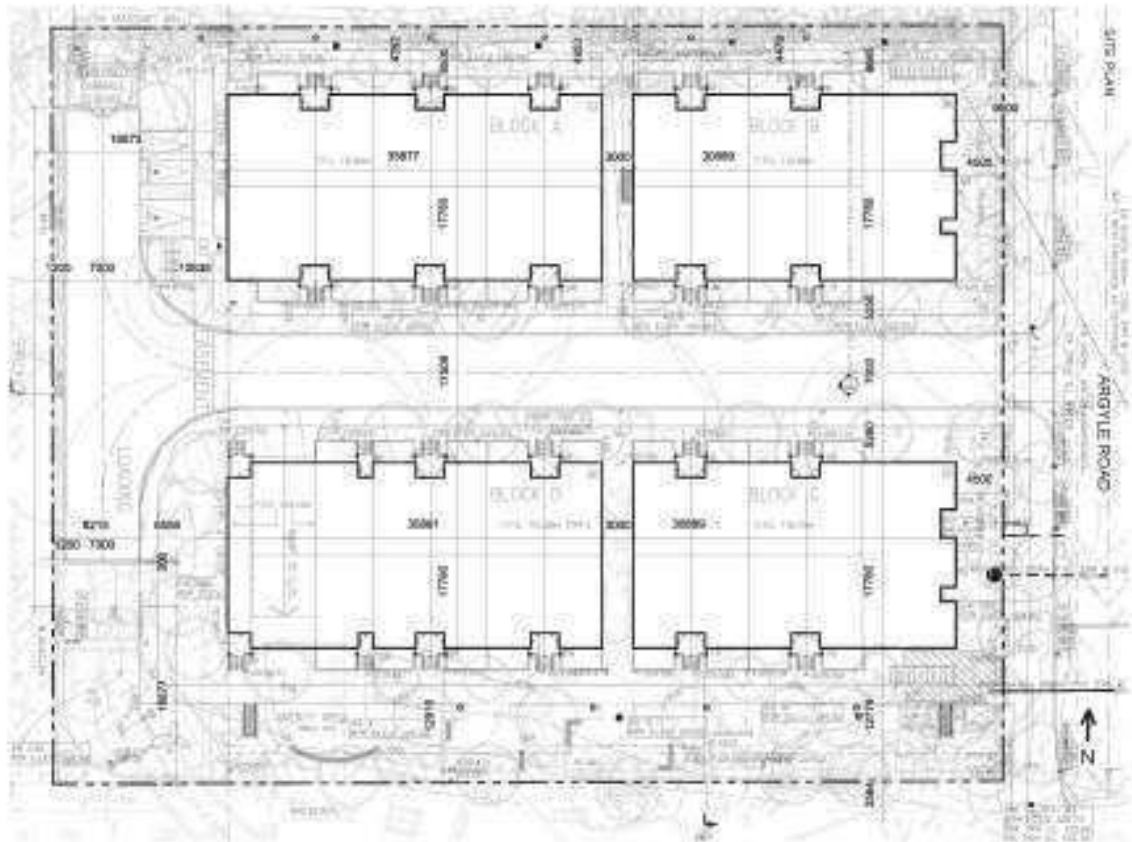
The applications are to permit 112 back to back stacked townhomes.

Development Proposal		
Applications submitted:	Received: October 30, 2018 Deemed complete: November 9, 2018	
Developer/ Owner:	Plazacorp Properties Limited (by Agreement of Purchase and Sale)	
Applicant:	Design Plan Services Inc.	
Number of units:	112	
Proposed Gross Floor Area:	10,280.5 m <sup>2</sup> (110,658 ft <sup>2</sup> )	
Height:	4 storeys	
Floor Space Index:	1.6	
Landscaped Area:	50%	
Road Type:	private road	
Anticipated Population:	339* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	148	126
visitor spaces	28	28
Total	176	154
Green Initiatives:	<ul style="list-style-type: none"> <li>52 bicycle parking spaces within underground garage</li> </ul>	



## Concept Plan and Elevations

### Site Plan



## Elevations



Block C- East Elevation

Block B- East Elevation



Block A- West Elevation

Block D- West Elevation



Block D- South Elevation

Block A- South Elevation



Block B- North Elevation

Block C- North Elevation

## 5. Community Comments

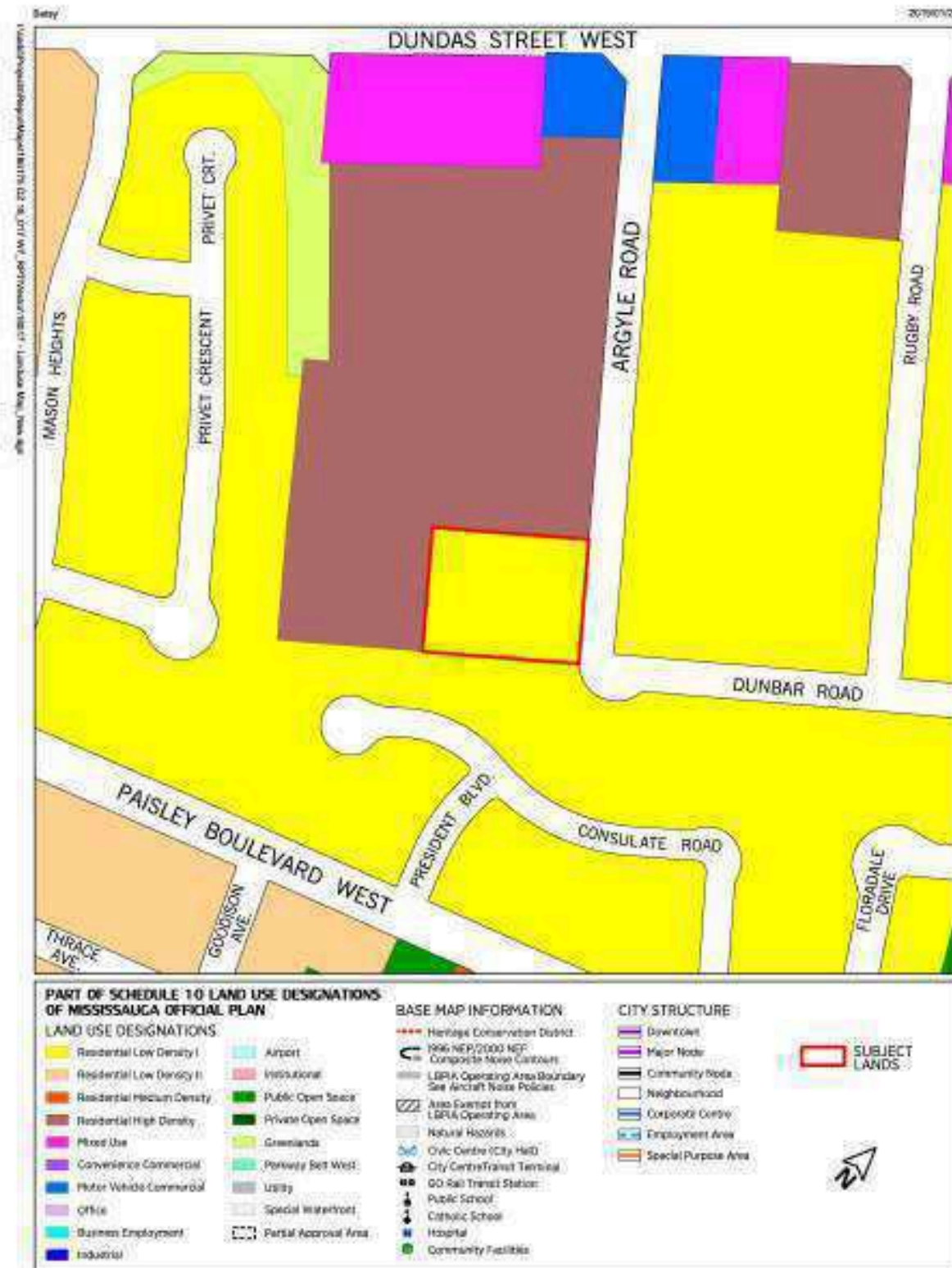
A community meeting was held by Ward 7 Councillor, Dipika Damerla on February 13, 2019.

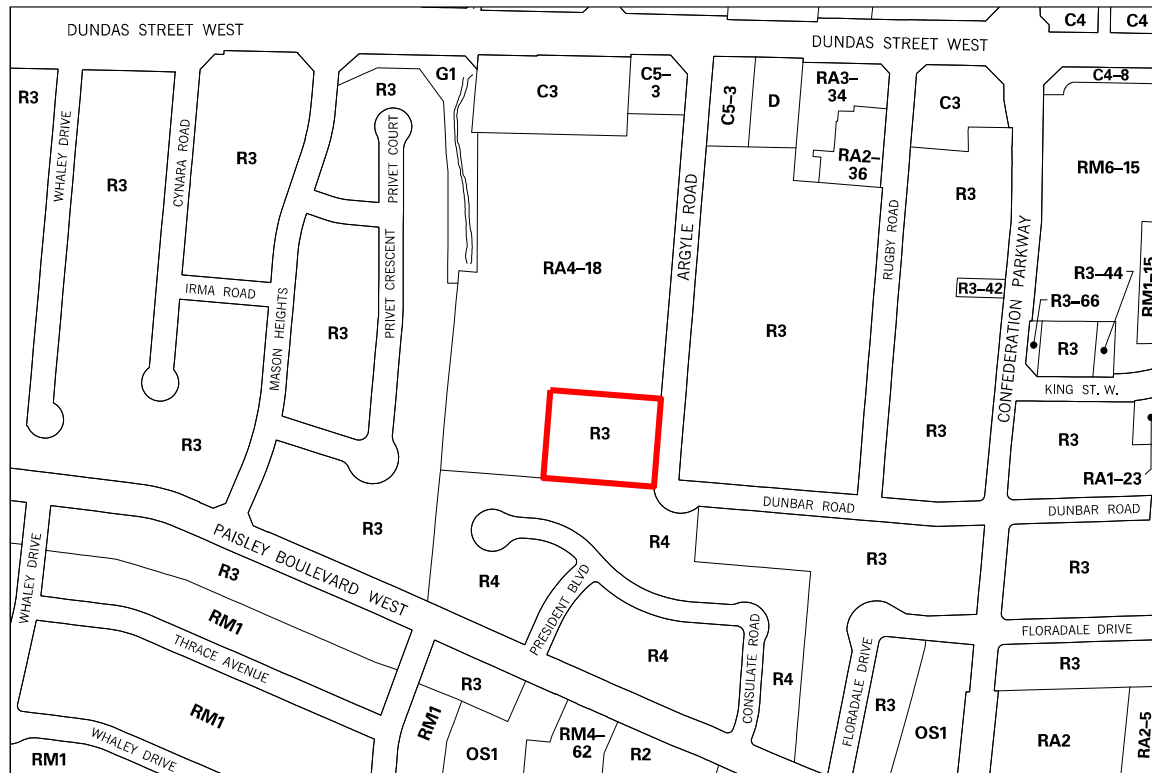
The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- There is too much traffic currently and the proposed development will make it worse, particularly problematic to make left turns to Dundas or Confederation Parkway
- There is a concern with public safety due to visibility of vehicles given the bend in the road, location of the proposed access, on-street parking, and children walking to school
- Insufficient number of parking spaces
- The proposal for 112 units is too dense
- The development is too tall and will block views and create shadow impacts
- There is a concern that it would lead to lower property values and an increase in crime
- Concern was raised that there was insufficient amenity area and that residents would use the amenity area of the condominium building to the north
- The proximity of the proposed garbage storage area to the condominium to the north's children's play area was a concern
- There was concern that the proposed development was encroaching on the adjacent condominium lands to the north
- There will be increased flooding risk
- There will be damage to adjacent properties and foundations during construction
- There will be increased noise and particularly in the area between the proposed townhomes and the existing condominium building to the north

## 6. Land Use Policies and Regulations

### Excerpt of Cooksville Neighbourhood Land Use



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



### Summary of Applicable Policies

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

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	The existing policies of the MOP conform with the <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
<b>Mississauga Official Plan</b>	The lands are located within the Cooksville Neighbourhood Character Area and are designated <b>Residential Low Density I</b> which permits detached dwellings, semi-detached dwellings and duplex dwellings. Neighbourhoods are not intended to be the focus for intensification but may be considered for such 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 MOP. Neighbourhoods permit a maximum height of 4 storeys.	The applicant is proposing to change the designation to <b>Residential Medium Density</b> to permit a proposed development of 112 back to back stacked townhomes at a height of 4 storeys. This designation is consistent with the intent of the official plan but will need to address servicing and built form policies as outlined in the Development Issues section below.
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>R3</b> (Detached Dwellings)	A rezoning is proposed from <b>R3</b> (Detached Dwellings) to <b>RM9-Exception</b> (Horizontal Multiple Dwellings with more than 6 dwelling units) to permit 112 back to back stacked townhomes

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

#### Existing Designation

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

#### Proposed Designation

**Residential Medium Density** which permits townhouse dwellings and all forms of horizontal multiple dwellings



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

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

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/017 W7 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

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

**Consistency Analysis**

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	<p>The development of Neighbourhoods through infilling supports the general intent of the PPS.</p> <p>Neighbourhood Character Areas are stable residential areas, but they are not to remain static. Intensification may be considered where the proposed development is compatible in built form and scale to the surrounding context and is consistent with other MOP policies related to appropriate built form and design. (MOP policies 5.3.5.1, 5.3.5.2., 5.3.5.5.)</p>	<p>While the applications propose an efficient use of land, infill development must be context sensitive and respect the existing and planned character.</p> <p>The proposed development will be assessed with regard to the appropriateness of its scale, transition, and compatibility with adjacent built form.</p>
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently	MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification. Consistent with the PPS, available and	Development within Neighbourhoods can occur subject to meeting MOP policies with respect to appropriate design and sensitivity to the surrounding context.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Consistency</b>
<p>use infrastructure and public service facilities</p> <p>3. minimize negative impacts to air quality and climate change and promote energy efficiency</p> <p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p> <p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>planned infrastructure are key in determining where growth should occur.</p> <p>Lakeview Neighbourhood Character Area is identified as a Non-Intensification area. However, Neighbourhood policies in MOP make the provision for the allowance of intensification that is context appropriate. (MOP policies 5.1.9, 5.3.5.5.)</p>	
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. Policies also require development applications to provide appropriate height and built form transitions between sites and their surrounding area (MOP policy 9.2.1.10).</p>	<p>The proposal is being evaluated on its built form and land use compatibility with the surrounding context, which includes an assessment of MOP policies.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities</p>	<p>Neighbourhoods are not intended to be the focus of</p>	<p>The proposal proposes a range and mix of unit types in a</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Consistency</b>
shall provide for an appropriate range and mix of housing that is affordable	intensification and should be regarded as stable residential areas. However, Neighbourhoods are intended to receive intensification in an appropriate manner that is context sensitive. Envisioned in this is the accommodation of intensification that makes more efficient use of land and is compact in built form. (MOP policy 5.3.5.5)	neighbourhood that currently has only apartment buildings and detached dwellings.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.  As permitted by the <i>Planning Act</i> , land owners have the ability to submit applications to amend the Official Plan and Zoning By-law.  MOP states that City Council will consider applications for site specific amendment to this Plan, and identifies the criteria for site specific official plan amendments (Section 19.5).	As outlined in this table, the policies of Mississauga Official Plan and the proposed applications by Plazacorp Properties Limited are generally consistent with relevant policies of the <i>Provincial Policy Statement</i> .  The application for stacked townhouses is being further evaluated on MOP policies with respect to access, traffic, servicing capacity and height and transition to surrounding land uses.

### Conformity with Growth Plan 2017

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

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 18/017 W7 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

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

### Conformity Analysis

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	<p>MOP directs growth to Intensification Areas and contains direction on how intensification occurs based on the City's Urban Hierarchy. However, for areas identified as Non-Intensification areas, MOP provides policies that relate to limited intensification through sensitive and modest infilling.</p> <p>This direction helps in fulfilling the goals and objectives in MOP that guide Mississauga to develop in a manner that provides for complete communities that are healthy and efficient. (MOP policy 4.3)</p>	<p>The development applications represent intensification within the existing urban boundary.</p> <p>The subject property is located within Cooksville Neighbourhood Character Area. The proposal provides the surrounding neighbourhood with more choice in housing types and is conducive to a healthy and efficient type of development.</p> <p>However, any potential issues associated with accommodating growth on the subject site will be further evaluated.</p>
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> <li>Complete communities</li> <li>Prioritize intensification</li> <li>Provide flexibility to capitalize on new employment opportunities</li> <li>Support a range and mix of housing options</li> <li>Integrate land use</li> </ol>	<p>MOP is based on an urban hierarchy that is accompanied by overarching policies that provide guidance of where growth is to occur. These policies go on to further ensure that growth is done in a manner that is compact, makes for efficient use of land, takes advantage of existing services, supports complete communities and is appropriate in built form and design. (MOP policies 4.5, 5.3.5, 7.2.1, LLAP 6.2)</p>	<p>The proposal makes efficient use of underutilized and serviced land by providing a medium density unit type not found in the neighbourhood, thus adding to the mix of housing. The applications are supportive of many Growth Plan principles, however, the manner in which the applications implement those principles will be evaluated against applicable official plan policies.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
<p>planning and investment in infrastructure</p> <p>f. Provide different approaches to manage growth that recognize diversity of communities</p> <p>g. Protect natural heritage, hydrologic, landforms</p> <p>h. Conserve and promote cultural heritage</p> <p>i. Integrate climate change considerations</p>		
<b>1.2.2 Legislative Authority</b>		
<p><b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan</p>	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	The applications were deemed complete on November 9, 2018.
<b>1.2.3 How to Read this Plan</b>		
<p><b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	MOP policies have been reviewed in relation to the <i>Growth Plan</i> and other applicable Provincial planning documents	The applications have been reviewed accordingly.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<p><b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas (MOP, Section 9.2).	<p>The proposal makes efficient use of underutilized and serviced land by providing medium density development and offers a mix of unit types not found within the neighbourhood.</p> <p>The details of the development and its appropriateness are subject to further analysis.</p>
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
<p><b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	<p>MOP directs growth to Intensification Areas. While the Cooksville Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling.</p>	<p>The subject lands are within a Neighbourhood Character Area, which allows for limited intensification in accordance with applicable MOP design policies.</p>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> </li> <li>b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> </ul> </li> </ul>	<p>City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP.</p> <p>The Cooksville Neighbourhood Character Area is an existing and established residential neighbourhood. While Neighbourhoods are not an area where intensification will be focused, appropriate infill redevelopment is encouraged to support and take advantage of existing services.</p> <p>MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Appropriate infill in Neighbourhoods will help revitalize existing communities by replacing</p>	<p>The subject lands are within a Neighbourhood and the proposed development will be evaluated against applicable official plan policies.</p>



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
<ul style="list-style-type: none"> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</li> <li>c. The <i>Growth Plan</i> will support the achievement of complete communities that               <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</li> <li>vi. Mitigates climate change</li> <li>vii. Integrates green infrastructure</li> </ul> </li> </ul>	<p>aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	
<b>2.2.2 Delineated Built-up Areas</b>		
<b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area	MOP provides the framework for the City to achieve a sustainable urban form. While most of the City is included	The subject property is located within a Neighbourhood which is considered to be within the built-up area. The proposal and how

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
(i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	<p>within the delineated built-up area, MOP contains policies how each character area is to development.</p> <p>Policies within MOP direct intensification in Neighbourhoods to be context sensitive and provide for appropriate transition to adjacent lands.</p>	growth is accommodated will be further evaluated.
<b>2.2.6 Housing</b>		
<p><b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p> <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</li> <li>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</li> </ul>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p>	<p>The proposal provides for a range and mix of units types within a neighbourhood that currently has only apartment buildings and detached dwellings. How the proposal addresses this strategy will be further evaluated.</p>
<b>5 Implementation</b>		
<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official</p>	<p>MOP has been reviewed in the context of the Growth Plan and conforms to the applicable policies as demonstrated.</p>	<p>The proposed applications will have regard for the applicable Growth Plan policies and Mississauga Official Plan policies.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/017 W7 Conformity</b>
<p>plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>		

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

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

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

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

### **Relevant Mississauga Official Plan Policies**

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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
<b>Section 5.3.5 Neighbourhood</b>	Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale with surrounding development, enhances the existing or planned development and is consistent with the policies of this plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Section 7 Complete Communities</b>	Section 7.2 Housing  Section 7.2.1 Section 7.2.2 Section 7.2.8	<p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>
<b>Section 9 Building a Desirable Urban Form</b>	Section 9.1.3	Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

	Specific Policies	General Intent
	Section 9.2.2.3	While new development need not mirror existing development, new development in Neighbourhoods will: <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve as many high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul>
	Section 9.3.5.5	Private opens space and/or amenity areas will be required for all development.
	Section 9.3.5.6	Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.
	Section 9.3.5.7	Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety.
	Section 9.5.1.1	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.
	Section 9.5.1.2	Developments will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: <ul style="list-style-type: none"> <li>a. Natural Heritage System;</li> <li>b. Natural hazards (flooding and erosion);</li> <li>c. Natural and cultural heritage features;</li> <li>d. Street and block patterns;</li> <li>e. The size and configuration of properties along a street, including lot frontages and areas;</li> <li>f. Continuity and enhancement of streetscapes;</li> <li>g. The size and distribution of building mass and height;</li> <li>h. Front, side and rear yards;</li> <li>i. The orientation of buildings, structures and landscapes on a property;</li> <li>j. Views, sunlight and wind conditions;</li> <li>k. The local vernacular and architectural character as represented by the rhythm, textures and building materials;</li> <li>l. Privacy and overlook; and</li> </ul>

	<b>Specific Policies</b>	<b>General Intent</b>
	<p>Section 9.5.1.3</p> <p>Section 9.5.1.4</p> <p>Section 9.5.4.1</p> <p>Section 9.5.5.1</p>	<p>m. The function and use of buildings, structure sand landscapes.</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>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p> <p>Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p>Parking should be located underground, internal to the building or to the rear of buildings.</p>
<b>Section 11 General Land Use Designation</b>	<p>Section 11.2.5.3</p> <p>Section 11.2.5.5</p>	<p>Lands designated Residential Low Density I will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Detached dwelling;</li> <li>b. Semi-detached dwelling; and</li> <li>c. Duplex dwelling.</li> </ul> <p>Lands designated Residential Medium density will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Townhouse dwellings; and</li> <li>b. All forms of horizontal multiple dwellings.</li> </ul>
<b>Section 16 Neighbourhoods</b>	Section 16.1.1.1	For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.
<b>Section 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to</li> </ul>



	<b>Specific Policies</b>	<b>General Intent</b>
		<p>support the proposed application;</p> <ul style="list-style-type: none"><li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li></ul>

**Existing and Proposed Zoning**

**Existing Zone – R3** (Detached Dwellings) which permits detached dwellings on minimum lot frontages of 15 m (49 ft.) and minimum lot areas of 550 m<sup>2</sup> (5,920 ft<sup>2</sup>).

**Proposed Zoning Regulations – RM9** (Horizontal Multiple Dwellings with more than 6 dwelling units)

<b>Zone Regulations</b>	<b>RM9 Zone Regulations</b>	<b>Proposed RM9-Exception Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	0.9	1.6
Maximum Dwelling <b>Height</b> (flat roof)	13 m (42.7 ft.)	15 m (49.2 ft.)
Minimum <b>Front Yard</b>	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum setback of a <b>parking structure</b> below finished grade to any <b>lot line</b>	3 m (9.8 ft.)	2.3 m (7.5 ft.)
Minimum number of <b>parking spaces</b>	176 spaces (148 resident spaces, 28 visitor spaces)	154 spaces (131 resident spaces, 23 visitor spaces)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

\*NOTE: The new Zoning By-law regulations for back to back and stacked townhomes were adopted by Council in July 2018, but the zoning regulations were appealed to LPAT. The above regulations may change depending on the timing of the new standards coming into force and effect.

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

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

**8. School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>11 Kindergarten to Grade 6</li> <li>3 Grade 7 to Grade 8</li> <li>6 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Floradale PS <ul style="list-style-type: none"> <li>Enrolment: 668</li> <li>Capacity: 711</li> <li>Portables: 0</li> </ul> </li> <li>Queen Elizabeth Sr. PS <ul style="list-style-type: none"> <li>Enrolment: 338</li> <li>Capacity: 262</li> <li>Portables: 5</li> </ul> </li> <li>Port Credit SS <ul style="list-style-type: none"> <li>Enrolment: 1,233</li> <li>Capacity: 1,203</li> <li>Portables: 1</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>8 Junior Kindergarten to Grade 8</li> <li>6 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Catherine of Siena Elementary <ul style="list-style-type: none"> <li>Enrolment: 581</li> <li>Capacity: 668</li> <li>Portables: 0</li> </ul> </li> <li>St. Martin Secondary <ul style="list-style-type: none"> <li>Enrolment: 1,089</li> <li>Capacity: 1,026</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

**9. Development Issues**

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

Agency / Comment Date	Comment
Region of Peel (January 13, 2019)	<p>Existing infrastructure consists of a 300 mm (11.8 in.) diameter watermain and 250 mm (10 in.) diameter sanitary sewer located on Argyle Road.</p> <p>A satisfactory Functional Servicing Report will be required prior to the approval of the zoning and official plan Amendments.</p> <p>The Region of Peel will provide front end collection of garbage and recyclable materials. At the site plan stage, a revised site plan or waste collection plan will be required to ensure Regional requirements are addressed.</p>
Dufferin-Peel Catholic District School Board (December 12, 2018) and the Peel District School Board (December 12, 2018)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 7, 2019)	<p>In the event that the application is approved, the Community Services Department - Park Planning Section note the following conditions.</p> <p>In comments dated January 7, 2019, Community Services Department notes that the subject site is located within 235m of City owned lands identified as Gordon Lummiss Park (P - 080), zoned Open Space - City Park (OS2) which contains a soccer field (7V7) and a playground.</p> <p>The subject property is also located within 420 m of City owned lands identified as Floradale Park (P-022), zoned Open Space - City Park (OS2) which contains a playground and a spray-pad,</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comment
<p>Community Services - Arborist (December 11, 2019)</p>	<p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p>
<p>City Community Services Department – Fire and Emergency Services Division (December 24, 2018)</p>	<p>Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable.</p>
<p>City Community Services Department – Culture &amp; Heritage Planning (December 10, 2018)</p>	<p>The City of Mississauga strongly encourages for the inclusion of public art in developments with greater than 10 000 m<sup>2</sup> (107,639 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of the construction costs to the City's Public Art Program. As such, the applicant is encouraged to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p> <p>The Stage 1 archaeological assessment has identified the property as having archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out a Stage 2 archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns</p>

Agency / Comment Date	Comment
	have met licensing and resource conservation requirements.
City Transportation and Works Department (January 17, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, as follows:</p> <p><b>Noise Study</b> The report is to be revised to use the City's ultimate traffic data to assess the noise caused by transportation sources, address any off-site stationary noise impacts caused by existing and proposed developments, as well as address any rail or aircraft noise. It is also to provide appropriate warning clauses and make noise mitigation recommendations for the proposed buildings as well as all associated Outdoor Living Areas. All calculations are to be provided in the report.</p> <p><b>Grading Plan</b> The drawing is to be updated to provide additional grading information, cross-sections and show the standard crowned centreline of pavement.</p> <p><b>Functional Servicing Report (FSR)</b> The report is to be revised to propose a new concept in order to service the property, as there are concerns regarding capacity to accept drainage from this proposed development. The owner has been advised to contact the Stormwater Technologist responsible for this file. Additionally, the report is to incorporate water balance measures.</p> <p><b>Traffic</b> The Traffic Impact Study is to be revised to show the correct speed limits along local roads and should note that any required Transportation Demand Management measures and associated costs will be borne by the owner.</p> <p>In addition, arrangements for a hydro pole relocation will be required and the owner is to provide turning templates for the proposed underground parking.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
City Transportation and Works Department – Mississauga Transit (January 3, 2019)	<p>The site is currently serviced by MiWay Route 1 on Dundas Street and Route 28 along Confederation Parkway. Pedestrian walkway connections to the existing municipal sidewalk are necessary to reduce walking time and encourage transit use.</p>
Credit Valley Conservation Authority	Credit Valley Conservation Authority has confirmed that the most recent hydraulic and hydrologic modeling for Mary Fix



Agency / Comment Date	Comment
(January 22, 2019)	Creek will use the attenuation (100-year storm) provided by the stormwater management pond located north of Dundas Street. Please note that although the Regional storm will not be attenuated in the pond, based on the recent hydraulic analysis, the pipe has the capacity to convey both the attenuated 100-year storm and un-attenuated Regional storm flows (i.e., Regulated flows). As such, the proposed development will not impact Mary Fix Creek. Given the above, the site will not be subject to flood/spill, therefore is not within a CVC regulated area (no CVC permit is 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>Canada Post Rogers Cable Enbridge Greater Toronto Airport Authority</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Alectra Utilities Realty Services Economic Development Conseil Scolaire de District Catholique Centre-Sud Conseil Scolaire Viamonde Bell Canada Trillium Health Partners</p>

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity in the storm sewers system and resolution of all servicing and utility issues

Development and Design Division staff have prepared Urban Design Guidelines and Zoning By-law regulations for Back to Back and Stacked townhouses. Zoning by-law regulations and Urban Design Guidelines were adopted by Council in July 2018, but the zoning regulations were appealed to LPAT. Although the zoning by-law regulations are not yet in effect, staff are reviewing the applications in the context of good urban design and planning principles as endorsed by Council, existing guidelines, and the existing **RM9** (Stacked Townhouse) zoning regulations.

### **Development Requirements**

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

### **Other Information**

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

- Site Plan
- Parking Plan
- Floor Plans
- Elevations
- Servicing Plan
- Grading Plan
- Shadow Study
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

## Recommendation Report Detailed Planning Analysis

**Owner: Plazacorp Properties Limited (by Agreement of Purchase and Sale)**

**2512, 2522 and 2532 Argyle Road**

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## 1. Community Comments

Through the community meeting held February 13, 2019 and the public meetings held March 4, 2019 and April 15, 2019, comments from the public were generally directed towards density, traffic, and safety. Below is a summary and response to the specific comments heard.

### Comment

There is too much traffic currently and the proposed development will make it worse, particularly problematic to make left turns to Dundas or Confederation Parkway

### Response

The City reviewed three traffic impact study (TIS) submissions submitted by Nextrans Consulting Engineers. Based on the third submission, dated August 2019, the study complied with the City's TIS guidelines and is deemed satisfactory with respect to identifying the anticipated two-way site trips generated for the weekday AM and PM peak hours. The study also factors in future traffic growth in its projections. The study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions with the anticipated traffic generated from the site.

### Comment

There is a concern with public safety due to visibility of vehicles given the bend in the road, location of the proposed access, on-street parking, and children walking to school

### Response

The crescent shape of the road is an existing condition and a common condition throughout the City, and any safety or visibility issues are not a result of the proposed development. On-street parking is currently prohibited on the east side of Argyle Road, and on the west side between 8 a.m. and 6 p.m. City staff are satisfied that the road profile can accommodate the increased traffic as a result of this development.

### Comment

Insufficient number of parking spaces

### Response

A Parking Study was submitted by Nextrans Consulting Engineers to assess the proposed parking. The consultant undertook parking surveys/counts, projections, and examined similar developments in similar locations as examples. The current By-law requires 164 spaces for the proposed 101 back to back townhome units and the proposed reduced rate would result in 150 spaces (9 percent reduction). Staff have reviewed the parking study and concur with the findings that conclude that the proposed rates are sufficient for the proposed development in this context.

### Comment

The proposal is too dense

### Response

The development proposal has been reduced by 11 units to reduce the density. The proposed development is providing development with the required amount of amenity space and

sufficient setbacks and landscaping. Staff support the proposed density given the area context, maximum height of 4 storeys, and transition provided between the apartment buildings to the north and detached dwellings to the south.

#### **Comment**

The development is too tall and will block views and create shadow impacts and privacy concerns

#### **Response**

A four storey height adjacent to two storey dwellings is deemed an appropriate transition for this context. There is currently a 13 storey apartment immediately north of the existing two storey dwelling on the subject property which is a less desirable transition. Sections and elevations were provided to show that a 45 degree angular plane is generally provided to adjacent lands and the roof terrace will be setback by a landscape strip to reduce overlook and maintain privacy. The subject proposal is north of the existing detached dwellings, which means no shadows impacts will be cast south. A Sun and Shadow Study was submitted by the applicant and found no significant impacts from the proposed development.

#### **Comment**

There is a concern that it would lead to lower property values and an increase in crime

#### **Response**

Given the existing high density apartments along the entire west side of Argyle Road, the addition of townhomes on this site is not anticipated to impact property values.

#### **Comment**

Concern was raised that there was insufficient amenity area and that residents would use the amenity area of the condominium building to the north

#### **Response**

The City's standard for amenity areas is 2.8 m<sup>2</sup> (30.1 ft<sup>2</sup>) per unit or 5% of the site whichever is greater, and the proposal is providing 12.9 m<sup>2</sup> (138.8 ft<sup>2</sup>) per unit or 20% of the site all in one contiguous area. In addition there will be private balconies/terraces. This exceeds the City's standard requirements.

#### **Comment**

The proximity of the proposed garbage storage area to the condominium to the north's children's play area was a concern

#### **Response**

The applicant has relocated the garbage storage area from the northwest corner to be located internal to the site and enclosed within the building (Block A) adjacent the ramp to the underground garage to address this concern.

#### **Comment**

There was concern that the proposed development was encroaching on the adjacent condominium lands to the north

#### **Response**

The plan was reviewed against the property survey and City mapping to confirm that there is no encroachment onto adjacent lands.

**Comment**

There will be increased flooding risk

**Response**

There is a 17 metre (55.8 ft.) stormwater easement along the rear of the property that will be maintained, and unencumbered by any structures. Stormwater from the site will be split, with the western area of the development to drain into the two existing catchbasins within the storm easement, and the eastern area to drain into the Argyle Road storm sewer with use of a storage tank to control the flow. Both will maintain predevelopment flows/existing conditions for the area.

**Comment**

There will be damage to adjacent properties and foundations during construction

**Response**

The depth of the underground garage is one level and not anticipated to result in any damage to adjacent lands. The developer has already offered to record existing conditions of neighbouring properties to be able to assess any impacts post construction.

**Comment**

There will be increased noise and particularly in the area between the proposed townhomes and the existing condominium buildings to the north

**Response**

There are no generators or noise generating equipment that would exceed noise allowances. The garbage compactor is located within the P1 level underground and the garbage loading area is within an enclosed building.

**Comment**

The development will have a negative impact on the environment (trees and wildlife)

**Response**

The subject lands are not a natural heritage area and are not protected from development. The Credit Valley Conservation Authority were circulated the applications for their review and had no issue or concern with the proposed development. The developer will need to obtain tree removal permits from the City prior to development as part of a future site plan application. New trees and landscaping will be incorporated through site plan approval.

**Comment**

The development will cause added strain on the hydro supply in the area and lead to further power outages

**Response**

Alectra Utilities were circulated the application for review and comment and stated they had no objections to the applications. Standard technical requirements were noted to be addressed at the site plan stage.



**Comment**

There will not be enough capacity in area schools to accommodate children

**Response**

Both the Peel District School Board and Dufferin-Peel Catholic District School Boards were circulated the applications and stated that they were satisfied with the current provision of educational facilities for the catchment area.

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The applications were circulated to all City departments and commenting agencies on November 12, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

**Transportation and Works**

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

The evaluation of the noise sources that may have an impact on this development included road traffic. Standard glazing will be sufficient to ensure adequate indoor noise levels, the details of which will be confirmed through the Site Plan

process. Potential noise sources that may be generated by the development, such as mechanical equipment, will be mitigated through the detailed design of the building.

The Functional Servicing Report and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and the impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept and that there will be no impact on the City's storm sewer system or easements. An on-site cistern and storage tank are being proposed to meet water balance and quantity criteria respectively.

A total of three (3) traffic impact study (TIS) submissions were provided by Nextrans Consulting Engineers in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the third submission, dated August 2019, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 30 two-way trips (7 inbound and 23 outbound) during the AM peak hour and 37 two-way trips (22 inbound and 15 outbound) during the PM peak hour. With the traffic generated by the proposed development, the study area corridors, intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

The results of the Environmental Site Assessment indicate that the site is suitable for the intended land use. No further assessment is required.

No new municipal infrastructure (roads or services) are required as a result of the development. Site specific details related to grading, servicing connections, and site lines will be dealt with through the site plan process.

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City requirements. Any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the Development Agreement and the site plan review process.

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

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

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

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

## **4. Consistency with PPS**

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

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

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

Section 7.2 of MOP (Housing) has policies encouraging a range of housing choices by type, tenure, and price.

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

## 5. Conformity with Growth Plan

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

Section 5.3.5.5 of MOP states that intensification may be considered in Neighbourhoods where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the plan.

Section 5.3.5.6 of MOP requires development in neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

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

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct

development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas that will promote a desirable urban form that supports transit and that infill and redevelopment within Neighbourhoods will respect the existing and planned character.

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

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Cooksville Neighbourhood Character Area, to permit 101 back to back stacked townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

#### *Land Use*

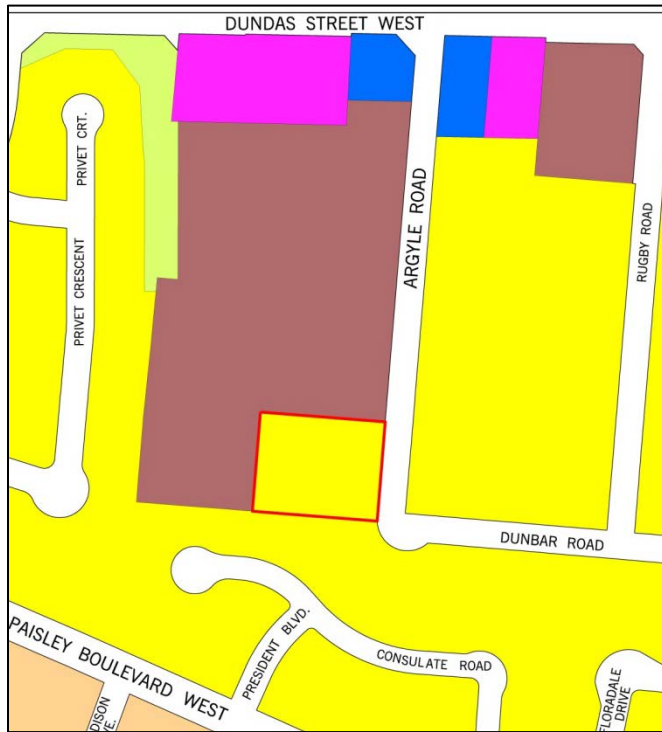
The subject site is located in the Cooksville Neighbourhood Character Area, approximately 280 metres (919 ft.) south of Dundas Street West (an Intensification Corridor).

The subject site is designated **Residential Low Density I**, which permits detached dwellings, semi-detached dwellings

and duplex dwellings. The lands are currently occupied by 3 detached dwellings on large lots.

#### *Compatibility with the Neighbourhood and Transition*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The lands to south and east are designated Residential Low Density I and permit detached dwellings, semi-detached dwellings and duplex dwellings while the surrounding lands directly abutting the north and west of the subject site are designated Residential High Density, which permits apartment dwellings.



Extract of Official Plan Land Use Map showing subject property in red

The proposed amendment seeks to redesignate the subject lands to **Residential Medium Density** which would permit back to back stacked townhomes and provide for a more appropriate and gradual transition between the existing apartment buildings and the detached dwellings within the neighbourhood.



Existing condition of detached dwelling (subject site) immediately adjacent high density apartment building (abutting property to north)

The Official Plan states that Neighbourhoods are not to be the focus for intensification but does permit intensification where the proposed development is compatible in built form and scale with surrounding development and includes appropriate transitions in use, built form, density and scale. A maximum building height of four storeys is permitted in Neighbourhoods and the proposed development conforms to this policy (proposing 4 storeys).

The plan also states that new development in Neighbourhoods does not need to mirror existing development, but it must minimize overshadowing and overlook on adjacent

neighbours, and be designed to respect the scale, massing, character and grades of the surrounding area. The proposed development meets these policies through provision of a 9 metre (29.5 ft.) building setback and 3.9 metre (12.8 ft.) landscaped buffer along the south property limit abutting the detached dwelling, and results in no shadow impacts.

Mississauga Official Plan encourages development of a range of housing choices in terms of type, tenure and price, and the production of affordable dwelling types for both the ownership and rental markets. The proposed back to back stacked townhomes would provide a form of housing currently not available in the area, which only has apartments or detached homes. The proposed housing type offers a more affordable option than detached dwellings and much less height and density than the apartment buildings.

#### *Urban Form*

The proposed development conforms to official plan policies that seek to create a sense of enclosure along the street edge with heights appropriate to the surrounding context, visual and functional relationships between individual buildings, groups of buildings and open spaces, and providing parking underground, internal to the building or to the rear of buildings.

The proposed development of back to backed stacked townhomes would provide medium density residential uses as a transition between high density apartment uses and low density residential dwellings, and conform to the four storey height limit within Neighbourhoods and therefore does not adversely impact or destabilize the intent, goals and objectives

of the official plan. As only residential uses are proposed, there are no land use conflicts. The density, scale and form of housing are appropriate given the area context, within close proximity to an Intensification Corridor and do not produce any significant impacts for the development and functioning of neighbouring lands.

#### *Services and Infrastructure*

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

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

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

- Route Number 1 on Dundas Street West having direct access to the Kipling and Islington Station
- Route Number 28 on Confederation Parkway having direct access to the Downtown Core, City Centre Transit Terminal, and Trillium Health Centre

There is a transit stop on Dundas Street West within 280 m (919 ft.) and on Confederation Parkway within 280 m (919 ft.) of the site.

Gordon Lummiss Park is located within 235 m (771 ft.) south of the property and contains a soccer field and playground,



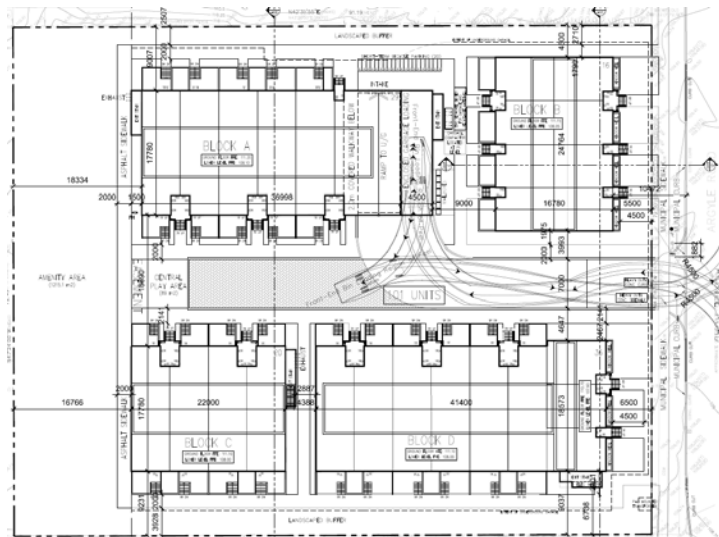
while Floradale Park is located within 420 m (1,378 ft.) to the southeast and contains a playground and spray pad.

There is a deli, pharmacy, dentist, auto repair, convenience store and restaurants located on Dundas Street West in proximity to the subject lands.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



Site Plan

### Elevations



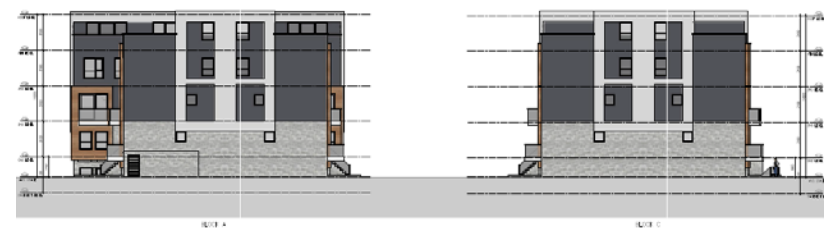
East Elevation



North Elevation



South Elevation



West Elevation

## 9. Zoning

The proposed **RM9-Exception** (Back to Back and Stacked Townhouses) zone is appropriate to accommodate the proposed development of 101 back to back stacked townhomes with a maximum height of 4 storeys and maximum FSI of 1.5.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	n/a	1.5
Maximum Dwelling <b>Height – Flat Roof</b>	13 m (42.6 ft.) and 4 storeys	16 m (52.5 ft.) and 4 storeys
Minimum <b>Front and Exterior Side Yard</b>	7.5 m (24.6 ft.)	5.5 m (18 ft.)
Maximum encroachment of a porch and window well (exclusive of stairs) into the Front Yard Setback	2.0 m (6.6 ft.)	1.0 m (3.3 ft.)
Minimum internal setback from a rear wall of a building to a side wall of	12.0 m (39.4 ft.)	9.0 m (29.5 ft.)

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
another building on the same lot		
Minimum internal setback from a side wall of any building to a walkway	1.5 m (4.9 ft.)	0.0 m (0.0 ft.)
Minimum setback of a parking structure constructed completely below finished grade to front lot line	3.0 m (9.8 ft.)	0.4 m (1.3 ft.)
Minimum setback of a parking structure below finished grade to a side lot line	3.0 m (9.8 ft.)	2.0 m (6.6 ft.)
Minimum internal setback from the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway	4.5 m (14.8 ft.)	3.3 m (10.8 ft.)

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
Minimum internal setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road, sidewalk, walkway or parking space	2.5 m (8.2 ft.)	0.0 m (0.0 ft.)
Maximum projection of a balcony, awning or deck, exclusive of stairs, from the outermost face or faces of the building	2.0 m (6.6 ft.)	3.4 m (11.2 ft.)
Minimum landscaped buffer abutting any side and rear lot line	3.0 m (9.8 ft.)	2.3 m (7.5 ft.)
Minimum setback from an amenity area to a building and to any type of road	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum contiguous private outdoor space per unit when located on a balcony	4.5 m <sup>2</sup> (48.4 ft <sup>2</sup> )	3.8 m <sup>2</sup> (40.9 ft <sup>2</sup> )

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
Minimum number of parking spaces	1.1 resident spaces per studio/1 bedroom unit	1.1 resident spaces per studio/1 bedroom unit
	1.5 resident spaces per 2 bedroom unit	1.3 resident spaces per 2 bedroom unit
	1.75 resident spaces per 3 bedroom unit	1.4 resident spaces per 3 bedroom unit
	0.25 visitor spaces per unit	0.25 visitor spaces per unit

## 10. Bonus Zoning

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

The subject lands are currently zoned **R3** (Detached Dwellings) which permits detached dwellings. The **R3** zone allows houses 10.7 m (35.1 ft.) in height on lots with minimum lot frontages of 15 m (49.2 ft.) and minimum lot areas of 550 m<sup>2</sup> (5,920.2 ft<sup>2</sup>). The applicant is seeking to permit 101 back to back stacked townhomes at 4 storeys height (16 m/52.5 ft.). As the project is seeking additional height and exceeds 5 000 m<sup>2</sup> (54,000 ft<sup>2</sup>) in size, it meets the minimum

threshold for a Section 37 contribution. Should the applications be approved a Section 37 Agreement for Community Benefits must be executed to the satisfaction of the City prior to By-law enactment.

## 11. Site Plan

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

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

## 12. Conclusions

In conclusion, City staff have evaluated the applications to permit 101 back to back stacked townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications provide for intensification of an appropriate scale and form considering the area context and its proximity to the Dundas Street Intensification Corridor. The proposed four storey townhomes meet the official plan height limit for Neighbourhoods and provide for an appropriate transition from the 13 storey apartment buildings to the immediate north and

the detached dwellings to the immediate south with a 9 m (29.5 ft.) building setback and 3.9 m (12.8 ft.) landscaped buffer. The proposal also meets provincial and municipal policies seeking to provide for a range of housing choices and makes efficient use of existing services. Given the above it is recommended that the applications be approved.



# City of Mississauga

## Corporate Report



Date: 2020/01/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 19/008 W1

Meeting date:  
2020/02/24

## Subject

### RECOMMENDATION REPORT (WARD 1)

Rezoning application to permit a 22 storey condominium apartment building with 361 units, ground floor commercial space along Ann Street and four levels of underground parking

78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Ann Developments Limited

File: OZ 19/008 W1

## Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 19/008 W1, Edenshaw Ann Developments Ltd., 78 Park Street East and 22 – 28 Ann Street, to change the zoning to **H-RA5-Exception** (Apartments) to permit a 22 storey condominium apartment building with 361 units, ground floor commercial space along Ann Street and four levels of underground parking, be approved subject to the conditions referenced in the staff report dated January 31, 2020, from the Commissioner of Planning and Building.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the "H" holding symbol is to be removed from the **H-RA5-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated

January 31, 2020, from the Commissioner of Planning and Building have been satisfactorily addressed.

6. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

## Report Highlights

- The application is to change the zoning by-law to implement the Official Plan permissions for the subject property and allow a 22 storey apartment building with ground floor commercial space to be constructed
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including an increase in commercial space, an increase in total dwelling units and the inclusion of affordable housing units
- It has been concluded that the proposed development is supportable from a planning perspective

## Background

A public meeting was held by the Planning and Development Committee on October 7, 2019, at which time an Information Report was received for information. The report can be accessed at the following link:

[https://www7.mississauga.ca/documents/committees/pdc/2019/2019\\_10\\_07\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2019/2019_10_07_PDC_Agenda.pdf)

Recommendation PDC-0068-2019 was then adopted by Council on October 23, 2019.

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

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- increased the amount of residential units from 313 to 361 by adjusting the unit type count



Planning and Development Committee	2020/01/31	3
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Originator's file: OZ 19/008 W1

- changed the 3 live/work townhouse units totalling a floor area of 664 m<sup>2</sup> (7,147.24 ft<sup>2</sup>) into 306 m<sup>2</sup> (3,293.76 ft<sup>2</sup>) of full retail/commercial space on the ground floor and exceeding the 250 m<sup>2</sup> (2,691.00 ft<sup>2</sup>) requirement in the Local Area Plan
- included 8 residential units priced at \$420,000.00 in order to address the City's Housing Strategy

## COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the application on June 24, 2019. A community meeting was held by Ward 1 Councillor Stephen Dasko and Edenshaw Ann Developments Ltd. on March 25, 2019. Eighty people attended the meeting. Seven written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on October 7, 2019. Three members of the public made deputations regarding the application. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

## PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the *Act*.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The *Growth Plan* requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the *Growth Plan*.

The rezoning application to permit a 22 storey apartment building with 361 units and ground floor commercial space has been found to be acceptable. The rezoning application is required to bring the subject property into compliance with the Official Plan permissions. The proposed intensification of the site is appropriate as the property is directly adjacent to a regional transit station and has access to ample local transit routes and future Hurontario LRT service. The proposal adds a mix of apartment units to the area which contributes to housing choices within the Port Credit Community Node. The applicant will also be providing 8 units at the market rate price point of \$420,000 (5 bachelor and 3 one bedroom) which addresses the missing middle

target of the City's Housing Strategy. The proposed apartment building fits within the 22 storey maximum height permission in the Port Credit Local Area Plan and respects the Port Credit Built Form Guidelines by incorporating a 30.0 m (98.4 ft.) building separation distance from the adjacent 27 storey apartment building. The applicant is agreeable to Holding Provision conditions as part of the site specific Zoning By-law.

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

## Strategic Plan

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

## Financial Impact

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

## Conclusion

In summary, the proposed development conforms to Mississauga Official Plan and Port Credit Local Area Plan and has been designed to fit within the overall context of the Central Residential Precinct of the Port Credit Community Node. The proposed rezoning is acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to submit a lifting of the Holding Provision application, in which a condition to execute a Section 37 agreement, satisfactory to the City, is required.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis




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

Prepared by: David Ferro, MCIP, RPP, Development Planner

City of Mississauga  
**Corporate Report**



Date: 2019/09/13

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 19/008 W1

Meeting date:  
2019/10/07

## Subject

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

**Rezoning application to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking**

**78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East**

**Owner: Edenshaw Ann Developments Limited**

**File: OZ 19/008 W1**

**Bill 139**

## Recommendation

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

## Background

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

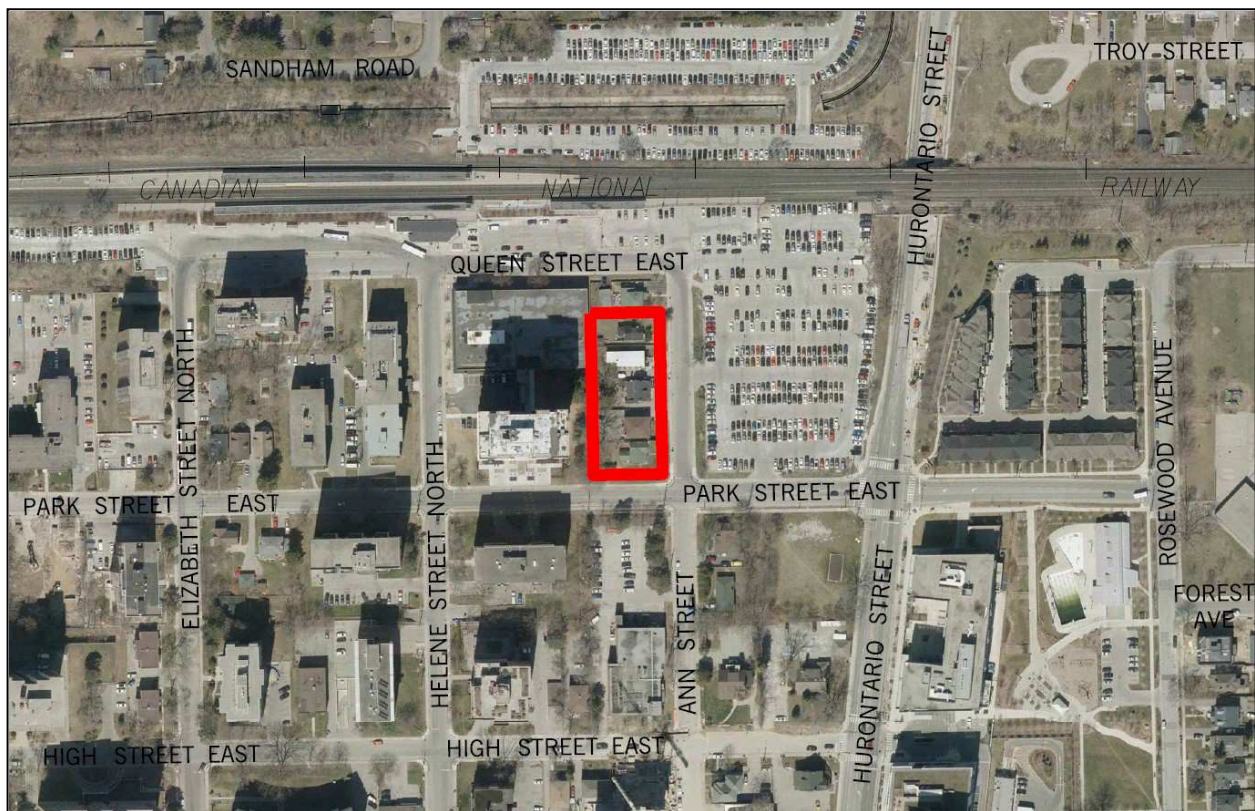
## PROPOSAL

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

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

## Comments

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



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





Applicant's rendering of the proposed 22 storey apartment building

## LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

Additional information and details are found in Appendix 1, Section 4.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

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

## **Financial Impact**

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

## **Conclusion**

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

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis




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

Prepared by: David Ferro, Development Planner

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Edenshaw Ann Developments Ltd**

**78 Park Street East, 22-28 Ann Street**

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## 1. Site History

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

## 2. Site and Neighbourhood Context

### Site Information

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



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

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

### Surrounding Land Uses

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

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

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

The surrounding land uses are:

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



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

### The Neighbourhood Context

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

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

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

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

### **Demographics**

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

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

### **Other Development Applications**

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

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

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

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

### **Community and Transportation Services**

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

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

The following major MiWay bus routes currently service the site:

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

### 3. Project Details

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

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

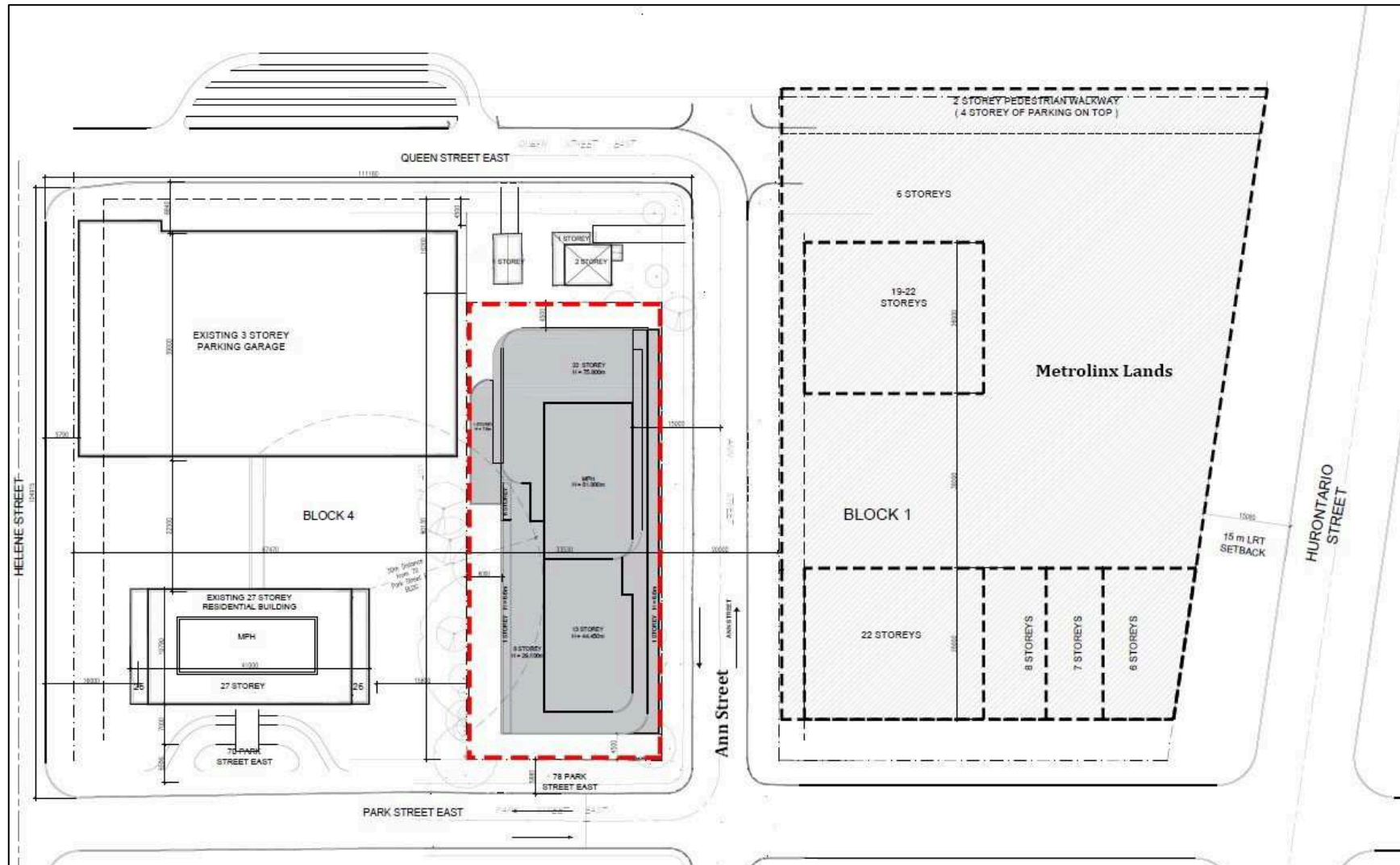
Development Proposal		
Population:	*Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	430	211
visitor spaces	63	16
Total	493	227
Green Initiatives:	<ul style="list-style-type: none"> <li>• Active green roof</li> <li>• Permeable paving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

### Supporting Studies and Plans

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

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

## Concept Plan





## Elevations

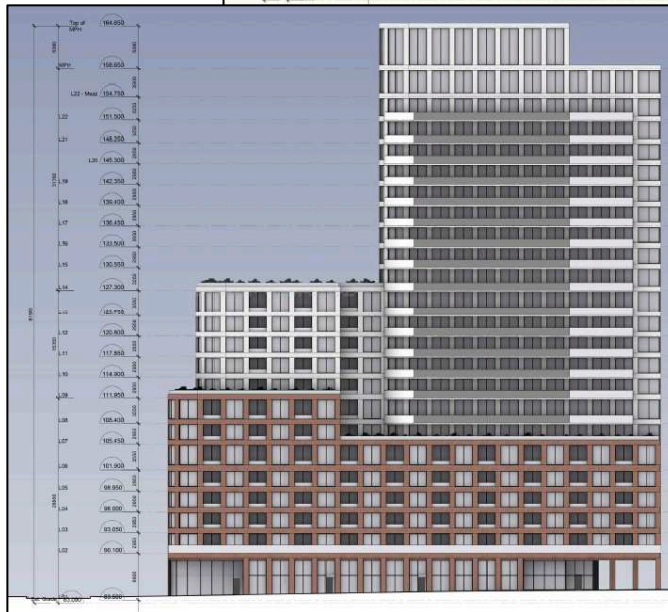
North Elevation



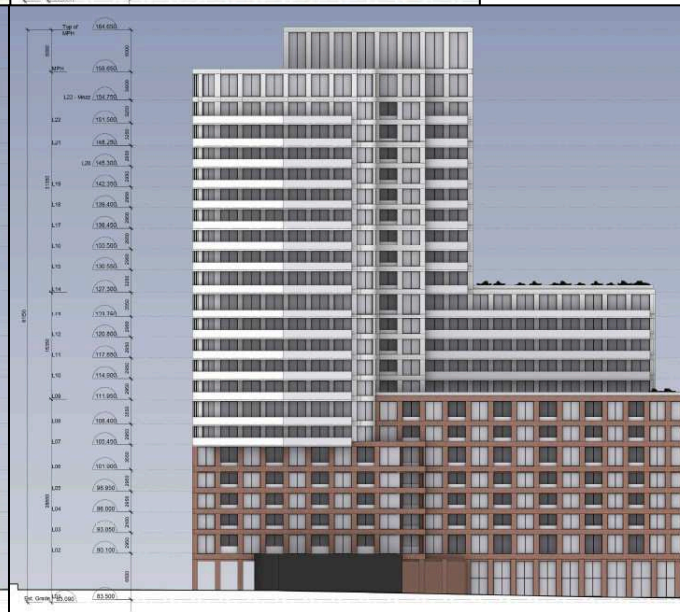
South Elevation



East Elevation



West Elevation



### Applicant's Rendering





# Mississauga Official Plan

**PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN**

**LAND USE DESIGNATIONS**

- Residential Low Density II
- Residential Low Density I
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Partial Approval Area

**BASE MAP INFORMATION**

- Heritage Conservation District
- 1986 NEP/2000 NEP Composite Noise Contours
- LBPA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

**CITY STRUCTURE**

- Downtown
- Major Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

**SUBJECT LANDS**

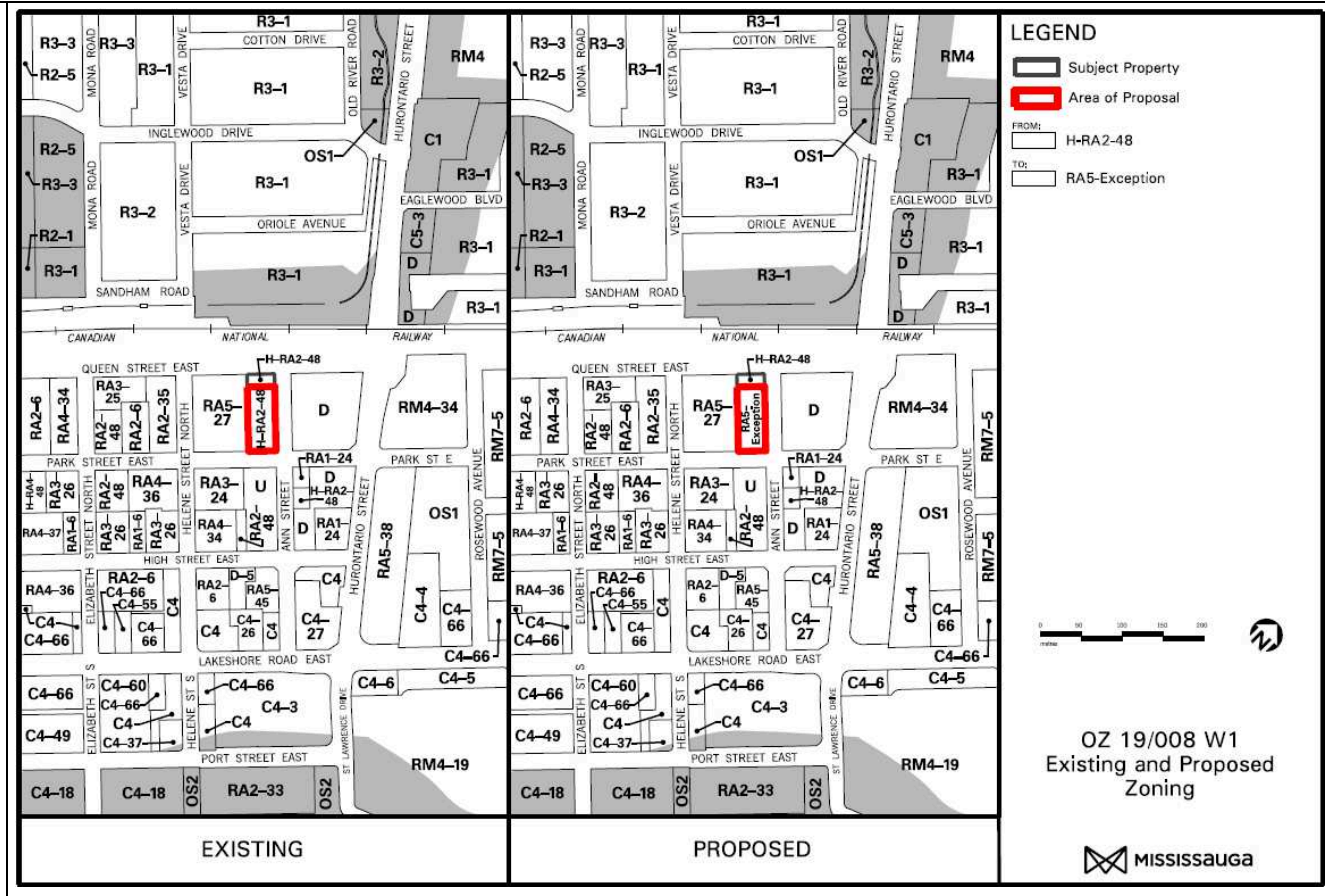
## Mississauga Zoning By-law

**Existing Zoning**

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

**Proposed Zoning**

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



### Proposed Zoning Regulations

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

### Requested Definition and Interpretations:

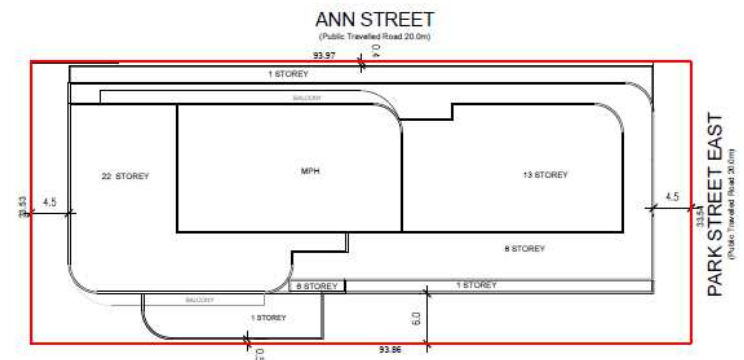
#### Live/work Unit

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

#### Storey

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

### Applicant's Site Development Exception Schedule



## 5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<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>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<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><b>Where and How To Grow</b></p> <p><i>Managing Growth</i></p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p><i>Transit Corridor and Station Areas</i></p>

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



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

### Relevant Mississauga Official Plan Policies

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

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

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

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

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

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



	Specific Policies	General Intent
		Development will promote the qualities of complete communities.
<b>Chapter 7 Complete Communities</b>	Section 7.1.2 Section 7.2.3	<p>The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.12 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.29 Section 9.5.1.9	<p>An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.</p> <p>For non-residential uses, at grade windows will be required facing major streets and must be transparent.</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind</p>

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

	Specific Policies	General Intent
		<ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>
<b>Chapter 20 Glossary</b>	Tall Building	Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system

### Relevant Port Credit Local Area Plan Policies

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

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

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

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

### Affordable Housing

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

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

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

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

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



**6. School Accommodation**

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

## 7. Community Comments

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

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

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

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 19, 2019)	Additional information with respect to the submitted Functional Servicing Report is required in order to determine the proposal's impact on the existing system.  The Region will provide front-end collection of garbage and recyclable materials. Commercial units must be collected via private waste hauler. Prior to approval, a Waste Feasibility Study will be required.
Peel District School Board (July 18, 2019)	The school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need be applied for this development application.
Dufferin-Peel Catholic District School Board (July 4, 2019)	The Dufferin-Peel Catholic District School Board advised that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.
City Community Services Department – Park Planning Section (July 15, 2019)	The proposed development is within walking distance of Harold Kennedy Park, P-110 which is 179 m (587.3 ft.) from the subject property. This 0.94 ha (2.32 ac) park contains a variety of recreational facilities that will serve future residents such as a community playground and open space opportunities. The park is zoned OS1, and is located at Hurontario Street and Lakeshore Road East, southeast of the subject site.  Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.
Mi Way Transit (August 6, 2019)	A shelter is required on site and details on the design have been forwarded to the applicant.
City Transportation and Works	The Transportation and Works Department has received drawings and reports in support of the above noted application

Agency / Comment Date	Comments
Department (September 11, 2019)	<p>and the owner has been requested to provide additional technical details and revisions to the Grading Plan, Noise Study, Functional Servicing, Stormwater Management Report and Traffic Impact Study. A Letter of Reliance for the Phase I Environmental Site Assessment (ESA) and dewatering plan are required. Additionally, as lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports. A Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry.</p> <p>The following items are also required:</p> <ul style="list-style-type: none"> <li>• Additional traffic related details to be shown on plans;</li> <li>• Draft Reference Plan for the required land dedication;</li> <li>• Additional turning template details; and,</li> <li>• Additional TDM measures must be considered.</li> </ul>
Community Services – Culture (August 28, 2019)	<p>The subject site is near the Hurontario Transit Corridor where approval and funding is in place to construct a centre running Light Rail Transit line. The future HLRT transit corridor has been identified as a priority zone for public art. The applicant is encouraged to include public art near pedestrian walkway connections and/or make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. Applicant is asked to indicate whether a public art component/contribution will be included as part of the development.</p>
Alectra Utilities (August 30, 2019)	<p>Alectra has asked the applicant to provide further details with respect to the location of the transformer pad.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Fire Prevention;</li> <li>- Heritage;</li> <li>- Arborist – City Property;</li> <li>- Arborist – Private Property;</li> <li>- Canada Post;</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Realty Services;</li> <li>- Bell Canada;</li> <li>- Rogers Cable;</li> <li>- Trillium Health Partners;</li> <li>- Enbridge Gas Distribution;</li> <li>- Conseil Scolaire Viamonde; and,</li> <li>- Conseil Scolaire de District Catholique Centre-Sud.</li> </ul>

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

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

### **Development Requirements**

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

## **9. Section 37 Community Benefits (Bonus Zoning)**

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

## **Recommendation Report Detailed Planning Analysis**

**Owner: Edenshaw Ann Developments Ltd**

**78 Park Street East, 22-28 Ann Street**

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## 1. Community Comments

At the community and public meetings, comments from the public were generally directed towards traffic and density. Below is a summary and response to the specific comments heard.

### Comment

The proposal should address the issue of affordable housing.

### Response

The applicant has responded to the City's Housing Strategy and will be providing 8 units at the market rate price point of \$420,000 (5 bachelor and 3 one bedroom) which addresses the missing middle target of the strategy. In addition, the project will add to the existing housing supply in the area by introducing an additional 361 units. The unit mix will contain one, two and three bedroom units and will contribute to further options for people to live within the general Port Credit area.

### Comment

The proposed development will negatively impact the traffic within the surrounding area.

### Response

A Traffic Impact Study (TIS) has been submitted in support of the application. The study investigates the impact of the proposed development (and recently approved developments) on the existing traffic network and concludes that the additional traffic can be managed by the existing traffic network due to the proposed development's reliance on the

ample transit service that exists today and is planned for the future. Further comments on the submitted TIS are incorporated in Section 2 of this appendix.

The applicant is also proposing a reduction in provided parking on the basis that residents will rely more on public transit given the close proximity of the site to the Port Credit GO Station, the MiWay Service currently available at the station and in the vicinity and the future addition of the Hurontario LRT.

### Comment

The amount of density proposed will negatively impact the community.

### Response

The proposed density is within the range of intensification that Mississauga Official Plan anticipates within the Port Credit Community Node and in particular, for the subject property. Further comments on the proposed density are found in Section 7 of this appendix.

### Comment

The proposed building will create shadowing impacts on adjacent properties.

### Response

The applicant submitted a sun/shadow study in support of the application. The study demonstrates that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm. The study provided a shadow analysis on existing residential private outdoor amenity spaces, communal outdoor amenity

spaces and the public realm, including the streetscape and open spaces.

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The application was circulated to all City departments and commenting agencies on June 10, 2019. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### **Transportation and Works**

Comments updated on January 17, 2020, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

The evaluation of the noise sources that may have an impact on this development included road and rail traffic. Noise mitigation will be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building. A vibration study was also completed to evaluate the potential impact from the adjacent rail corridor, which concluded that mitigation measures are not required.

The Functional Servicing Report (FSR) and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept, including confirmation that groundwater generated from the proposed underground parking will be managed onsite and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site are being pursued and low impact design features are also proposed within landscaped areas and amenity spaces. Some additional information is required to satisfy water balance criteria but this requirement and overall refinement of the stormwater management report can be addressed prior to the lifting of the 'H' holding symbol.

A total of two (2) Traffic Impact Study (TIS) submissions were provided by the applicant in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the second submission, dated October 2019, the study complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 85 (20 In, 65 Out) and 86 (58 In, 28 Out) two-way site trips for the weekday AM and PM peak hours in 2023, respectively, given the site's close proximity to higher order transit (Port Credit GO Station and future Hurontario LRT). With the traffic generated by the proposed development, the study area intersections and



proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

No new municipal infrastructure (roads or services) are required as a result of the development. Site specific details related to grading, servicing connections, and site lines will be dealt with through the Site Plan process.

The results of the Environmental Site Assessments indicate that remediation of the site will be required; the details of which will be included and secured for in a Development Agreement, including the preparation of confirmatory reports to the City's satisfaction. In addition, a Record of Site Condition may be required in accordance with Ministry of Environment, Conservation and Parks regulations.

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City requirements. Any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the 'H' holding provision or through the Site Plan review process.

#### **School Accommodation**

In comments, dated January 29, 2020, the Peel District School Board indicated that there is no available capacity to accommodate students generated by this application.

On May 27, 1998, Council adopted Resolution 152-98 which, among other things requires that a Bill 20 development application include the following as a condition of approval:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the Peel District School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.

In comments, dated January 22, 2020, the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 20 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

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

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

#### **4. Consistency with PPS**

Section 1.1.3.2 of the PPS requires development to reflect "densities and a mix of land uses which efficiently use land and resources and appropriate for and efficiently use infrastructure and public service facilities and are transit supportive." Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Chapter 5 – Direct Growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification is to be directed to Community Nodes, provided that the design is appropriate and context sensitive and fostering of a pedestrian oriented and compact form of development. In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support

public health and be designed in a manner that is conducive to overall health and safety.

Furthermore, MOP identifies the Port Credit Community Node as an area intended for intensification due to the amount of public services available and the level of transit servicing the node including 2 way all day GO train service, MiWay local bus routes and the future LRT on Hurontario Street.

The amount on intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP with respect to building strong and healthy communities in an efficient manner. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing and is in close proximity to a major transit hub. This is consistent with PPS and MOP policies.

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

#### **5. Conformity with Growth Plan**

Section 2.2.1 c) iii states that growth will be focused on "locations within existing or planned transit, with a priority on higher order transit."

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of

built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.3.11 of MOP states that development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Community Nodes and Major Transit Station Areas. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas. The section goes on to indicate that the City's tallest buildings will be located within Major Transit Station Areas.

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

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

## 6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and

General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve development patterns that are efficient and achieve a form and density that are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

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

## 7. Mississauga Official Plan (MOP)

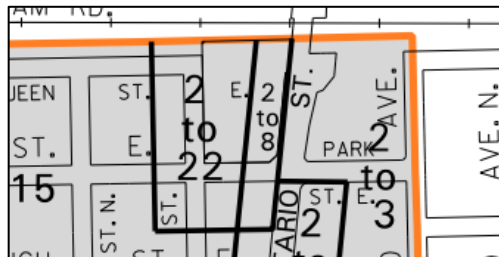
The proposal does not require an amendment to Mississauga Official Plan. However, it is important to analyze the proposal's consistency with key MOP policies. The property is designated **Mixed Use** within the Port Credit Local Area Plan and is subject to Special Site 12 which contains policies related to built form, massing, site design, inclusion of non-residential uses and addressing affordable housing initiatives, among other items. The property is also subject to Height Schedule 2B which allows a maximum height of 22 storeys.

The following is an analysis of the key policies and criteria:

*Directing Growth*

The Port Credit Community Node Character Area is identified as an Intensification Area in MOP. The subject property is also located directly adjacent to the Port Credit GO Station, which is a regional transit station. The Port Credit station of the Hurontario LRT will be located one block to the east.

General policies in MOP are consistent with the PPS and Growth Plan and direct high density development to locate within close proximity to higher order transit and along transit corridors. Development within these areas is required to provide high quality design and implement appropriate transition to adjacent land uses.



Port Credit Local Area  
Plan –Schedule 2B –  
Port Credit Height Limits  
Schedule

The Port Credit Local Area Plan also anticipates intensification in close proximity to higher order transit by allowing the tallest buildings in the node to be located within the immediate vicinity of the GO Station in order to support both the local and regional transit options available.

In view of the applicable policies, staff are of the opinion that the proposed development represents intensification that is suitable for the location of the site. The project is within the prescribed 22 storey height limit and the scale and design of

the under-utilized site is in keeping with the goals and objectives of the Port Credit Local Area Plan.



Applicant's updated rendering of proposed 22 storey apartment building

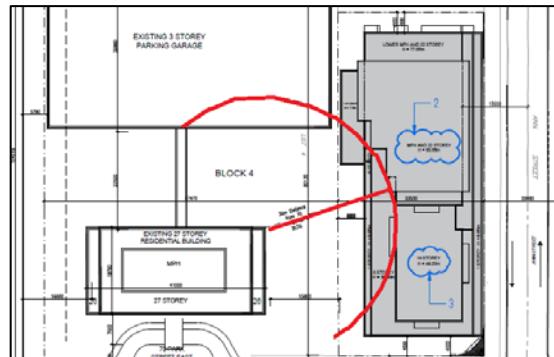
*Compatibility with the Neighbourhood*

Intensification within Community Nodes is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is within the Central Residential Precinct of the Local Area Plan. The precinct contains a significant concentration of apartment buildings (heights ranging from 5 to 27 storeys) with potential for some intensification. The lands within the immediate vicinity of the station are intended to contain the node's highest densities and heights.

The proposal maintains the 22 storey height permission currently allowed within the Local Area Plan Height Schedule

and implements a design that respects and relates to the surrounding context by providing appropriate building separation distances as mandated in the Port Credit Built Form Guidelines. The design of the building incorporates a 30.0 m (98.4 ft.) building separation distance at 8 storeys and higher to the 27 storey existing apartment building to the west, in accordance with the guidelines.

Site Plan – building separation distance radius outlined in red



The applicant is also proposing ground floor commercial on the eastern frontage of the building which is in keeping with the Local Area Plan's direction for redevelopment to provide commercial use opportunities adjacent to the Port Credit GO Station. This will strengthen the site's relationship with the station as well as the Lakeshore Road corridor and support walkability.

#### *Port Credit Local Area Plan - Special Site Policies*

The Port Credit Local Area Plan applies Special Site policies to the subject property and the surrounding lands around the Port Credit GO Station. The policies reflect the Port Credit Built Form Guidelines with respect to tall buildings and require

building separation distances and maximum floor plate sizes. The policies stipulate a minimum of 250 m<sup>2</sup> (2,691.0 ft<sup>2</sup>) of non-residential floor space be required at ground level. As demonstrated above, the applicant is maintaining the building separation distance to the existing adjacent apartment building and is within the maximum floor plate size. In addition, the applicant is currently proposing 306 m<sup>2</sup> (3,293.8 ft<sup>2</sup>) of non-residential commercial space within the first storey of the apartment building and is oriented towards Ann Street.

Accordingly, staff are of the opinion that the proposal adequately addresses the policies of MOP and is compatible with the surrounding area. The result of the proposal will add an additional apartment building within an area that already contains multiple apartment buildings and is expected to continue to develop in a similar built form pattern in the future. The design will complement the existing apartment building stock in the immediate vicinity.

The land use proposal and overall design adequately addresses Mississauga Official Plan and the Port Credit Local Area Plan, including the applicable Port Credit Built Form Guidelines, and adheres to the Special Site Policies.

#### **Services and Infrastructure**

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

The Region of Peel has advised that additional information has been requested from the applicant in relation to the capacity of

water and sanitary sewer service to the site. A Holding condition has been included within the proposed site specific Zoning By-law that requires the applicant to provide this information and make arrangements with the Region of Peel if upgrades to water and sanitary sewer are required.

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

- Number 23 on Lakeshore Road having direct access to the Long Branch GO Station
- Number 8 on Cawthra Road having access to the Square One Bus Terminal
- Number 19 on Hurontario Street having access to the Square One Bus Terminal and terminating at Shopper's World Mall in Brampton
- Number 14 having access to the Clarkson Lorne Park Neighbourhood Character Area

There is a MiWay transit stop at the Port Credit GO Station immediately adjacent to the site.

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

- Lakeshore West Line – providing two-way, all day access to Union Station

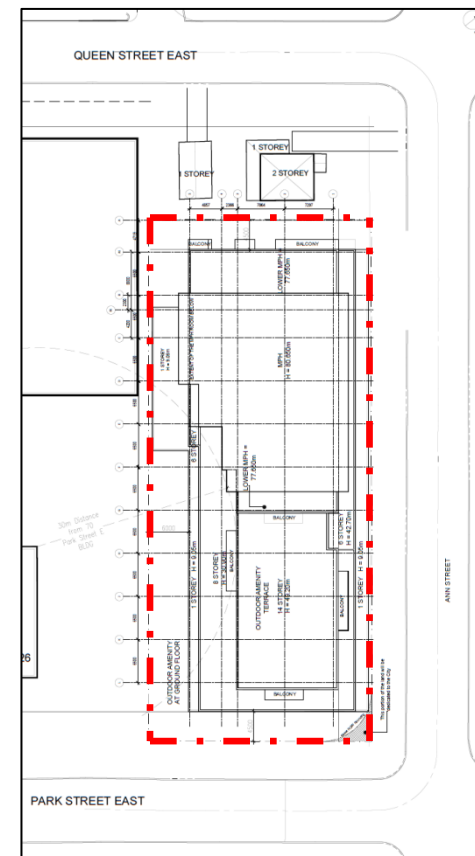
This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, Harold Kennedy Park, all within a kilometer radius of the

site. Further away, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

For these reasons, the application is consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Revised Site Plan

The applicant has provided a revised site plan as follows:



Updated Site Plan

## 9. Zoning

The proposed **H–RA5–Exception** (Apartments) is appropriate to accommodate the proposed a 22 storey apartment building with an FSI of 9.2.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RA2-48 Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
<b>Floor Space Index (FSI)</b>	0.5 – 1.0	1.9 – 2.9	9.2
<b>Maximum Dwelling Height</b>	26.0 m (85.3 ft.) and 8 storeys	77.0 m (252.6 ft.) and 25 storeys	76.0 m (249. ft.) and 22 storeys
<b>Maximum GFA – Apartment</b> for the 13 <sup>th</sup> and 14th storey	n/a	1 000 m <sup>2</sup> (10, 763.9 ft <sup>2</sup> )	1 117 m <sup>2</sup> (12, 023.3 ft <sup>2</sup> )
<b>Minimum GFA Non-Residential</b>	n/a		250 m <sup>2</sup> (2, 691.0 ft <sup>2</sup> )
<b>Minimum above grade building separation distance</b>	3.0 m (9.84 ft.) – up to 13.0 m (42.7 ft.) in height 9.0 m (29.5 ft.) – between 13.0 m (42.7 ft.) and 20.0 m (65.6 ft.) in height 12.0 m (39.4 ft.) – between 20.0 m (65.6 ft.) and 26.0 m (85.3 ft.) in height		30.0 m (98.4 ft.) between any portion of the building, exclusive of any projections, terraces or balconies, that is eight storeys or

Zone Regulations	RA2-48 Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
	15.0 m (49.2 ft.) – higher than 26.0 m (85.3 ft.) in height		higher to another building that is 8 storeys or higher
<b>Minimum Parking Spaces</b>	1 bedroom: 1.25 2 bedroom: 1.4 3 bedroom: 1.75 visitor/commercial: 0.2		0.75 0.90 1.10 0.10
<b>Minimum aisle width</b>	7.0 m (23.0 ft.)	7.0 m (23.0 ft.)	6.6 m (21.7 ft.)
<b>Minimum landscaped area</b>	40% of lot area	40% of lot area	15% of the lot area
<b>Minimum landscape buffer</b>	4.5 m (14.8 ft.) along Ann Street and Park Street East 3.0 m (9.84 ft.) along the northerly and westerly property line		0.0 m (0.0 ft.) along Ann Street and Park Street East 4.5 m (14.8 ft.) along northerly property line
<b>Minimum amenity area</b>	The greater of 5.6 m <sup>2</sup> (60.2 ft <sup>2</sup> ) per dwelling unit or 10% of site area		1 500 m <sup>2</sup> (16, 145.9 ft <sup>2</sup> ) total area (60% of site area)



## 10. "H" Holding Symbol

Should this application be approved by Council staff will request an "H" Holding Symbol which can be lifted upon:

- Execution of a Development Agreement in a form satisfactory to the City of Mississauga, the Region or any other appropriate authority
- Execution of a Section 37 Community Benefits Agreement
- Receipt of revised grading and servicing plans, to the satisfaction of Transportation and Works
- Receipt of an updated Functional Servicing Report and Stormwater Management Report, to the satisfaction of Transportation and Works
- Receipt of an updated Traffic Impact Study, to the satisfaction of Transportation and Works
- Receipt of a Remedial Action Plan and supporting environmental compliance documents, to the satisfaction of Transportation and Works
- Satisfactory arrangements for Waste Collection with the Region of Peel
- Water and waste water arrangements with the Region of Peel
- A letter from the Planning and Building Department indicating satisfactory arrangements have been made with respect to the City's Housing Strategy

## 11. Bonus Zoning

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

The subject lands are currently zoned **H-RA2-48** (Apartment Dwelling) which permits apartments. The **H-RA2-48** zone allows 8 storeys and a maximum floor space index of 1.0. The applicant is seeking to permit a 22 storey apartment building. As the project is larger than 5000 m<sup>2</sup> (53, 819.6 ft<sup>2</sup>) in size, it meets the minimum threshold for a Section 37 contribution.

However, although the proposal is subject to a community benefits contribution as described above, through the processing of the required Lifting of the H application, staff will further evaluate the appropriateness of applying the Section 37 Corporate Policy and Procedure community benefits contribution protocol.

## 12. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as overall building design, grading and landscaping. Through the site plan process, further refinements are anticipated for the design of the proposed apartment building.

### **13. Affordable Housing**

In October 2017, City Council approved Making Room for the Middle – A Housing Strategy for Mississauga which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial *Growth Plan for the Greater Golden Horseshoe* (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the applicant has provided a range of unit types as part of the proposal.

The applicant has responded to the City's housing strategy and will be providing 8 units at the market rate price point of \$420,000 (5 bachelor and 3 one bedroom) which addresses the missing middle target of the strategy. The project will add to the existing housing supply in the area by introducing an additional 361 units which will provide further options for people to live within the general Port Credit area.

### **14. Conclusions**

In conclusion, City staff has evaluated the application to permit a 22 storey apartment building with 361 units and ground floor

commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Mississauga Official Plan and the Port Credit Local Area Plan are consistent with the *Provincial Policy Statement* and the *Growth Plan*. The property is located within the Central Residential Precinct, which is an area that contains multiple existing apartment buildings. Precinct specific policies and special site policies encourage redevelopment of the subject property to reflect the type of infill development as proposed.

The proposed 22 storey apartment building has been designed to be within the height maximum identified in the Port Credit Local Area Plan. The building incorporates commercial space on the ground floor along Ann Street and takes advantage of the Port Credit GO Station in close proximity to the site. The massing of the building is situated to provide an appropriate building separation distance measured to the existing neighbouring 27 storey apartment building.

The proposal will result in an infill intensification project on a site that is located directly adjacent to the Port Credit GO Station with ample access to regional and local transit service.

As the applicant has addressed relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the proposal.

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Ann Street df\Appendix 2 to OZ 19 008 W1 Recom Jan 15 2020.docx



# City of Mississauga

## Corporate Report



Date: 2020/01/31

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 18/004 W11

Meeting date:  
2020/02/24

## Subject

### **RECOMMENDATION REPORT (WARD 11)**

Rezoning application to permit one detached home

7060 Old Mill Lane, west side of Old Mill Lane, north of Old Derry Road

Owner: Credit Valley Conservation

File: OZ 18/004 W11

## Recommendation

1. That the application under File OZ 18/004 W11, Credit Valley Conservation (CVC), 7060 Old Mill Lane to amend the **PB1 (Parkway Belt)** and **PB1-5 (Parkway Belt – Exception)** zoning to permit one detached home be approved subject to the conditions referenced in the staff report dated January 31, 2020 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application.

## Background

A public meeting was held by the Planning and Development Committee on June 18, 2018, at which time an Information Report

([https://www7.mississauga.ca/documents/committees/pdc/2018/2018\\_06\\_18\\_PDC\\_Agenda\\_5.30pm\\_Session.pdf](https://www7.mississauga.ca/documents/committees/pdc/2018/2018_06_18_PDC_Agenda_5.30pm_Session.pdf)) was received for information.

Recommendation PDC-0051-2018 was then adopted by Council on July 4, 2018.

1. That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the application by Credit Valley Conservation (CVC) to permit one detached home, under File OZ 18/004 W11, 7060 Old Mill Lane, be received for information.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the application. Given the amount of time since the public meeting, full notification was provided.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

Reducing the development envelope to 450 m<sup>2</sup> (4,844 sq. ft.) to ensure that the majority of the proposed buildable area is located outside of the Region of Peel Greenlands System and the Mississauga Official Plan Natural Heritage System

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning amendment. All property owners within 120 m (393 ft.) were notified of the application on March 23, 2018. No community meeting was held. One written submission was received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on June 18, 2018. No members of the public made deputations regarding the application. Responses to the issues raised from correspondence received can be found in Appendix 2.

### PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of

existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the *Parkway Belt West Plan*, the Region of Peel Official Plan and Mississauga Official Plan. There is no official plan amendment proposed as part of this application. A detailed Planning Analysis is found in Appendix 2.

## Strategic Plan

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

## Financial Impact

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

## Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses and the natural heritage system. The proposed rezoning is acceptable from a planning standpoint and should be approved.

Should the application be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date once the City is satisfied that all outstanding matters have been addressed.

## Attachments

- Appendix 1 – Information Report
- Appendix 2 – Detailed Planning Analysis
- Appendix 3 – Revised Concept Plan





Planning and Development Committee	2020/01/31	4
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Originator's file: OZ 18/004 W11

Prepared by: Caleigh McInnes, Development Planner

# City of Mississauga Corporate Report



Date: May 24, 2018  To: Chair and Members of Planning and Development Committee  From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Originator's file: OZ 18/004 W11
	Meeting date: 2018/06/18

## Subject

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

**Application to permit one detached home**

**7060 Old Mill Lane, west side of Old Mill Lane, north of Old Derry Road**

**Owner: Credit Valley Conservation**

**File: OZ 18/004 W11**

**Bill 139**

## Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the application by Credit Valley Conservation (CVC) to permit one detached home, under File OZ 18/004 W11, 7060 Old Mill Lane, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law. Conformity with the Mississauga Official Plan and the Region of Peel Official Plan will be determined through processing of the application
- Prior to the next report, matters to be addressed include: environmental impacts, tree preservation, determining an appropriate building envelope and/or lot reconfiguration, and heritage concerns

## Background

The application has been circulated for technical comments. A community meeting has not been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

<b>Size and Use</b>	
<b>Lot 1 – 7060 Old Mill Lane</b>	
Frontage:	Approximately 20 m (112 ft.)
Depth:	Approximately 25 m (82 ft.)
Gross Lot Area:	0.1 ha (0.12 ac.)
Existing Use:	Part of the CVC Workshop
<b>Lot 2 – Credit River valley land</b>	
Frontage on Old Mill Lane:	Approximately 18 m (59 ft.)
Depth:	Irregular
Gross Lot Area:	74 ha (157 ac.)
Existing Use:	Part of the CVC Workshop and Meadowvale Conservation Area
<b>Proposed Lot</b>	
Frontage:	34 m (111.6 ft.)
Depth:	Irregular
Gross Lot Area:	0.2 ha (0.4 ac.)
Existing Use:	Part of the CVC Workshop and Meadowvale Conservation Area

The subject lands located at 7060 Old Mill Lane include part of the Meadowvale Conservation Area. The lands are home of Credit Valley Conservation's workshop; used by CVC for storage and operational needs. They are heavily treed along the southerly property line and at the rear, which were part of a historic mill pond. The lands are one of a few non-residential properties in the Meadowvale Village Neighbourhood Character Area. They are surrounded by detached heritage homes to the north, east and south developed between 1840 and 1940.



Aerial Image of Subject Lands

The surrounding land uses are:

North: Detached homes

East: Detached homes

South: Detached homes

West: Meadowvale Village Conservation Area and Credit River

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

### DETAILS OF THE PROJECT

The CVC owns over 74 ha (157 ac.) of land west of Old Mill Lane, including 7060 Old Mill Lane, the address of the CVC workshop. The workshop straddles two lots, 40 and 41, on Registered Plan TOR-5 which dates back to 1856. Lot 40 appears to have been severed as the house to the south sits on a portion of the original Lot 40.

The CVC would like to sell their portion of Lot 40 and some of their portion of Lot 41 (shown in red on Appendix 3). The CVC will retain the portion of Lot 41 that is currently used as a trail access to the Conservation Area. The CVC is also proposing a lot line adjustment to create a larger lot of 0.2 ha (0.4 ac.) in size. The lot line adjustments will be dealt with through a separate process (the proposed lot is shown in dashed lines on Appendix 3).

The purpose of this application is to rezone the lands for residential uses and to establish a buildable area for a house and accessory structures. Once the zoning is in place and the lot has been severed from the larger holding, it will be sold to a third party to build a detached home.

Proposed elevations and other design details have not been provided at this time, but will be required as part of the site plan approval process.

<b>Development Proposal</b>	
Application submitted:	Received: February 27, 2018 Deemed complete: March 15, 2018
Applicant/ Owner:	Credit Valley Conservation
Number of Homes:	One
Existing Gross Floor Area:	168 m <sup>2</sup> (551.2 ft <sup>2</sup> )
Lot Coverage:	38.4% or less (based on Development Envelope proposed)
Anticipated Population:	3.54* *Average household sizes for all units (by type) based on the 2016 Census



Image of existing conditions

## LAND USE CONTROLS

The subject lands are designated **Complementary Use Area** within the *Parkway Belt West Plan (1974)*. Uses permitted within the Complementary Use Area of the Plan include: 'existing uses'; residential uses and infilling of existing settlements. The Ministry of Municipal Affairs has confirmed that this application conforms with the land use designation within *the Parkway Belt West Plan*.

The western portion of the subject lands are located within the Core Woodland and Valley Area of the Greenlands System in the Region of Peel Official Plan (ROP), while the eastern portion is located within the Urban System in the ROP.

The subject lands are located in the Meadowvale Village Neighbourhood Character Area and designated **Parkway Belt West** in Mississauga Official Plan (MOP). They are also identified as containing natural hazards (see Appendix 4). The **Parkway Belt West** designation permits uses governed by the provisions of the *Parkway Belt West Plan*. The lands behind the existing workshop fall within the Significant Natural Area, CRR1. These form part of the Natural Heritage System of Mississauga. The proposed rezoning will be reviewed against the MOP policies. They are discussed further in Appendix 6.

The lands are also located within the Meadowvale Village Heritage Conservation District Boundary. The Meadowvale Village Heritage Conservation Plan stipulates that lot boundary adjustments require a Heritage Permit, as outlined in MOP.

Through the review of the Environmental Impact Study (EIS) and existing "lot of record" information, conformity with the ROP Greenlands System and MOP Natural Heritage System Lands will be determined. An amendment to the Regional and Mississauga Official Plan may be required.

The subject lands are currently zoned **PB1 (Parkway Belt West) and PB1-5 (Parkway Belt West 1 – Exception 5)** (see Appendix 5) which permits passive recreational and conservation uses, and a detached dwelling and accessory structures legally existing on the date of the passing of the Zoning By-law, respectively. The applicant is proposing to amend the **PB1 (Parkway Belt West 1) and PB1-Exception (Parkway Belt West 1 - Exception 5)** to permit one detached home, using the **R1-32 (Detached Dwelling-Exception 32)** zoning standards, which is the prevailing residential zone in the historic Village.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 6 and 7.

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

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

#### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be answered and illustrate good planning to support the proposal:

- Are the policies and principles of the Provincial Policy Statement, *Parkway Belt West Plan*, Regional Official Plan and Mississauga official plan (including the natural hazards and green systems policies) maintained by this proposal?
- Is the proposal compatible with the Meadowvale Village Heritage Conservation District and the character of the neighbourhood?
- Is the proposed building envelope large enough for a home and a detached garage?
- Are the proposed zoning regulations appropriate?
- Have all other technical requirements and studies, including noise, environmental impact study, tree preservation plan and environmental site assessment related to the proposal been addressed and found to be acceptable?

## OTHER INFORMATION

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

- Survey and Title Abstract
- Draft Zoning By-law
- Heritage Impact Assessment
- Grading Plan
- Phase I and 2 Environmental Site Assessments
- Context Map and Concept Plan
- Planning Justification Report
- Environmental Impact Study
- Stage I and II Archaeological Assessment
- Functional Servicing and Stormwater Management Report

## Development Requirements

The City will require the applicant to enter into a development agreement to ensure any approved development parcel, tree preservation plans and noise warning clauses are registered on title. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## Financial Impact

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

## Conclusion

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

## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Excerpt of Meadowvale Village Neighbourhood District Character Area Land Use Map



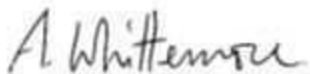
Planning and Development Committee

2018/05/24

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- Appendix 5: Existing Zoning and General Context Map  
Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies  
Appendix 7: Summary of Existing and Proposed Zoning Provisions  
Appendix 8: Agency Comments  
Appendix 9: School Accommodation



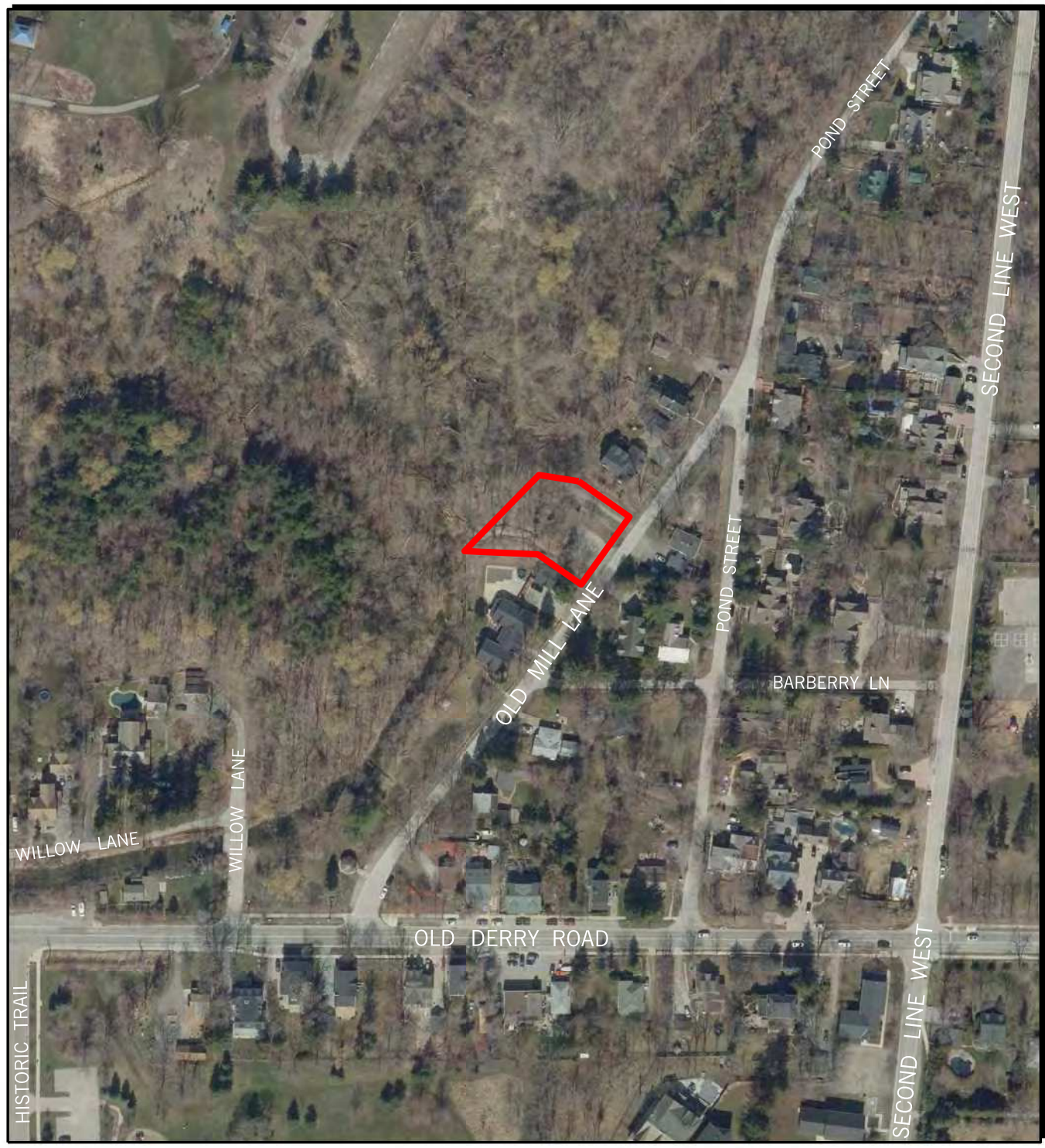
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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

### Site History

- 1840s – Francis Silverthorn attempted to operate a saw mill along the Credit River, including on the subject property
- July 21, 1856 – Plan Tor-5 "Bristow's Plan or Survey" was registered to create park lots in Meadowvale Village. The subject property was shown on this plan as parts of Lots 40 and 41
- 1963 – The property was sold to Credit Valley Conservation Authority, and the existing building was constructed
- June 9, 1980 – The property was designated under Part V of the Ontario Heritage Act (City of Mississauga By-law 453-80)
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **PB1-5** (Parkway Belt West) which permits the existing use
- July 5, 2004 – Amendment No. 172 to the Parkway Belt West Plan was approved by the Ministry of Municipal Affairs, amending the subject lands from Public Open Space and Buffer Area to Complementary Use Area within the Parkway Belt West Plan
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Parkway Belt West** in the Meadowvale Village Neighbourhood Character Area
- March 3, 2014 – Meadowvale Village Heritage Conservation District Plan was approved (City of Mississauga By-law No. 0078-2014)



**LEGEND:**  
 SUBJECT LANDS

4.6.

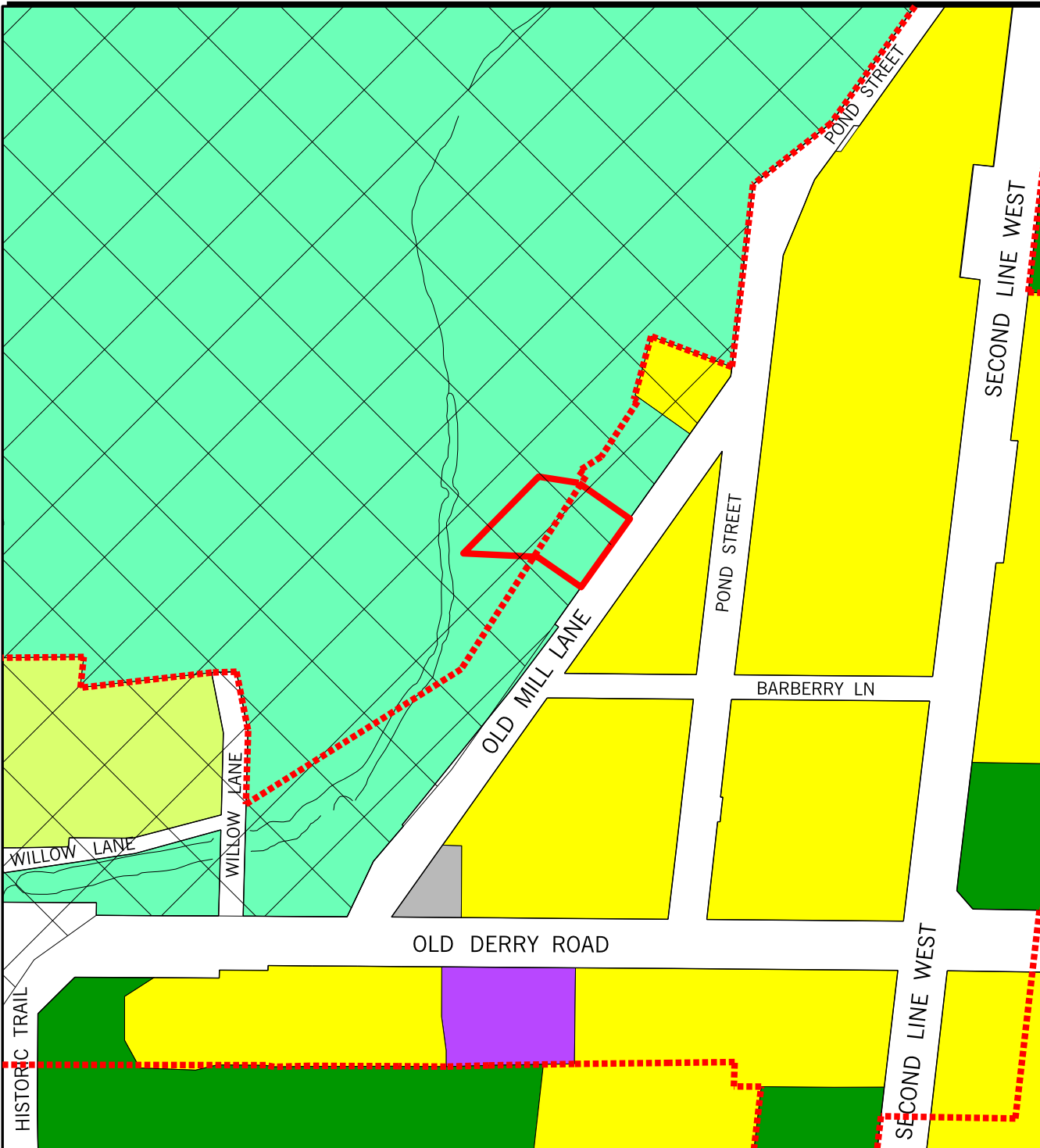
DATE OF AERIAL IMAGERY: SPRING 2017



**TITLE:** CREDIT VALLEY  
CONSERVATION AUTHORITY

**FILE NO:** OZ 18/ 004 W11





4.6

**PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

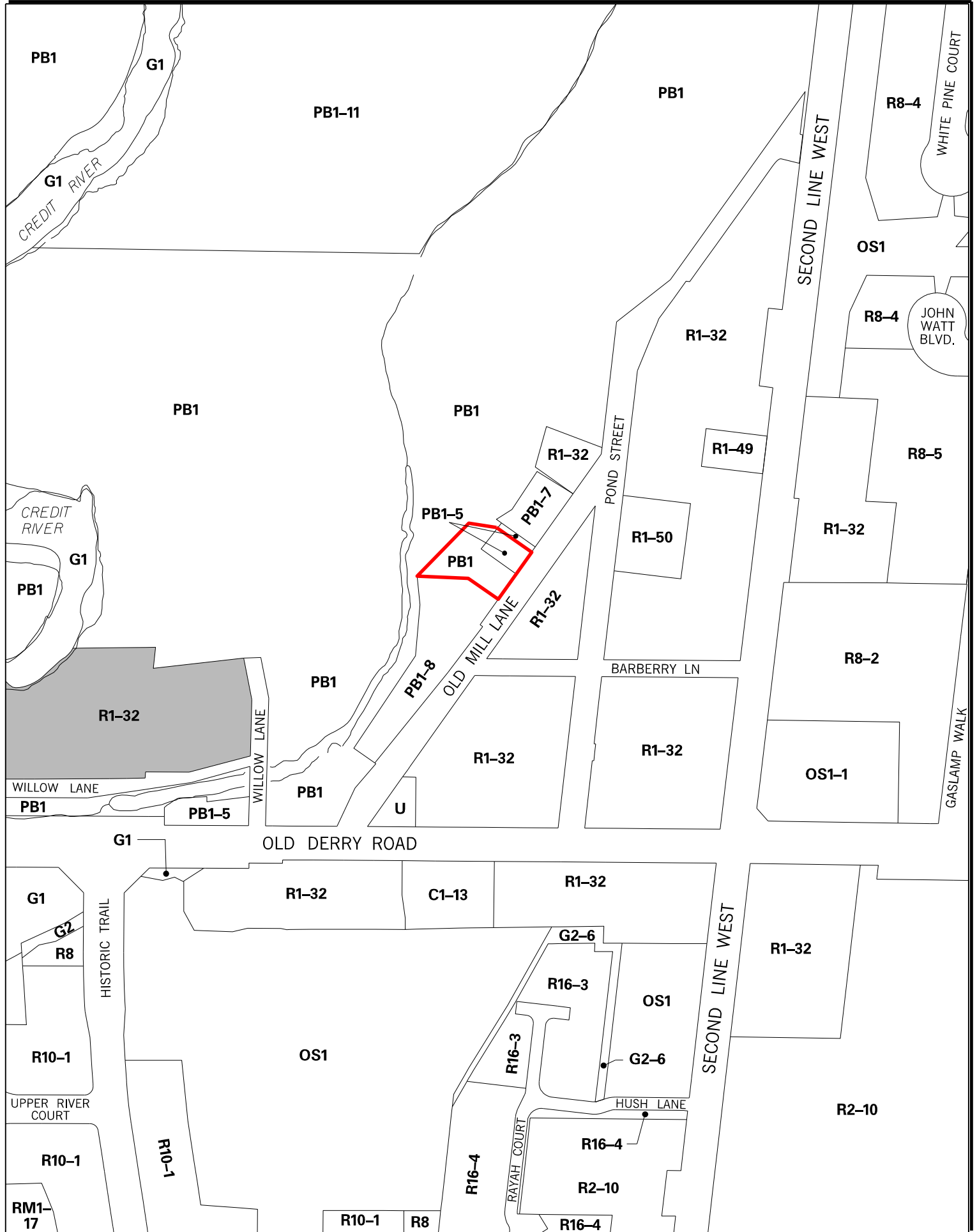
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

SUBJECT LANDS

**TITLE:** CREDIT VALLEY CONSERVATION AUTHORITY

**FILE NO:** OZ 18/ 004 W11





Credit Valley Conservation Authority

File: OZ 18/004 W11

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

#### Current Mississauga Official Plan Designation and Policies for the Meadowvale Village Neighbourhood District Character Area

**Parkway Belt West** which permits uses governed by the provisions of the Parkway Belt West Plan.

#### Proposed Official Plan Amendment Provisions

The applicant is not proposing to redesignate the subject lands. The application is in conformity with the land use designation.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 (City Structure)	Sections 5.3 5.3.5 5.3.5.3 5.3.5.5 5.3.5.6	Neighbourhoods will accommodate the lowest densities and building heights.  Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.  Development should be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
Section 6 (Value the Environment)	Section 6.3, 6.3.12, 6.3.14.c1,6.3.2 4, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.12	MOP requires protection, restoration, and expansion of the natural heritage system through a number of measures.  Mississauga's Green System includes Natural Hazard Lands.  Significant Natural Areas meet one or more of the following criteria: <ul style="list-style-type: none"> <li>a. provincially or regionally significant life science areas of natural and scientific interest (ANSI)</li> <li>b. environmentally sensitive or significant areas</li> <li>c. habitat of threatened species or endangered species</li> <li>d. fish habitat</li> <li>e. significant wildlife habitat</li> <li>f. significant woodlands</li> <li>g. significant wetlands</li> </ul>



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Section 6 (Value the Environment)	<p>Section 6.3, 6.3.12, 6.3.14.c1,6.3.2 4, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.12</p>	<p>6.3.14 Natural Green Spaces are areas that meet one or more of the following criteria:</p> <p>c. watercourses do not fulfil the requirements of a significant valleyland, even if they are predominantly engineered</p> <p>6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:</p> <p>a. ensuring that the development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations</p> <p>Policy 6.3.25 discourages the creation of new lots that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and their borders, and requires that these be supported by an Environmental Impact Study (EIS).</p> <p>6.3.26 Lands that meet the criteria of a Significant Natural Area and Natural Hazard Lands will be designated Greenlands and zoned to ensure their long term protection, life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure, and passive recreation.</p> <p>6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. MOP identifies that an Environmental Assessment should be completed to evaluate this, and mitigation measures will be outlined in association with a development proposal. When not subject to the <i>Environmental Assessment Act</i>, an Environmental Impact Study will be required.</p> <p>6.3.28 Development and site alteration will not be permitted in Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.</p>
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## Credit Valley Conservation Authority

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Section 6 (Value the Environment)	<p>Section 6.3, 6.3.12, 6.3.14.c1,6.3.24, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.2</p>	<p>6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the <i>Environmental Assessment Act</i>. Environmental Impact Study will be required. When not subject to the <i>Environmental Assessment Act</i>, an Environmental Impact Study will be required.</p> <p>6.3.33 Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Development and site alteration, as outlined in 6.3.28 of MOP, will not be permitted in habitat of endangered and threatened species, except in accordance with Provincial and Federal requirements.</p>
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**Credit Valley Conservation Authority****File: OZ 18/004 W11**

<b>Section 6.10 (Noise)</b>	6.10, 6.10.2, 6.10.2.1, 6.10.2.2,	<p>6.10.2.1 Land uses located at or above the 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) will require a noise study as a condition of development, subject to the conditions outlined in MOP.</p> <p>6.10.2.2 Tenants and purchasers must be notified when a proposed development is located at the NEP/NEF composite noise contour of 25 and above</p> <p>6.10.2.3 A noise warning clause will be included in agreements that are registered on title</p> <p>6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions: a. lands identified as "Exception Area" as shown on Map 6-1</p>
<b>Section 7 (Complete Communities)</b>	Section 7.4, 7.4.3, 7.4.1.2, 7.4.1.1, 7.4.1.3, 7.4.1.6, 7.4.1.10, 7.4.1.12, 7.4.1.14, 7.4.1.15, 7.4.2.2, 7.4.2.3, 7.4.3.1, 7.4.3.3	<p>Policies 7.4.3 of MOP provide details and requirements on Heritage Conservation Districts.</p> <p>7.4.3.3 Applications for development within a Heritage Conservation District will be required to include a Heritage Impact Assessment and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.</p>

**Credit Valley Conservation Authority****File: OZ 18/004 W11**

<b>Section 9 – Build a Desirable Urban Form</b>	Section 9.2 9.2.2 9.2.2.3 9.3.5 9.5.1 9.5.2	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transitions to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, minimize overshadowing and overlook on adjacent neighbours, incorporate best stormwater management practices, preserve mature high quality trees and ensure replacement of the tree canopy, and be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Private amenity areas will be required for all development. Residential development will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</p>
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**Credit Valley Conservation Authority****File: OZ 18/004 W11**

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

## Summary of Existing and Proposed Zoning Provisions

### Existing Zoning By-law Provisions

**PB1** (Parkway Belt West) and **PB1-5** (Parkway Belt West 1 – Exception 5), which passive recreational and conservation uses, and one detached dwelling and accessory structures legally existing on the date of passing of the City of Mississauga Zoning By-law 0225-2007, respectively.

### Proposed Zoning Standards

Zone Standards	Base PB1-5 Zoning By-law Standards	Base R1-32 Zoning By-law Standards	Proposed PB1-Exception Zoning By-law Standards
Permitted uses	One detached dwelling and accessory structures legally existing on the date of passing of the Zoning By-law	One detached dwelling (and accessory structures)	One detached dwelling and accessory structures
Minimum lot area	-	1 050 m <sup>2</sup> (11,302.12 ft. <sup>2</sup> )	1 569 m <sup>2</sup> (16,888.6 ft. <sup>2</sup> )
Minimum lot frontage	-	15.0 m (49.2 ft.)	34.0 m (111.6 ft.)
Maximum lot coverage	-	25%	38.4%
Minimum front yard	-	9.0 m (29.5 ft.)	9.0 m (29.5 ft.)
Minimum exterior and interior side yards	-	Minimum combined width of side yards:  1) one-storey detached dwelling – 20% of the lot frontage (1.8 m, 5.91 ft.)  2) two-storey detached dwelling – 27% of the lot frontage (2.43 m, 7.97 ft.)	2.0 m (6.6 ft.) - north 7.5 m (24.6 ft.) - south
Minimum rear yard	-	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Maximum height – Highest ridge	-	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Maximum gross floor	-	160 m <sup>2</sup> (1,722.2 ft. <sup>2</sup> )	160 m <sup>2</sup> (1,722.2 ft. <sup>2</sup> )

## Credit Valley Conservation Authority

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<b>Zone Standards</b>	<b>Base PB1-5 Zoning By-law Standards</b>	<b>Base R1-32 Zoning By-law Standards</b>	<b>Proposed PB1-Exception Zoning By-law Standards</b>
area – infill residential		plus 0.10 times the lot area	plus 0.10 times the lot area
Garage	-	An attached garage shall not be permitted	An attached garage shall not be permitted
Maximum floor area of a detached garage	-	50 m <sup>2</sup> (538.2 ft. <sup>2</sup> )	50 m <sup>2</sup> (538.2 ft. <sup>2</sup> )
Maximum projection of the front garage face of a detached garage beyond any portion of the first floor front wall or exterior side wall	-	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum driveway width	-	3.0 m (9.8 ft.)	-
Minimum landscaped soft area in the yard containing the driveway	-	40% of the front yard and/or exterior side yard	-

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

Additional requirements may be imposed by the regulations in the Meadowvale Village Heritage Conservation District Plan.



## Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 18, 2018)	<p>The proposed lot line reconfiguration and proposed building envelope is located within a Core Woodland and Valley Area of the Greenlands System in Peel, under policy 2.3.2 and Schedule A of the Region of Peel Official Plan (ROP). As per Section 2.3.2.6 of the ROP, development and site alteration is not permitted within the Core Areas of the Greenlands System in Peel, except for:</p> <ul style="list-style-type: none"> <li>• A new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date that ROP Amendment 21B came into effect.</li> </ul> <p>The Region of Peel does not recognize the new lot line reconfiguration as an existing lot of record and therefore will not permit development and/or site alterations within the Core Areas of the Greenland System. Regional staff recognizes the existing lot of record being Part of Lots 40 and 41, Registered Plan TOR-5. This does not include the portion of lands located within the limits of the Core Areas of the Greenlands System.</p> <p>The Region of Peel will work with the applicant to establish an appropriate building envelope that does not include development within the Core Areas of the Greenlands System.</p> <p>An existing 150 mm (5.9 in.) diameter water main and an existing 250 mm (9.8 in.) diameter sanitary sewer is located on Old Mill Lane.</p> <p>Regional site servicing approvals are required prior to building permit issuance. Servicing of the proposed development must comply with the Ontario Building Code and the most current Region of Peel standards. All works associated with servicing the site will be at the applicant's expense.</p>

Agency / Comment Date	Comment
	<p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to outstanding site plan requirements.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (April 20, 2018 and April 25, 2018)</p>	<p>Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Since the application is only proposing one residential unit, Peel District School Board does not have any comments on this application.</p>
<p>Credit Valley Conservation (April 25, 2018)</p>	<p>The property is subject to the Development, Interference with Wetlands, and Alterations to Shorelands &amp; Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of Credit Valley Conservation (CVC) (ie. issuance of a permit). The subject property is located within the regulatory floodplain of the Credit River and contains Environmentally Significant Areas. The property also contains Regional Core Greenlands.</p> <p>CVC notes that the proposal seeks to recognize a previously existing lot through a lot line adjustment.</p> <p>As identified in the Environmental Impact Statement (EIS), prepared by North-South Environmental, February 2018, three of the trees proposed for removal are suitable for bat-roosting, with potential implications to species at risk (SAR). An information gathering form has been submitted to the Ministry of Natural Resources and Forestry (MNRF), and confirmation of the proposed mitigation measures are adequate to meet requirements as identified under the Endangered Species Act</p>

Agency / Comment Date	Comment
	<p>(ESA) should be received prior to final Site Plan and/or permit approvals.</p> <p>To minimize potential (future) negative impacts to the adjacent natural heritage features/areas, CVC staff recommend a gateless fence be required to be installed along the perimeter of the rear portion of the property as part of the site plan/permitting process.</p> <p>CVC staff are satisfied with the evaluation and recommendations/conclusions of the EIS. CVC staff expect that the recommendations as outlined in the EIS are appropriately implemented through the subsequent site plan/permitting processes.</p>
<p>City Community Services Department – Park Planning Section (May 7, 2018)</p>	<p>In comments dated May 7, 2018, Community Services indicated that the subject lands are adjacent to the Meadowvale Conservation Area (P-328) which is zoned PB1-11, G1, PB1, PB1-9) and contains picnic areas, washroom facilities and the adjoining Millstone Park (P-478).</p> <p>Future residents on this property will be served by Coopers Common (P-399) which is zoned <b>OS1</b> and contains a playground that is located less than 677 m (2,221.1 ft.) from the subject lands. Old Ridge Park (P-391) is zoned <b>OS1</b> and is located less than 540 m(1,771.7 ft.) from the subject lands.</p> <p>The applicant has submitted an Environmental Impact Statement prepared by Credit Valley Conservation and North-South Environmental Inc. dated February 2018. The EIS is deficient and does not meet City requirements. The top-of-bank and natural features field staking has not been established to the satisfaction of the City. A determination of if the proposal includes new lot lines considered development under the PPS, and whether the proposal is allowed under Region of Peel OP – Core Woodland policies are currently under review.</p> <p>Should this application be approved, gateless fencing will be required along the boundary of the Meadowvale Conservation Area (P-328). Additionally, securities will be required for</p>

Agency / Comment Date	Comment
	<p>greenbelt clean-up, restoration, parkland protection, hoarding, and fencing. Street tree contributions for the Old Mill Lane frontage will be required as a condition of site plan approval.</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Parks and Forestry Division (March 21, 2018)	The CVC is exempt from requiring a tree permit as per the Tree Protection By-law 254-12.
City Community Services Department – Heritage Division (April 27, 2018)	<p>The Meadowvale Village Heritage Conservation District Plan, 2014 (“the Plan”) stipulates that lot boundary adjustments require a Heritage Permit, being a substantive alteration as specified by Section 4.2.2.j of the Plan. A Heritage Permit application has not been received to date.</p> <p>The criteria for a Heritage Permit are defined in Section 4.2.2.1 of the Plan.</p> <p>The Plan specifies in Section 4.2.4.1 that, with respect to scale and location:</p> <ul style="list-style-type: none"> <li>• New construction should be sited on the lot to retain spatial relationships and a sense of open space between structures and neighbouring properties</li> <li>• Residential structures should be oriented to the street in a traditional manner</li> <li>• The setback from the street should be a median of neighbouring properties</li> <li>• New built garages or garage replacements, should be fully detached and set back from the front façade</li> <li>• The level of a structure’s foundation above grade should be kept to a minimum</li> </ul>
Greater Toronto Airport Authority (May 8, 2018)	The subject property is affected by the Approach Surfaces for runways 05 (future designation 05L) and proposed runway 05R.

Agency / Comment Date	Comment
	<p>The proposed detached dwelling would be within the allowable height limits associated with the Airport Zoning Regulations for Toronto Pearson International Airport.</p> <p>The subject property lies within the 30-35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) of the composite contour map for Toronto Pearson International Airport and within the Pearson Airport Operating Area. Noise contours depicting the NEF and NEP are produced to encourage compatible land use planning in the vicinity of airports.</p> <p>The Greater Toronto Airport Authority (GTAA) requests the completion of a Noise Impact Study from a qualified noise engineer certifying that the design drawings submitted for the proposed residential dwelling are in compliance with all Ministry of Environment and Climate Change (MOECC) noise guidelines (Publication NPC-300).</p> <p>In addition, the GTAA requests an acoustical certification with all applicable MOECC noise guidelines and the noise study referred to above, and a noise warning clause in the development agreement registered on title to the property.</p>
City Transportation and Works Department (May 15, 2018)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Clarification required with regards to the Environmental Site Assessment of the property (including a plan to manage the decommissioning of the existing private septic system)</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report. The completion and filing of a Record of Site Condition will be addressed prior to By-law Enactment.</p>
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical

Agency / Comment Date	Comment
	<p>matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"><li>• City Community Services Department – Culture Division</li><li>• Canada Post</li><li>• Enbridge Gas</li><li>• Alectra Utilities</li><li>• Economic Development</li><li>• City Community Services Department – Fire and Emergency Services Division</li><li>• Bell Canada</li></ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>• Rogers Cable</li><li>• Mississauga Transit</li></ul>

Credit Valley Conservation Authority

File: OZ 18/004 W11

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Since the application is only proposing one residential unit, the Board does not have any further comments on this application.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Julia <ul style="list-style-type: none"> <li>Enrolment: 499</li> <li>Capacity: 579</li> <li>Portables: 0</li> </ul> </li> <li>St. Marcellinus <ul style="list-style-type: none"> <li>Enrolment: 1806</li> <li>Capacity: 1509</li> <li>Portables: 6</li> </ul> </li> </ul> </li> </ul>

## **Recommendation Report Detailed Planning Analysis**

**Owner: Credit Valley Conservation**

**7060 Old Mill Lane**

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## 1. Community Comments

No concerns were raised at the public meeting on June 18, 2018. There were no additional community meetings.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on October 8, 2019, with supplementary materials circulated on November 26, 2019 and on January 10, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Transportation and Works

Comments updated November 18, 2019 state that they have no objection to the proposed rezoning application.

#### Community Services

Comments updated January 14, 2020, state that they have no objection to the proposed rezoning application. They have reviewed the EIS and found the recommendations to be acceptable. The applicant is requested to submit a Committee of Adjustment application for a Lot Line Adjustment in order to consolidate the two lots and to separate the new lot from the existing CVC trail. It is the responsibility of CVC to maintain the existing trail.

#### Region of Peel

Comments updated November 14, 2019, state that they have no objection to the proposed rezoning application.

They indicated that as per Section 2.3.2.6 of the Regional Official Plan (ROP), development and site alteration is not permitted within the Core Areas of the Greenlands System in Peel, except for i) a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by applicable planning legislation or zoning by-law on the date the ROPA 21B came into effect.

Since the revised building envelope does not exceed the limits of the existing lot of record, identified as being Part of Lots 40 & 41, Registered Plan TOR-5, a new single detached residential dwelling may be permitted on the subject property. Staff indicate that the proposed building envelope is considerably smaller than was initially proposed and only a small portion of the building envelope remains in the Region's Core Area of the Greenlands system, which is presently disturbed with an existing structure (CVC workshop). The Core Greenlands System overlay is to remain, and a Regional Official Plan Amendment is not required.

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

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land

use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

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

Section 2.1 of the PPS states that "natural features and areas shall be protected for the long term" and Section 3.1 requires development to be located outside of hazardous lands. Section 3.2 stipulates that sites are remediated before development occurring should contaminants exist.

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

#### **4. Consistency with PPS**

Both the relevant MOP policies as well as the proposal are consistent with the direction provided in the PPS.

The PPS includes policies that allow for a range of intensification and appropriate development standards, including:

- Land use patterns shall accommodate a range of opportunities for intensification (1.1.3.2 b)
- Planning authorities shall identify appropriate locations

- and promote opportunities for intensification (1.1.3.3)
- Appropriate development standards should be promoted which facilitate intensification (1.1.3.4)

Section 5.3.5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate the Meadowvale Village Neighbourhood Character Area as an area that will not be the focus for intensification that should be regarded as stable residential areas where the existing character is to be preserved, however, as indicated in Section 5.3.5.2 of MOP, residential intensification in Neighbourhoods may occur through infilling.

Section 2.1.5 b) of the PPS states that development and site alteration shall not be permitted in significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Section 6.3.10 of MOP states that the exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study (EIS). Section 6.3.11 of MOP indicates that minor refinements to the boundaries of the Natural Heritage System may occur through an EIS. Major boundary changes require an amendment to MOP. A satisfactory EIS has been provided.

Section 2.6.3 of the PPS states that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has

been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The subject lands are located within the Meadowvale Village Heritage Conservation District Boundary. The Meadowvale Village Heritage Conservation Plan stipulates that lot boundary adjustments require a Heritage Permit, as outlined in MOP. A Heritage Impact Assessment has been submitted and a Heritage Permit has been issued.

The subject lands are designated Parkway Belt West in MOP. They are also identified as containing natural hazards. The Parkway Belt West designation permits uses governed by the provisions of the Parkway Belt West Plan.

Section 3.1.2c of the PPS states that Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. Further to policy 3.1.6, the PPS states that development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards and where all of the following are demonstrated and achieved:

- a. Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b. Vehicles and people have a way of safely entering and

exiting the area during times of flooding, erosion and other emergencies;

- c. New hazards are not created and existing hazards are not aggravated; and
- d. No adverse environmental impacts will result.

Through the review of the development application, satisfactory grading plans, an Environmental Impact Study and servicing overview reports have been provided. The City will require the applicant to enter into a development agreement to ensure any approved development parcel, tree preservation plans and noise warning clauses are registered on title.

The proposed development supports the general intent of the PPS. The proposal presents an opportunity remediate and intensify a brownfield site, while increasing the range of housing available in Meadowvale Village in a safe manner respectful to both built and natural heritage.

## **5. Conformity with Growth Plan**

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

Section 5.3.5.2 of MOP states that residential intensification within Neighbourhoods will generally occur through infilling

and the development of existing commercial sites as mixed use areas.

Section 5.3.5.5 of MOP states that 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. The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan are not applicable to this application, however, the policies of the Parkway Belt Plan do apply.

## 6. Parkway Belt West Plan

In July 2004, the Ministry of Municipal Affairs and Housing approved Amendment No. 172 to the Parkway Belt West Plan, which redesignated 1 300 m<sup>2</sup> (13,993 sq. ft.) of the subject lands from Public Open Space and Buffer Area to Complementary Use Area, within the *Parkway Belt West Plan (PBWP)* to facilitate the development of a single detached dwelling.

Uses permitted within the Complementary Use Area of the Plan include existing uses, residential uses, and infilling to existing settlements. Section 5.5.1 h) of the PBWP indicates that very limited additional development is permitted in the General Complementary Use Area within existing hamlets,

residential clusters, and dense strip developments to secure to the maximum possible degree the following conditions:

- i. Maintain and support the existing size and character of such areas;
- ii. Protect tree stands, hedgerows, and prominent individual trees;
- iii. Encourage appropriate building designs in harmony with the distinctive character of each of such areas'
- iv. Encourage additions which will not create a need for additional public services

Furthermore, section 5.5.1 j) of the PBWP indicates that change of uses of land, buildings and structures are permitted within the General Complementary Use Area, subject to the following conditions:

- i. New uses are as compatible with the provisions of the Plan as existing uses, or more compatible
- ii. All natural features are preserved to the maximum possible degree
- iii. Any other conditions required to secure the provisions of this plan are satisfied

The relevant MOP policies in this report are in conformity with the Parkway Belt West Plan.

In June 2016, Ministry of Municipal Affairs / Ministry of Housing confirmed that an amendment to remove the subject property from the Parkway Belt West Plan would not be required to facilitate the proposal for a detached home.

## 7. Region of Peel Official Plan

The western portion of the subject property is located within the Core Woodland and Valley Area of the Greenlands System within the Region of Peel, while the eastern portion is located within the Urban System in the Regional Official Plan (ROP).

As indicated in the Updated Agency and City Department Comments, while Section 2.3.2.6 of ROP prohibits development and site alteration within the Core Areas of the Greenlands System in Peel, except for i) a new single residential dwelling on an existing lot of record, since the revised building envelope does not exceed the limits of the existing lot of record, a new single detached residential dwelling may be permitted on the subject property. While a small portion of the building envelope remains in the Core Area of the Region's Greenlands System, this area is presently disturbed with the existing CVC workshop. General Objectives and Policies in Section 5 of ROP direct development and redevelopment to the Urban System to achieve complete communities that represent a more efficient use of land that is compact in built form and contributes to a mix of uses.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that infill and redevelopment within Neighbourhoods will respect

the existing and planned character, and that Mississauga will promote a built environment that protects and conserves heritage resources.

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

## 8. Mississauga Official Plan (MOP)

No amendment to the Mississauga Official Plan Policies for the Meadowvale Village Neighbourhood Heritage District Character Area are proposed to permit one detached home.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

### *Directing Growth*

The subject site is located in the Meadowvale Village Neighbourhood Heritage District Neighbourhood Character Area, and is included within the Meadowvale Village Heritage Conservation District Boundary.

Although Neighbourhoods are identified in MOP as non-intensification areas, Section 5.3.5 of MOP clarifies that this does not mean that they will remain static or that new development must imitate previous development patterns, but

rather when development does occur it should be sensitive to the Neighbourhood's existing and planned character.

The Meadowvale Village Heritage Conservation Plan stipulates that lot boundary adjustments require a Heritage Permit, as outlined in MOP, which the applicant has received.

The subject lands are located within the 30-35 Noise Exposure Projection (NEP) / Noise Exposure Forecast (NEF). Section 6.10.2.1 of MOP indicates that Land uses located at or above the corresponding 1996 NEP/2000 NEF will require a noise study as a condition of development. Noise warning clauses will also be required as a condition in the development agreement as per MOP.

The subject site is designated **Parkway Belt West**, which permits uses governed by the provisions of the *Parkway Belt West Plan*. The subject lands are also identified as containing natural hazards, and the lands behind the existing CVC workshop fall within the Significant Natural Area CRR1. These form part of the Natural Heritage System of Mississauga.

Section 6.3.8 of MOP states that buffers (vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands) shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study to the satisfaction of the City and appropriate conservation authority.

6.3.10 of MOP states that the exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study (EIS).

Section 6.3.11 of MOP indicates that minor refinements to the boundaries of the Natural Heritage System may occur through an EIS. Major boundary changes require an amendment to MOP.

The applicant has submitted a satisfactory Environmental Impact Study (EIS) in support of the proposal.

#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Meadowvale Village Heritage District Neighbourhood Character Area. The surrounding lands permitted in the Meadowvale Village Heritage District consist primarily of lands designated Residential Low Density I and Parkway Belt West and include detached homes. No amendment has been proposed to the Parkway Belt West designation.

#### *Services and Infrastructure*

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

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

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

- Number 57 on Old Derry Road having direct access to the Meadowvale Town Centre, Airport, and Renforth Mississauga Transitway Stop
- Number 104 on Derry Road West having direct access to the Meadowvale Town Centre, and Malton Go Station and Westwood Square
- Number 42 on Derry Road West having direct access to the Meadowvale Town Centre and Malton Go Station

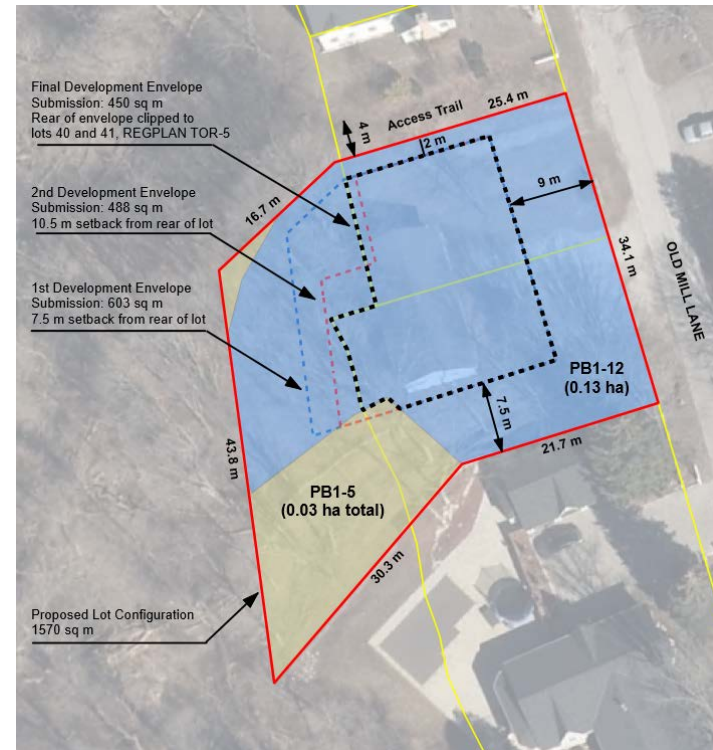
There is a transit stop on Old Derry Road 190 m (623 ft.) southwest of the site.

The CVC will retain the portion of Lot 41 that is currently used as trail access to CRR1 directly to the north of the site to ensure that public access is maintained.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe, the Parkway Belt West Plan and the PPS.

## 9. Revised Site Plan

The applicant has provided a revised site plan as follows:



## 10. Zoning

The proposed **PB1-Exception** (Parkway Belt West 1 – Exception) is appropriate to accommodate the proposed detached dwelling.

**R1-32 (Detached Dwelling – Exception 32)** zoning standards have been included in the summary below, given that it is the prevailing residential zone in the historic Meadowvale village.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	PB & PB1-5 Zone Regulations	R1-32 Zone Regulations	Proposed PB1-X Zone Regulations
Minimum Lot Area	-	1 050 m <sup>2</sup> (11,302 ft.)	1 570 m <sup>2</sup> (16,899 s ft.)
Minimum Front Yard	18.0 m (59.1 ft.)	9.0 m (29.5 ft.)	9.0 m (29.5 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	Combined:  1 storey – 20% of the lot frontage  2 storey – 27% of the lot frontage	<u>North</u> 2 m (6.6 ft.) <u>South</u> 7.5 m (24.6 ft.) <u>Combined</u> 9.5 m (31.2 ft.), this is greater than 27% of the lot frontage
Minimum Rear Yard	15.0 m (49.2 ft.)	7.5 m (24.6 ft.)	10.9 m (35.7 ft.)
Maximum Gross Floor Area	-	316.9 m <sup>2</sup> (3,401.4 sq. ft.)	316.9 m <sup>2</sup> (3,401.4 sq. ft.)

## 11. Bonus Zoning

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

The subject lands are currently zoned **PB1** (Parkway Belt West) and **PB1-5 (Parkway Belt West 1 – Exception 5)** which permits passive recreational and conservation uses, and a detached dwelling and accessory structures legally existing on the date of the passing of the Zoning By-law, respectively. The applicant is seeking to permit one detached home. As the project is smaller than 5,000 m<sup>2</sup> (54,000 ft<sup>2</sup>) in size, and no additional height is proposed, it does not meet the minimum threshold for a Section 37 contribution.

## 12. "H" Holding Symbol

Should this application be approved by Council, staff will bring forward the implementing documents once the City is satisfied that all outstanding matters have been addressed, including:

- Receipt of a signed Development Agreement

## 13. Site Plan

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

Once the zoning is in place and the lot has been severed from the larger holding, it will be sold to a third party to build a detached home. While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as proposed elevations and



other detailed design. This will be required as part of the site plan approval process.

## 14. Conclusions

In conclusion, City staff has evaluated the application to permit one detached home against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, *Parkway Belt West Plan*, Region of Peel Official Plan and Mississauga Official Plan.

The MOP policies are consistent with the *Parkway Belt West Plan*. The application to permit one detached home is appropriate given:

- In June 2016, Ministry of Municipal Affairs / Ministry of Housing confirmed that an amendment to remove the subject property from the Parkway Belt West Plan would not be required to facilitate the proposal for a detached home.
- While a portion of the proposed development area is located within the Region of Peel Core Greenlands, this is limited to an area disturbed by the existing CVC workshop, and the Core Greenlands overlay will remain. The subject property includes an existing lot of record.
- The Environmental Impact Statement has demonstrated that there will be no negative impacts on the Woodlands, and Natural Heritage System.
- The lotting fabric is compatible with the planned neighbourhood character, as outlined in the

Meadowvale Village Conservation Plan. A satisfactory Heritage Impact Assessment has been provided, and a heritage permit has been issued.

As the applicant has addressed the relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the amendments subject to the conditions contained in the staff report dated January 31, 2020.

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## Site Plan

