



**NOTICE OF THE PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW**

DATE OF NOTICE	April 29, 2021	
OPA NUMBER	OPA 119 (By-law 0081-2021)	
ZONING BY-LAW NUMBER	0082-2021	
DATE PASSED BY COUNCIL	April 21, 2021	
LAST DATE TO FILE APPEAL	May 19, 2021	
FILE NUMBER	OZ 19/004	Ward 5
APPLICANT	Riowalk Sandalwood Inc.	
PROPERTY LOCATION	The lands affected by this Amendment are located at the southeast corner of Hurontario Street and Bristol Road East, in the City of Mississauga	

TAKE NOTICE that on April 21, 2021 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 119 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the designation of the subject lands from Mixed Use to Residential High Density and to add a Special Site to the Hurontario Neighbourhood Character Area.

The purpose of the Zoning By-law is to permit two apartment buildings with heights of 18 and 24 storeys. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C2-15" (Neighbourhood Commercial - Exception) to "H-RA5-56" (Apartments - Exception with a Holding Provision). "C2-15" permits retail, office and service uses, as well as an outdoor garden centre accessory to a retail store. Upon removal of the "H" provision, the "RA5-56" zone will permit two apartment buildings with maximum heights of 18 and 24 storey apartment buildings, and a floor space index (FSI) of 4.0.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 119 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at olt.gov.on.ca. An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **May 19, 2021**, by mail, courier, or in person by booking an appointment at <https://reservation.frontdesksuite.com/mississauga/reservation> and selecting Other Inquiries.

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by a fee in the amount of \$1,100.00 per application (as of July 1, 2020), payable to the Minister of Finance, and
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Lorie Sterritt** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5403

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 008 2-2021

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law which includes a holding provision;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.56	Exception: RA5-56	Map # 36W	By-law:
In a RA5-56 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.6.56.1	(1) Retail Store (2) Outdoor garden centre accessory to a retail store (3) Restaurant (4) Take-out Restaurant (5) Outdoor patio accessory to a restaurant and take-out restaurant (6) Veterinary Clinic (7) Animal Care Establishment (8) Service Establishment (9) Commercial School (10) Financial Institution (11) Medical Office (12) Office (13) Recreational Establishment		
Regulations			
4.15.6.56.2	The provisions of Lines 1.0 and 3.0 contained in Table 2.1.2.1.1, Subsections 2.1.14 and 2.1.30, Sentence 3.1.1.8.1 and the regulations of Lines 15.2 and 15.3 contained in Table 4.15.1 of this By-law shall not apply		
4.15.6.56.3	Maximum floor space index - apartment zone		4.0

4.15.6.56	Exception: RA5-56	Map # 36W	By-law:
4.15.6.56.4	Maximum gross floor area - apartment zone per storey for each storey above seven storeys for Building 'A' identified on Schedule RA5-56 of this Exception	750 m ²	
4.15.6.56.5	Maximum gross floor area - apartment zone per storey for each storey above 10 storeys for Building 'B' identified on Schedule RA5-56 of this Exception	750 m ²	
4.15.6.56.6	Minimum gross floor area - non-residential	900 m ²	
4.15.6.56.7	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings , shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 7.0 m above the height limit otherwise applicable		
4.15.6.56.8	The lot line abutting Hurontario Street shall be deemed to be the front lot line		
4.15.6.56.9	A dwelling unit shall not be located along the Hurontario Street frontage on the first storey		
4.15.6.56.10	Notwithstanding Sentence 4.15.6.56.26 of this Exception, the maximum encroachment into a required yard of a canopy or awning located on the first storey	3.0 m	
4.15.6.56.11	Notwithstanding Sentence 4.15.6.56.26 of this Exception, the maximum encroachment into a required yard abutting Bristol Road East of a canopy or awning located on the first storey	1.0 m	
4.15.6.56.12	Notwithstanding Sentence 4.15.6.56.26 of this Exception, the minimum setback of a canopy or awning located on the first storey to a sight triangle	0.0 m	
4.15.6.56.13	Driveways may be shared with abutting lands zoned C2-15		
4.15.6.56.14	Minimum number of resident parking spaces per studio rental apartment dwelling unit	0.8	
4.15.6.56.15	Minimum number of resident parking spaces per one-bedroom rental apartment dwelling unit	0.85	
4.15.6.56.16	Minimum number of resident parking spaces per two-bedroom rental apartment dwelling unit	1.0	
4.15.6.56.17	Minimum number of resident parking spaces per three-bedroom rental apartment dwelling unit	1.2	
4.15.6.56.18	Minimum number of visitor parking spaces per rental apartment dwelling unit	0.15	
4.15.6.56.19	Minimum number of parking spaces per 100 m ² of gross floor area - non-residential for uses contained in Sentence 4.15.6.56.1 of this Exception, except a restaurant with a gross floor area - non-residential greater than 220 m ²	4.3	

4.15.6.56	Exception: RA5-56	Map # 36W	By-law:
4.15.6.56.20	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: The greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except a restaurant with a gross floor area - non-residential greater than 220 m². Parking for a restaurant with a gross floor area - non-residential greater than 220 m² shall not be included in the above shared parking arrangement and shall be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.		
4.15.6.56.21	Tandem parking spaces will be permitted		
4.15.6.56.22	Maximum percentage of required resident parking spaces that may be tandem		10%
4.15.6.56.23	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells and ventilation shafts to a front and/or exterior lot line		3.0 m
4.15.6.56.24	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells and ventilation shafts to any other lot line		0.0 m
4.15.6.56.25	Minimum landscaped area		15%

4.15.6.56	Exception: RA5-56	Map # 36W	By-law:
4.15.6.56.26 All site development plans shall comply with Schedule RA5-56 of this Exception			
Holding Provision			
The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-56 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) delivery of an executed Development Agreement with Municipal Infrastructure Schedules in a form and on terms satisfactory to the City of Mississauga ("City") and Region of Peel ("Region") to capture items including but not limited to municipal infrastructure detailed design, securities, fees, and insurance; (2) delivery of an executed Public Benefit Contribution (Section 37) agreement pursuant to section 37 of the <i>Planning Act</i>, R.S.O 1990, c.P.13, as amended; (3) receipt of any additional technical reports, studies, drawings, to the satisfaction of the City and Region, in support of the municipal and regional infrastructure detailed design, including but not limited to: a final clean-up report confirming that the property meets the applicable Ministry of the Environment, Conservation and Parks (MECP) standards; and an updated geotechnical report outlining backfill and bedding recommendations for any required municipal or regional service; (4) receipt of confirmation that the Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation or as otherwise provided and secured for in the development agreement; (5) receipt of a temporary discharge to storm sewer commitment letter; (6) satisfactory arrangements for Waste Collection subject to the most recent Waste Collection Design Standards requirements with the Region.			

2. Map Number 36W of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C2-15" to "H-RA5-56", the zoning of Part of Lot 2, Concession 1, East of Hurontario Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA5-56" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA5-56" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 119 is in full force and effect.

ENACTED and PASSED this 21ST day of April 2021.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date April 9, 2021
File OZ 19/004

Bonnie Crombie
MAYOR

W. A. Rubow
CLERK

BRISTOL ROAD EAST

HURONTARIO STREET

MIN. 13.0m and 3 STOREYS
MAX. 20.5m and 6 STOREYS

BUILDING 'A'

MAX. 78.0m
and
24 STOREYS

MAX. 34.0m and
9 STOREYS

BUILDING 'B'

MAX. 60.0m
and
18 STOREYS

MAX. 7.0m and 1 STOREY

DRIVEWAY

DRIVEWAY



Note:
All measurements are in metres
and are minimum setbacks,
unless otherwise noted.

This is not a Plan of Survey



BUILDABLE AREA

THIS IS SCHEDULE "RA5-56"

AS ATTACHED TO BY-LAW 0082-2021

PASSED BY COUNCIL ON APRIL 21ST, 2021

APPENDIX "A" TO BY-LAW NUMBER 0082-2021

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit two apartment buildings with heights of 18 and 24 storeys.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C2-15" (Neighbourhood Commercial - Exception) to "H-RA5-56" (Apartments - Exception with a Holding Provision).

"C2-15" permits retail, office and service uses, as well as an outdoor garden centre accessory to a retail store.

Upon removal of the "H" provision, the "RA5-56" zone will permit two apartment buildings with maximum heights of 18 and 24 storey apartment buildings, and a floor space index (FSI) of 4.0.

Location of Lands Affected

East side of Hurontario Street, South of Bristol Road East, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Lorie Sterritt of the City Planning and Building Department at 905-615-3200 ext. 5403.

<http://teamsites.mississauga.ca/sites/18/bylaws/oz 19 004 w5 by-law.ls.jmcc.docx>



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0081-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 119

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 119, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation on the subject lands and the addition of a Special Site in the Hurontario Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 119 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 21st day of April, 2021.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date: April 8, 2021
File: OZ 19/004

Bonnie Crombie
MAYOR

W. O. Rusw
CLERK

Amendment No. 119

to

Mississauga Official Plan

By-law No. 0081-2021

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AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 119, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation on the subject lands and the addition of a Special Site in the Hurontario Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 119 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 21st day of April, 2021.

Signed

Bonnie Crombie

MAYOR

Signed

W. A. Rubin

CLERK

Amendment No. 119
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 119.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated March 5, 2021 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the designation of the subject lands from Mixed Use to Residential High Density and to add a Special Site to the Hurontario Neighbourhood Character Area.

LOCATION

The lands affected by this Amendment are located at the southeast corner of Hurontario Street and Bristol Road East. The subject lands are located in the Hurontario Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Mixed Use which permits a mix of commercial uses including retail stores, financial institutions, restaurants and offices, as well as residential uses.

The Official Plan Amendment is required to amend the designation from Mixed Use to Residential High Density since the proposal is primarily for residential uses with limited non-residential uses at grade only.

A Special Site is required to increase the maximum building height permission and to permit a commercial school as an accessory use.

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

1. The proposal addresses the existing context and provides an appropriate transition of built form to the adjacent areas.
2. The proposal is within the Hurontario Street Intensification Corridor that supports the potential for higher density mixed use development and will be served by the Hurontario Light Rail Transit (LRT) system.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.12, Hurontario Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 2 on Map 16-12: Hurontario Neighbourhood Character Area, in accordance with the Special Site Policies.
2. Section 16.12.4, Special Site Policies, Hurontario Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

16.12.4.2 Site 2



16.12.4.2.1 The lands identified as Special Site 2 are located at the southeast corner of Hurontario Street and Bristol Road East.

16.12.4.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. two apartment buildings with maximum heights of 18 and 24 storeys will be permitted; and
 - b. a commercial school will be permitted as an accessory use.
3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High Density, as shown on Map "A" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

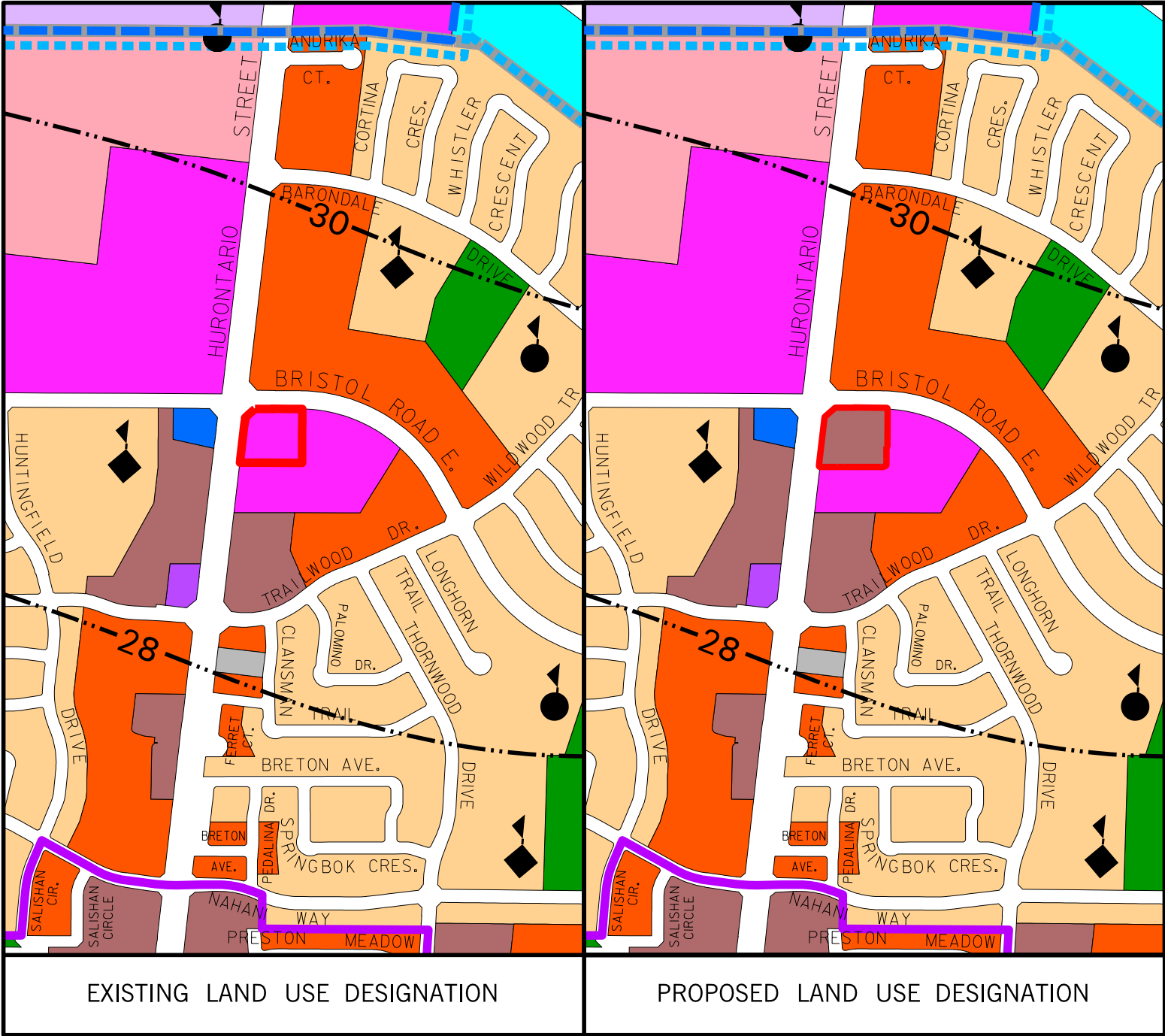
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan September 3, 2020.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies 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	

AREA OF AMENDMENT

FROM:
 MIXED USE

TO:
 RESIDENTIAL HIGH DENSITY

0 60 120 180 240 metres

MAP 'A'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on September 16, 2019 and October 15, 2019 in connection with this proposed Amendment.

A number of residents raised issues concerning the development including traffic, height and density. These issues have been addressed in the Planning and Building Department Report dated March 5, 2021 attached to this amendment as Appendix II.

City of Mississauga

Corporate Report



Date: March 5, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 19/004 W5
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: March 29, 2021

Subject

RECOMMENDATION REPORT (WARD 5) PUBLIC MEETING RECOMMENDATION REPORT

Official Plan Amendment and Rezoning Applications to permit 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses

30 Bristol Road East, Southeast corner of Bristol Road East and Hurontario Street

Owner: Riowalk Sandalwood Inc.

File: OZ 19/004 W5

Recommendation

1. That the applications under File OZ 19/004 W5, Riowalk Sandalwood Inc., 30 Bristol Road East to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA5-56** (Apartments – Exception) to permit 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses, be approved subject to the conditions referenced in the staff report dated March 5, 2021 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 “H” holding symbol is to be removed from the **H-RA5-56** (Apartments – Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and the City Departments that matters, as outlined in the report dated March 5, 2021 from the Commissioner of Planning and Building, have been satisfactorily addressed.

4. 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.
5. 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 for two apartments with heights of 18 and 24 storeys
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reconfiguring the location of the towers to reduce shadow and wind impacts
- It has been concluded that the proposed development is supportable from a planning perspective
- 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
- A "H" holding symbol is recommended to address outstanding technical requirements and to allow for a Section 37 Agreement

Background

A public meeting was held by the Planning and Development Committee on September 16, 2019, however due to a power outage at City Hall the meeting was rescheduled to October 15, 2019, at which time an Information Report (Item 4.6

https://www7.mississauga.ca/documents/committees/pdc/2019/2019_09_16_PDC_Agenda.pdf)

was received for information. Recommendation PDC-0074-2019 was then adopted by Council on October 23, 2019.

PDC-0074-2019

1. That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, 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 modifications to the proposed concept plan including:

- Adjusting the height of the towers to 18 and 24 storeys with a minimal reduction in the gross floor area and floor space index
- Reconfiguring the location of the towers on the site to reduce shadow and wind impacts
- Relocating the proposed outdoor amenity area in the southeast portion of the site to an indoor amenity area due to anticipated wind impacts

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on May 15, 2019. Thirty-six 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 15, 2019. Eight members of the public spoke regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

No community meetings were held for the subject applications.

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 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 **Mixed Use** to **Residential High Density**.

The proposed 18 and 24 storey apartment buildings, connected by a six storey podium with ground floor retail and service commercial uses is an appropriate form of intensification along the Hurontario Street Corridor. The intersection of Hurontario Street and Bristol Road East is a major transit stop for the Hurontario Light Rail Transit (LRT). The subject lands are located north of two existing 24 storey apartment buildings and the property directly across from the site is designated to permit a 20 storey building.

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

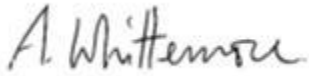
In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood while providing an appropriate form of intensification. The addition of the apartments broadens the mix of residential uses within the neighbourhood and complements the existing commercial uses. The proposal has been designed to mitigate any adverse impacts to the community and is generally consistent with the existing and planned context. 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 to the satisfaction of the City.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga

Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/004 W5

Meeting date:
2019/09/16

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit 16 storey and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor

60 Bristol Road East, southeast corner of Hurontario Street and Bristol Road East

Owner: 151516 Canada Inc. (RioCan)

File: OZ 19/004 W5

Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, 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

RioCan is proposing to develop a portion of the existing plaza for two residential apartment buildings with ground floor retail and service commercial uses. The official plan needs to be amended from **Mixed Use** to **Residential High Density** and the zoning by-law amended from **C2-15** (Neighbourhood Commercial) to **RA5-Exception** to implement this proposal.

Comments

The property is located at the southeast corner of Hurontario Street and Bristol Road East within the Hurontario Neighbourhood Character Area. The site is part of a larger parcel that contains a neighbourhood commercial plaza. The development is proposed on a portion of the site that is currently vacant as a result of a fire on the property in October 2017. A Land Division application under file "B" 2/19 was approved on February 12, 2019 and the applicant is currently clearing conditions of the severance in order to sever the parcel from the plaza.



Aerial image of 60 Bristol Road East



Applicant's rendering of the proposed residential 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 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 environmental and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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: provision of additional technical information, review of reduced parking standards, evaluation of the proposed height

and density, ensuring compatibility of the new buildings with the surrounding neighbourhood, and assessing the comments received through community consultation.

Attachments

Appendix: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 151516 Canada Inc. (RioCan)

66 Bristol Road East

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1. Site History

- May 15, 1989 – Site Plan Application under file SP 88-128 W5 approved a retail plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2-15** (Neighbourhood Commercial)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Hurontario Neighbourhood Character Area
- February 12, 2019 – Land Division application "B" 2/19 received approval to sever the northeast portion of the lot from the remainder of the property

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Hurontario Street and Bristol Road East and is located within the Hurontario Neighbourhood Character Area.

The site is a one hectare (2.4 ac.) parcel of land located at the northwest corner of the plaza known as Sandalwood Square. The plaza was constructed in the late 1980's and provides service and restaurant uses including Value Village, McDonalds and The Beer Store.

It has frontage on both Hurontario Street and Bristol Road East. The area of the proposal, although vacant, used to have a multi-tenant commercial building which included a restaurant. Currently this site is part of the plaza but will be severed from the plaza once the conditions of the Land Division approval of the application under file "B" 2/19 are fulfilled.

Notwithstanding the intended land severance, the development parcel is proposing to share internal driveways and vehicular access points to Hurontario Street and Bristol Road East.



Image of the existing conditions facing east

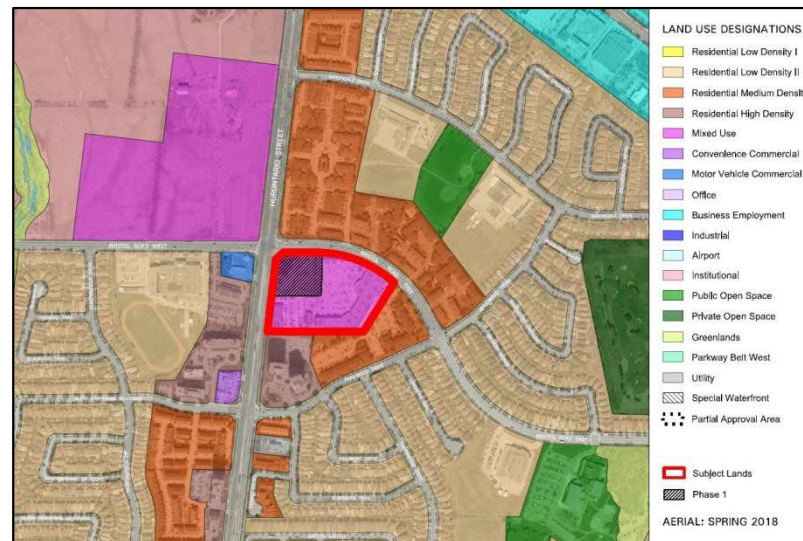
Property Size and Use	
Frontages:	
Hurontario Street	78.0 m (255.91 ft.)
Bristol Road East	79.9 m (262.14 ft.)
Depth:	79.9 m (262.14 ft.)
Gross Lot Area:	0.98 ha (2.4 ac.)
Existing Uses:	The site is currently vacant and was previously a retail building.

Surrounding Land Uses

Directly across Hurontario Street is a gas station, with the Britannia Farm property located further to the north and a church located further to the south. Across Bristol Road East are three storey townhomes. To the south of the plaza are two existing 24 storey apartment buildings.

The surrounding land uses are:

- North: Townhomes
- East: Commercial plaza containing a McDonalds and a Value Village
- South: Two apartment buildings, 24 storeys in height with 374 dwelling units
- West: Saviour of The World Chinese Catholic Church, gas station with a Rabba Store across Hurontario Street and to the northwest is the Britannia Farm



Aerial Photo of 60 Bristol Road East

The Neighbourhood Context

Land uses within the neighbourhood consist mainly of detached homes, townhomes, neighbourhood commercial uses, schools and parks. The immediate neighbourhood area was developed in the late 1980's and early 1990's. Approximately 1 km (0.6 miles) to the north is the Gateway employment district.

Demographics

Based on the 2016 census, the existing population of the Hurontario Neighbourhood is 51,255 with a median age of 40 (City's median age is 40). Approximately 72% of the neighbourhood's population are working age (15 to 64 years of age), 15% are children (0-14 years) and 12% are seniors

(65 years and over). By 2031 and 2041, the population for this area is forecasted to be 54,500 and 55,000 respectively. The average household size is three persons with 44% of people living in detached homes. The current mix of housing tenure for the node is 12,510 units (82%) owned and 2,780 units (18%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,230. Total employment combined with the population results in a PPJ for the Hurontario Neighbourhood Character Area of 50 persons plus job per ha (20.24 ppj/ac.).

The Region of Peel is currently revising its growth forecast numbers to align with the 2017 Provincial Growth Plan. Preliminary population numbers for the Hurontario Neighbourhood for 2031 and 2041 are suggesting 55,000 and 57,000, respectively. The number of dwellings, based on the population forecast, would equate to 15,500 by year 2031 and 16,300 by year 2041.

Other Development Applications

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

City Council approved an official plan amendment on May 9, 2018 to change the designation on a (12.9 ha. (32 ac.)) portion of the Britannia Farm property to Mixed Use. This designation will permit residential and commercial uses with a maximum height of 20 storeys. Although no development proposal has been submitted for this site, it has been estimated that approximately 2,400 dwellings could be accommodated on this site.

Approximately 1 km (0.6 miles) to the south is the Uptown Major Node, centred on the Eglinton Avenue and Hurontario Street intersection. There are a number of large residential development applications in process and others are anticipated.

Community and Transportation Services

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

A city park is located 740 m (2,428 ft.) to the north of the site along Barondale Drive. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 2.8 km (1.7 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 10 – Bristol-Britannia

- Route 502 – Brampton Zum

A bike lane is located along Bristol Road East and future bike lanes are proposed along Hurontario Street.

3. Project Details

The applications are to permit 16 and 25 storey residential apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

Development Proposal		
Applications submitted:	Received: April 12, 2019 Deemed complete: May 1, 2019	
Owner/Applicant:	151516 Canada Inc.	
Number of units:	470 units	
Proposed Gross Floor Area:		
Residential	37 769.0 m ² (406,555.4 ft ²)	
Commercial	1 103.7 m ² (11,880 ft ²)	
Height:	16 and 25 storeys	
Floor Space Index:	3.96	
Anticipated Population:	1,029.3 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	625	470
visitor spaces	94	70
commercial	59	0
Total	778	540

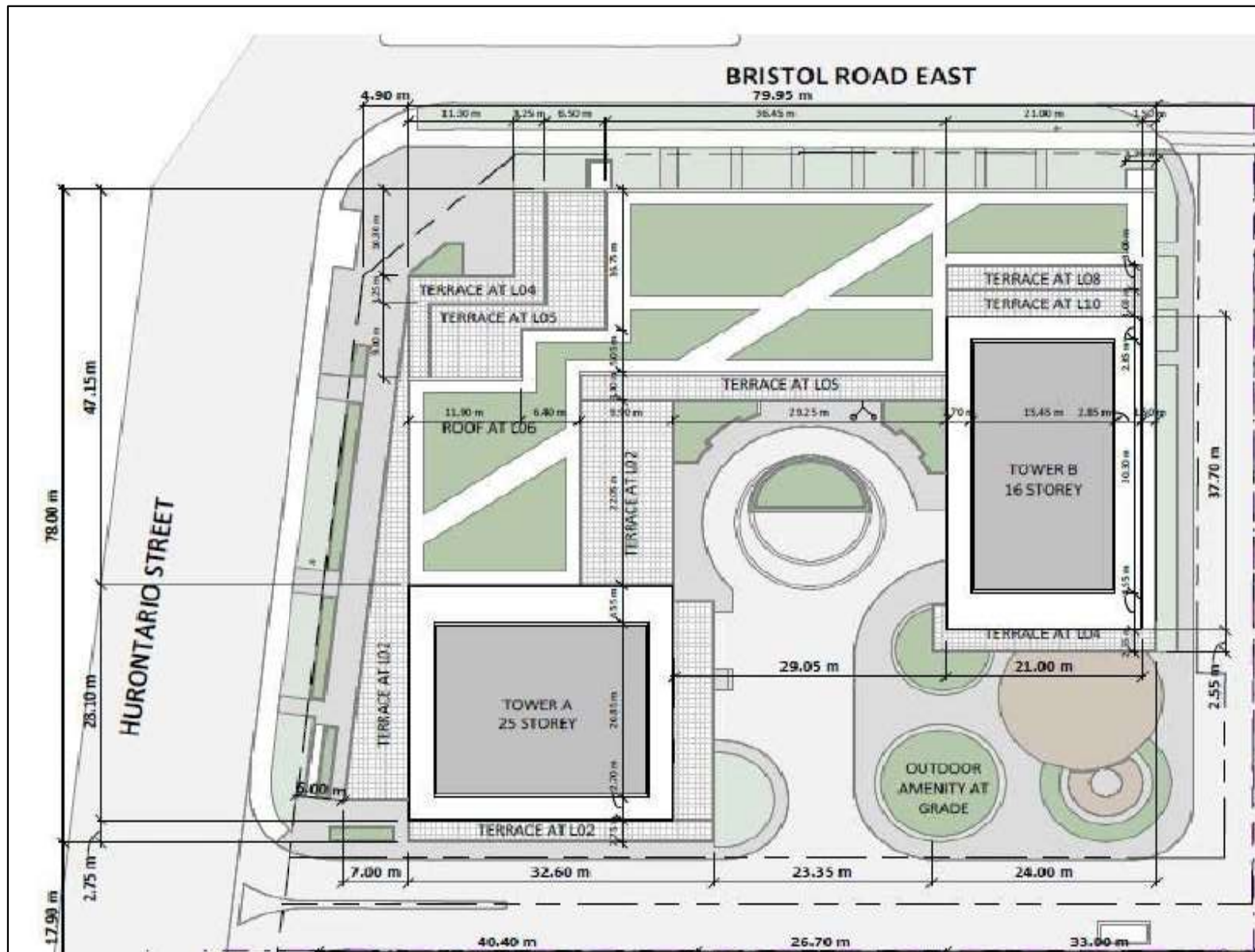
Development Proposal

Green Initiatives:	• Green roof where feasible • Stormwater use for irrigation • Permeable pavement where feasible
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Supporting Studies and Plans

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

- Site Plan/Context Plan and Survey
- Architectural Plans and Elevations
- Grading and Servicing Plans
- Functional Servicing Report
- Planning Justification Report
- Shadow Study
- Transportation Impact Study including Parking Analysis
- Wind Study
- Acoustical Feasibility Study
- Water Connection Multi-Use Demand Table
- Easement and Restrictions Summary
- Phase I Environmental Report
- List of Low Impact Design Features for Site/Building
- Draft Official Plan and Zoning By-law Amendments
- Landscape Plans



Concept Plan



VIEW FROM HURONTARIO ST LOOKING NORTH-EAST



VIEW FROM CORNER OF HURONTARIO ST & BRISTOL RD EAST



VIEW FROM HURONTARIO ST LOOKING NORTH



VIEW FROM INTERNAL ROAD LOOKING WEST

Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** which permits commercial and residential uses. Mixed use designations are encouraged to contain a mixture of permitted uses, with residential uses discouraged from locating within a separate building or on the ground floor. Redevelopment of mixed use sites through infilling is encouraged. MOP policies restrict building heights to a maximum of four storeys in Neighbourhoods unless it can be demonstrated that proposals are compatible with the surrounding neighbourhood.

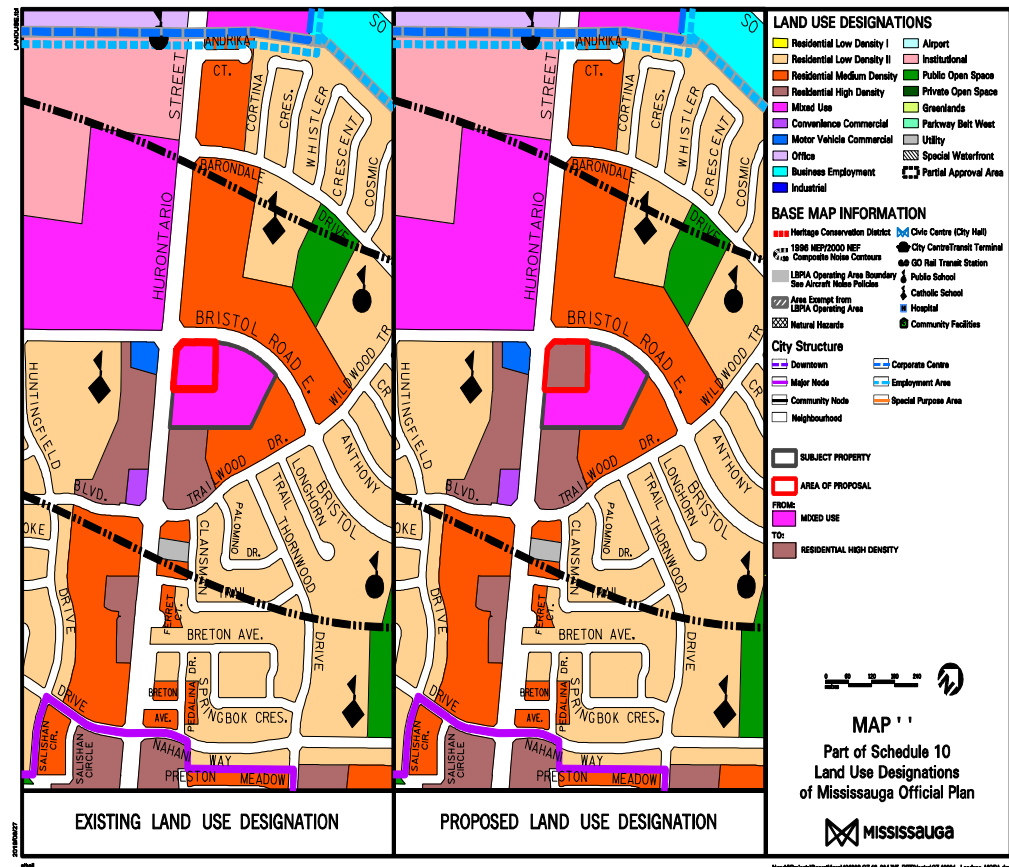
Proposed Designation

Residential High Density to permit 16 and 25 storey apartment buildings with commercial uses on the ground floor.

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 the other relevant Official Plan policies are found in Section 5.

Excerpt of Hurontario Neighbourhood Land Use



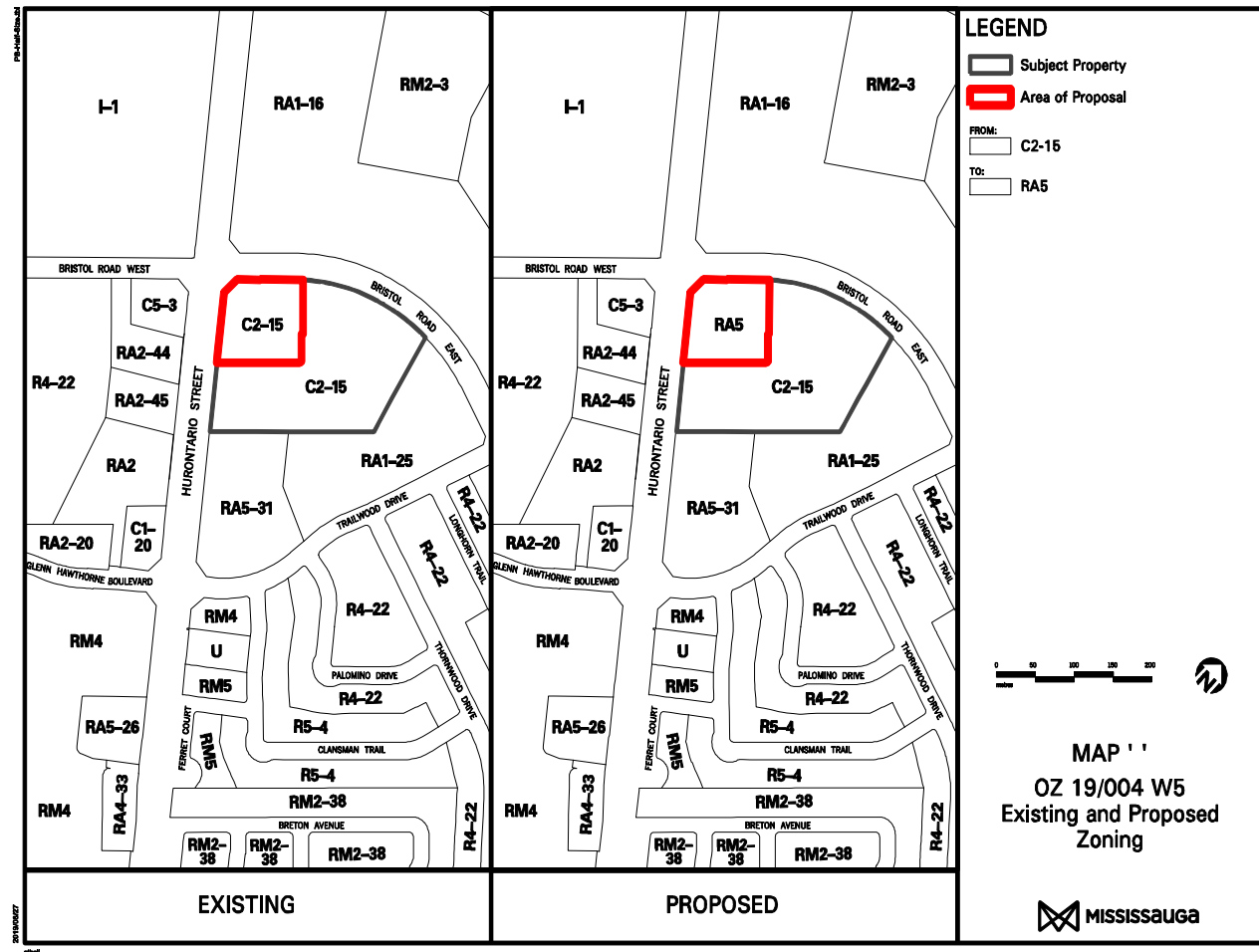
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C2-15** (Neighbourhood Commercial), which permits commercial uses including retail store, restaurant, personal service establishment, office and an outdoor garden centre accessory to a retail store.

Proposed Zoning

The applicant is proposing to amend the existing **C2-15** (Neighbourhood Commercial) zone, in order to permit 16 and 25 storey apartment buildings connected by a six storey podium with commercial uses on the ground floor. A maximum FSI of 4.0 and a maximum height of 25 storeys is proposed.



Proposed Zoning Regulations

Zone Regulations	C2-15 Zone Regulations	Proposed Zone Regulations
Maximum Floor Space Index (FSI)	n/a	4.0
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)
Minimum setback from parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
Minimum depth of a landscaped buffer abutting along any other lot line	3.0 m (9.8 ft.)	0 m
Minimum parking space per unit: studio one-bedroom two-bedroom three-bedroom	1.00 1.19 1.36 1.50	1.0
Minimum visitor parking space per dwelling unit	0.20	0.15
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information to be provided to verify the building setbacks as it relates to the severance lines.		

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) 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) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) 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) A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. (PPS 1.6.7.4) Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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)	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) Major Transit Stations Planning will be prioritized for <i>major transit station areas</i> on <i>priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan.

Policy Document	Legislative Authority/Applicability	Key Policies
		For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. <i>Major transit station areas</i> on <i>priority transit corridors</i> or subway lines will be planned for a minimum density target of: 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) Within <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6) All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate: a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) Within all <i>major transit station areas</i>, development will be supported, where appropriate, by: a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> projects; c. Providing alternative development standards, such as reduced parking standards; and d. Prohibiting land uses and built form that would adversely affect the achievement of <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9)

Policy Document	Legislative Authority/Applicability	Key Policies
		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) Housing Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that: supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: 1. Identifying a diverse range and mix of housing options and densities, including second units and <i>affordable</i> housing to meet projected needs of current and future residents; and 2. Establishing targets for <i>affordable</i> ownership housing and rental housing; 3. Identifying mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); 4. Aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and 5. Will be implemented through official plan policies and designations and zoning by-laws. (Growth Plan 2.2.6.1) 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)
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The Parkway Belt West Plan does not apply to this site.

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix. The existing policies of MOP are consistent with the ROP.	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. The proposed application is exempt from Regional approval.

Relevant Mississauga Official Plan Policies

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

The subject property is located within an MTSA.

The lands are located within the Hurontario Neighbourhood and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The applicant is proposing to re-designate the lands to **Residential High Density** to permit 16 and 25 storey apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

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 the compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.4.13 Section 5.4.14 Section 5.4.15	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. City Structure The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy: • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city Neighbourhoods Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

	Specific Policies	General Intent
		Corridors Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.9 Section 7.3.2	The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive. Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: - The development of a range of housing choices in terms of type, tenure and price; - The production of a variety of affordable dwelling types for both the ownership and rental markets; and - The production of housing for those with special needs, such as housing for the elderly and shelters. 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. 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.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1.6 Section 9.2.1.14 Section 9.2.1.18 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9	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. Infill and redevelopment within Neighbourhoods will respect the existing and planned character. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. The City vision will be supported by site development that: - Respects the urban hierarchy; - Utilizes best sustainable practices; - Demonstrates context sensitivity, including the public realm; - Promotes universal accessibility and public safety; and

	Specific Policies	General Intent
	Section 9.5.2.2	e. Employs design excellence. While new development need not mirror existing development, new development in Neighbourhoods will: - Respect the scale and character of the surrounding area; - Minimize overshadowing and overlook on adjacent neighbours; - Preserve mature high quality trees and ensure replacement of the tree canopy; and - Be designed to respect the existing scale, massing, character and grades of the surrounding area. 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. Development should be compatible and provide appropriate transition to existing and planned development by having regard for the following: - The size and distribution of building mass and height; - Views, sunlight and wind conditions; - Privacy and overlook. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. 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. The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.
Chapter 11 General Land Use Designations	Section 11.2.5	Lands designated Residential High Density will permit the following use: a. Apartment dwelling.
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7	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. Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.

	Specific Policies	General Intent
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: - the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; - the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; - there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; - a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant
Chapter 20 Glossary	Tall Building	Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.

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
Student Yield: 52 Kindergarten to Grade 5 22 Grade 6 to Grade 8 27 Grade 9 to Grade 12 School Accommodation: Barondale PS Enrolment: 527 Capacity: 444 Portables: 2 Bristol Road Middle PS Enrolment: 632 Capacity: 601 Portables: 3 Applewood Heights SS Enrolment: 1,193 Capacity: 1,284 Portables: 0	Student Yield: 8 Kindergarten to Grade 8 7 Grade 8 to Grade 12 School Accommodation: St. Jude Enrolment: 331 Capacity: 280 Portables: 19 St. Francis Xavier Enrolment: 1,877 Capacity: 1,500 Portables: 17

7. Community Comments

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

The following written comments made by the community will be addressed in the Recommendation Report, which will come at a later date.

- Concern with loss of neighbourhood commercial uses
- Concern with increased traffic and an already busy intersection (Bristol and Hurontario)
- Concern for pedestrian safety

- Concern with the density proposed
- Potential parking issues between the neighbourhood plaza and the residential uses
- The desire to have a grocery store in the neighbourhood plaza

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 30, 2019)	There is an existing 400 mm (24.4 in.) diameter water main located on Hurontario Street, and a 600 mm (36.6 in.) diameter water main located on Bristol Road East. To service the site, additional easements or upgrades to the existing municipal services may be required. A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated March 28, 2019 has been received and sent for modelling and may require further revisions. A separate Waste Collection Plan is required to be submitted.
Dufferin-Peel Catholic District School Board (May 16, 2019) and the Peel District School Board (May 23, 2019)	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. 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. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (May 7, 2019)	In the event that the application is approved, the Community Services Department - Park Planning note the following conditions. Community Services indicated that the proposed development is located 740 m (2,427.8 ft.) from Barondale Green (P-356)

Agency / Comment Date	Comments
	which is zoned OS1 and contains a 7x7 soccer field, a community play site and an unlit softball diamond. Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Transportation and Works Department (August 1, 2019)	The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows: Noise Study - The initial Noise Study is to be updated to include the ultimate traffic data from the City of Mississauga as well as to provide a table depicting the range of barrier heights and corresponding mitigated sound levels for the outdoor living areas. Additionally, it shall provide an analysis from nearby stationary noise sources and provide cross sections of any berm/fence combination and supporting calculations of the acoustical modeling. Supporting drawings - All the drawings are to be revised to clearly depict the property limits as well as to ensure the run-off of the property, once redeveloped, is self-contained and that internal roads meet minimum City standards for multi-family developments. Additionally, a Concept Plan is to be provided to show how the site will work on the interim and ultimate condition for the phases of the proposal. Further, the Grading Plan is to clearly show where existing grades are to be matched and refer any existing or proposed easement and the purpose of the same. Private Easements - There is a related Consent application for the establishment of private easements within the site. All the drawings, including the R-Plan supporting this application shall depict any proposed easements or existing easements to remain and the purpose of the same. Functional Servicing (FSR) and Storm Water Management (SWM) Report - The report is to be updated to show the location of the interceptor catchbasin adjacent to Hurontario Street as well as to follow the City of Mississauga Development requirements for water balance calculations. Additionally, the 100-year ponding elevation shall be shown and calculations to support the underground storage tank capacity shall be provided. Environmental - Clarification is required in regards to the ESSQD form indicating a different address than the one assigned for this site. Also, a Letter of Reliance for the Phase I Environmental Site Assessment (ESA), a Phase II ESA and dewatering plan are required. Additionally, a Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry. Further, if lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports. Traffic - Revisions to the proposed drop-off and pick-up area are to be made in order to avoid operational conflicts. Municipal Works - Municipal Works will be required to support this development and these works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined.
City, Fire Department (May 31, 2019)	The Fire Department has concerns with the proposed fire route and will require revisions to the plan.

Agency / Comment Date	Comments
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: Heritage Planner, Mississauga Arborist, Community Services, City of Mississauga Economic Development, Mississauga Altegra Rogers
	The following City Departments and external agencies were circulated the applications but provided no comments: Community Services, Public Art Mississauga, Realty Services Bell Canada Enbridge Gas Trillium Health Centre Canada Post

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 planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- What are the traffic impacts?
- Are the proposed zoning by-law exception standards appropriate
- Confirmation of adequacy of services
- Resolution of the fire route

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.

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: Riowalk Sandalwood Inc.
30 Bristol Road**

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1. Community Comments

Comments from the public were received through written submissions and from the public meeting. Many residents were concerned with the potential increase in traffic and the height and density being proposed. Below is a summary and response to the specific comments heard.

Comment

Concern with increased traffic congestion and pedestrian safety in the area.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. Urban Design staff are satisfied that the pedestrian access and pathways promote a safe environment.

Comment

The proposal is requesting a reduction in the amount of resident parking to be provided.

Response

The applicant is proposing a reduction in required parking on the basis that residents will rely more on public transit given the close proximity to Hurontario Street and the various Miway services currently in the area. The future addition of the Hurontario Light Rail Transit (HuLRT) will provide connections

through Mississauga, Brampton, as well as Milton and the Lakeshore GO lines.

Comment

Concern with increased density and height proposed.

Response

The Mississauga Official Plan contains policies which direct growth to intensification corridors and major transit station areas. This development proposal conforms with both sets of policies. The proposed increase in density and height will reduce the impact of extensive surface parking areas, enhance pedestrian circulation and compliment the adjacent commercial site. In addition, the height and built form provides a transition from the corridor to the adjoining medium and lower density residential uses.

Comment

Concern with the loss of commercial space as a result of the original commercial building not being reconstructed.

Response

Ground floor commercial uses are being proposed in this development and will effectively replace the commercial space that was lost due to fire. The minimum size of the commercial uses to be provided is 1,200 m² (12,917.1 ft²), whereas the size of the demolished building was 1,253.1 m² (13,488.2 ft²).

Comment

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

Response

The proposed location of the apartment buildings are parallel to Hurontario in line with the existing two 24 storey apartment buildings to the south. The portion of the building along Bristol Road East has a maximum height of six storeys and is located approximately 45 metres (147.6 ft.) from the abutting 3 storey townhomes to the north.

Comment

There will be an increase in noise and environmental pollution as a result of the development.

Response

While there may be some disturbances associated with the construction, these impacts will be temporary. In addition, the electrical transformer, garbage and recycling areas are located within the building and will not impact adjacent properties.

Comment

Concern the development will result in a shortage of parking at the adjacent retail centre.

Response

A parking justification study was prepared for the proposed development and concluded that an adequate amount of parking is being proposed to accommodate the proposed development. Overflow parking from the proposal is not expected to impact parking at the adjacent retail plaza. City staff support the proposed parking reduction.

Comment

There is a need for affordable housing units.

Response

The project will add to the existing housing supply in the area by introducing an additional 504 units. The unit mix will contain one, two and three bedroom units and will add more options for people to live within the general Hurontario Street area.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on May 1, 2019, with further circulations on June 12, 2020, August 30, 2020, and November 12, 2020. A summary of the original comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments dated January 8, 2021, 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.

Stormwater

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 surface area from the proposed development and/or 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. Water reuse on site is being pursued. Additional information is required to determine if a permanent groundwater management strategy is required for the underground parking garage. Further details related to the stormwater tank, reuse component to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed prior to site plan approval.

Traffic

A Traffic Impact Study (TIS) was provided by Lea Consulting Ltd. in support of the proposed development. The study was reviewed and audited by the City's Transportation and Works Department. Based on the submission dated March 2019, the study complies with the City's TIS guidelines and is deemed satisfactory. The study concludes that the proposed development is anticipated to generate 135 (22 in, 113 out) and 192 (113 in, 79 out) two-way site trips for the weekday AM and PM peak hours in 2024, respectively.

The traffic generated by the proposed development, is expected to operate at acceptable levels of service with minimal impact to existing traffic conditions, area intersections and proposed vehicular access points.

Environmental Compliance

Final copies of the required environmental reports (Phase Two Environmental Site Assessment and Remedial Action Plan) have been received. The results of the Environmental Site Assessments prepared by Soil-Mat Engineers & Consultants

Ltd. indicate that remediation of the site is required and outlines the proposed remediation plan for the property.

Upon completion of the site remediation, a Final Clean-up Report must be submitted to the City confirming the suitability of the site for the intended use. In addition, a Record of Site Condition must be filed in accordance with Ministry of Environment, Conservation and Parks regulations, and all supporting documents must be submitted to the City.

All of the above-mentioned environmental matters will be addressed prior to the lifting of the 'H' holding symbol.

Noise

The evaluation of the noise sources that may have an impact on this development include road, rail (future HuLRT) and air 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 at site plan stage.

Other Engineering Matters

Municipal Infrastructure, including but not limited to sanitary sewer works and road works along Bristol Road and Hurontario Street, are required in support of this development. These requirements will be further evaluated as part of the municipal infrastructure detailed design process prior to the lifting of the 'H' holding symbol.

Other site specific details related to internal site grading and servicing connections will be dealt with through the site plan process.

School Accommodations

In comments, dated September 18, 2020 the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to if Bill 20 or Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

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, are 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 of Mississauga Official Plan (MOP) indicates that where higher density is proposed, it should be located on sites located along Corridors or in conjunction with existing commercial centres.

Chapter 9 – Build A Desirable Urban Form of MOP indicates that intensification may be directed to Neighbourhoods and Corridors, provided that the design is appropriate and context sensitive to the surrounding area.

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. Developments shall provide a range of housing choices in terms of type, tenure and price.

Furthermore, MOP identifies the Hurontario Corridor as an area intended for intensification due to the level of transit servicing the area and the future LRT on Hurontario Street.

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 5.4.5 of MOP states that 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.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and Intensification Corridors 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 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 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which 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 Intensification Area (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 requires an amendment to the Mississauga Official Plan policies for the Hurontario Neighbourhood Character Area, to permit the designation and add a Special Site policy to permit residential apartment buildings with heights of 18 and 24 storeys connected by a six storey podium including a minimum area of 900 m² (9,687.5 ft²) for retail and service commercial uses located on the ground floor. 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:

Directing Growth

The subject site is located in the Hurontario Neighbourhood Character Area, where residential intensification is to generally occur through infilling and the development of existing commercial sites as mixed uses areas. Higher density uses within Neighbourhoods should be directed to Corridors.

The subject site is designated **Mixed Use**, which permits commercial and residential uses. The applicant proposes to redesignate the site to **Residential High Density** to permit an 18 storey and a 24 storey apartment building connected by a six storey podium with ground floor retail and service commercial uses. The proposal meets the objectives of the intensification policies in the Hurontario Neighbourhood Character Area.

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 Hurontario Neighbourhood Character Area. A range of uses is permitted in the neighbourhood, including residential and commercial uses. The surrounding land uses consist of townhomes to the north, apartments to the south, and mixed use abutting the site. The proposed amendment is compatible with the surrounding area.

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 19 and 103 on Hurontario Street
- Number 10 on Bristol Road and Britannia Road
- Number 502, Brampton Zum

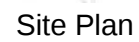
There is a transit stop (#1950) located along Hurontario Street at Bristol Road East which will be maintained.

The site abuts an existing commercial plaza which includes retail, service commercial uses and a financial institution. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the property.

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 revised site plan and elevations as follows.





Elevations

9. Zoning

The proposed **H-RA5-56 (Apartments - Exception)** is appropriate to accommodate the proposed 18 and 24 storey apartment buildings with an FSI of 4.0 and a total of 510 units.

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

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
Additional Permitted Uses	N/A	Outdoor garden centre accessory to a retail store Restaurant Take-out restaurant Outdoor patio accessory to a restaurant and take-out restaurant Animal care establishment Veterinary clinic Commercial school Recreational establishment Beverage/food preparation establishment
Maximum Floor Space Index (FSI)	2.9	4.0
Maximum gross floor area – apartment zone per storey for each	1 000 m ² (10,764 sq.ft. ²)	750 m ² (8,073 sq.ft. ²)

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
storey above 7 storeys for Building 'A' identified on Schedule RA5-56 of this Exception		
Maximum gross floor area – apartment zone per storey for each storey above 10 storeys for Building 'B' identified on Schedule RA5-56 of this Exception	1 000 m ² (10,764 sq.ft. ²)	750 m ² (8,073 sq.ft. ²)
Minimum Front, Exterior, Side and Rear Yard	4.5 m – 7.5 m (14.8 ft. – 24.6 ft.)	In accordance with the Exception Schedule
Maximum encroachment outside the buildable area of a canopy or awning located at the ground floor into a required yard along Bristol Road East	N/A	1.0 m (9.8 ft.)
Maximum encroachment outside the buildable area of a canopy or awning located at the	N/A	3.0 m (9.8 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
ground floor into a required yard		
Minimum setback from a parking structure completely below finished grade to a front and/or exterior lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade to any other lot line	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Minimum landscaped area	40% of the lot area	15% of the lot area
Minimum height of mechanical or architectural appurtenances located on the roof of an apartment	6.0 m (19.7 ft.)	7.0 m (22.9 ft.)
Minimum gross floor area – non-residential	N/A	900 m ² (9,687.5 ft ²)
Minimum number of resident parking spaces per studio unit per 1-bedroom unit	1.00 1.18	0.80 0.85

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
per 2-bedroom unit per 3-bedroom unit	1.36 1.50	1.0 1.2
Minimum number of shared visitor parking spaces per rental apartment dwelling unit	N/A	0.15
Required number of parking spaces for non-residential uses	As outlined in Table 3.1.1.2 in the Zoning By-law	4.3 parking spaces per 100 m ² of gross floor area non-residential For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except restaurant greater than 220 m ² gross floor area which shall be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.
Maximum number		

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
of car share parking spaces	N/A	3
Maximum number of tandem spaces permitted	N/A	10% of the required parking spaces

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 **C2-15** (Neighbourhood Commercial-Exception) which permits retail and service commercial uses, including garden centre and outdoor patio accessory to a restaurant, convenience restaurant or take-out restaurant. The applicant is seeking to permit 18 and a 24 storey apartment buildings connected by a six storey podium and allow for retail and service commercial uses on the ground floor. As the project is larger than 5 000 m² (53,819.6 ft²) in size, it meets the minimum threshold for a Section 37 contribution.

11. "H" Holding Symbol

Should this application be approved by Council, staff recommend the inclusion of an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority to capture items including but not limited to municipal infrastructure detailed design, securities, fees, and insurance
- Receipt of any additional technical reports, studies, drawings, to the satisfaction of the City, in support of the municipal infrastructure detailed design, including but not limited to: a Final Clean-up Report confirming that the property meets the applicable MECP standards; an updated geotechnical report outlining backfill and bedding recommendations for any required municipal service
- Receipt of satisfactory grading plan and servicing plans
- Confirmation that the Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation
- Temporary Discharge to Storm Sewer commitment letter

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted 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 wind and noise mitigation measures and landscape details including soil volumes.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit an 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located in the Hurontario Neighbourhood Character Area on the southeast corner of Hurontario Street and Bristol Road East. Residential intensification in Neighbourhoods is to occur on sites located along Corridors and in conjunction with existing apartment sites or commercial centres. Hurontario Street is designated as an intensification corridor in Mississauga Official Plan. The intersection of Bristol Road East and Hurontario Street is the location of a proposed transit stop for the Hurontario LRT. The subject property was created by severance from the abutting commercial property. The

proposed development is compatible in built form and scale to the surrounding area, enhances the existing development and is consistent with the policies of the Mississauga Official Plan.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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