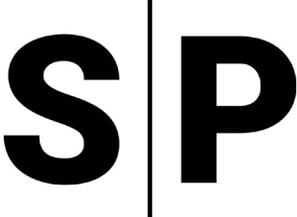


5510 MAVIS ROAD | AUGUST 2021





Sajecki Planning Inc.



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**Yee Hong Centre
Mississauga**

頤康中心 - 密西沙加

5510 Mavis Road

1.0

INTRODUCTION

Sajecki Planning Inc. has been retained by Yee Hong Seniors Living on behalf of Yee Hong Centre for Geriatric Care (herein referred to as Yee Hong) to assist in securing planning approvals for the redevelopment of the property municipally known as 5510 Mavis Road in the City of Mississauga (the subject property). The subject property is located at the southwest corner of Mavis Road and Father D'Souza Drive at the interface of a residential community with the regional Heartland Commercial Centre.

Yee Hong currently owns and operates a 200 bed long term care home on the 2.23 ha (5.51 acre) site. The existing facility comprises 17,667 m² of floor area (18,000 m² permitted under the existing zoning) in a 5-storey structure built over the southerly portion of the property. The northern portion of the property has remained vacant since construction of the long term care facility over 15 years ago.

In response to measured community demand and a critical shortage in long term care facilities for seniors, Yee Hong secured Official Plan Amendment No. 99 (OPA 99) to the Mississauga Official Plan in October 2019. The OPA permits the following:

- A maximum floor space index (FSI) of 2.40;
- One building with a maximum height of 18 storeys located at the northeast corner of the property with any portion of the development above 13 storeys consisting of one single building with a maximum floor plate size of 750 m;
- One building with a maximum height of 13 storeys; and
- Offices, personal service establishment and a retail store shall be permitted accessory to the Residential High Density uses permitted on the site.

The vision for the site is to provide a fully integrated campus of care where seniors can progress from

one stage of life and required care to another and also remain close to a spouse or loved one if varying levels of health create separation.

The 18 storey building will be a retirement residence and the 13 storey building will be a life lease building. Combined the proposal includes 481 residential units ranging from studio to two-bedroom plus den units.

The OPA was approved following an extensive two year community consultation program.

This Planning Justification Report (PJR) has been prepared in support of applications to amend the City of Mississauga Zoning By-law 0225-2007 to implement OPA 99. The purpose of this PJR is to evaluate the proposal and the associated zoning bylaw amendment (ZBA) in the context of relevant planning policy.

This PJR provides:

- An overview of the subject property and surrounding context;
- A description of the proposed built form, uses and other development statistics;
- Analysis of the proposal against applicable provincial, regional, and municipal planning policy and regulatory frameworks;
- A description of how the design meets the intent of the City's urban design priorities for the site;
- Identification of improvements between the drawings submitted as part of the Official Plan Amendment (OPA) Application and these drawings prepared in support of a Zoning By-law Amendment (ZBA);
- A summary of all supporting studies and technical reports; and
- A description and justification of the proposed amendments to the City of Mississauga Zoning By-law 0225-2007.

2.0

SITE AND
SURROUNDINGS



FIGURE 1 - AERIAL VIEW OF SUBJECT PROPERTY

2.1 Subject Property

Yee Hong currently owns and operates a 200-bed long term care home on a 2.23 ha (22,356.20 m²) site designated High Density Residential in the City of Mississauga Official Plan.

The subject property is located in Ward 6 at the southwest corner of Mavis Road and Father D'Souza Drive (Figures 1 and 2). The current facility includes a Gross Floor Area (GFA) of 17,667 m² within a 5-storey structure built on the southern portion of the property. The northern portion of the site is vacant. The site has frontages along Mavis Road and Father D'Souza Drive. The property forms the southerly boundary of the 185,800 m² Heartland Town Centre.

2.2 Local Land Use Context

The site is within the Neighbourhood structure limits of the East Credit neighbourhood character area but peripheral to the low rise residential development pattern in the internal portions of that neighbourhood. The site is already partially developed with a 5 storey long term care home under the Residential High Density Official Plan designation and Official Plan approval for 18 and 13 storey buildings clearly setting it apart from the nearby low density residential lands.

The property's significant depth of 108 m allows for the accommodation of the increased heights while providing for proper transition to adjacent uses.



FIGURE 2 - CONTEXT MAP

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The site serves as an interface between the regional scale Heartland Town Centre, and the residential neighbourhood centered around Mavis Road.

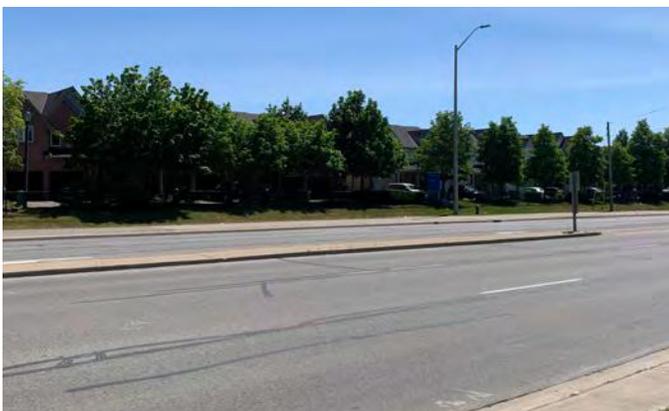
Several blocks of two storey townhouses and semi-detached homes are located on the east side of Mavis Road, immediately east of the subject property.

To the south and west of the subject property there are several two storey detached residential homes with frontage onto local roads.

To the north, on the north side of Father D'Souza



VIEW LOOKING SOUTH ON FATHER D'SOUZA DRIVE. THE SUBJECT PROPERTY IS TO THE RIGHT.



FACING EAST ACROSS MAVIS ROAD FROM THE SUBJECT PROPERTY, TOWARDS THE HEARTLAND VILLAGE RENTAL COMMUNITY.

Drive, is St. Francis Xavier Church and a surface parking lot. The church is part of a larger plaza with retail and other non-residential uses.

2.3.2 General Surroundings

North of Matheson Boulevard

Land uses north of Matheson Boulevard, centred around the Mavis Road and Britannia Road West intersection, are primarily large-scale retail uses with surface parking. The Official Plan designates this area as Mixed Use, however there are few residential uses. This includes the Heartland Town Centre. Further north, uses are primarily industrial including warehousing, office and light manufacturing.



VIEW OF THE SUBJECT PROPERTY FACING SOUTH ON MAVIS ROAD.



ST FRANCIS XAVIER CHURCH, AT FATHER D'SOUZA DRIVE AND MAVIS ROAD.

South of Matheson Boulevard

The area south of Matheson Boulevard is characterized by low and medium density residential uses, including detached, semi-detached and rowhouses. There are some institutional uses including schools and a church. At the Mavis Road and Bristol Road West intersection, there are two plazas with commercial uses including a hardware store, drug store, bank, dental office, and restaurants, along with surface parking lots.

2.4 Planning History

OPA 99 was approved in October 2019. Prior to this, the subject lands were designated as High Density – Special Site 7 East Credit Neighbourhood Character Area, which permitted an apartment building up to 4-storeys and a maximum FSI of 1.75.

The approval of OPA 99 permits an 18-storey and 13-storey building, while retaining the existing 5-storey building. The permitted FSI under OPA 99 is 2.40, allowing a total site GFA of 53,655 m² and total new development GFA of 35,988 m².

2.5 Surrounding Developments

Several development proposals at varying stages of approval are located in close proximity to the subject property. Table 1 outlines active development applications in the surrounding area. The location of the development applications are shown on Figure 3. Information provided in the table includes approximate distance from 5510 Mavis Road, description of the proposed development, and current application status. Content included in Table 1 is sourced from the City of Mississauga's Planning Information Hub.

TABLE 1 - SURROUNDING DEVELOPMENT APPLICATIONS

#	Address	Approximate Distance from Subject Property	City File No.	Description	Status
1	5855 Terry Fox Blvd; 950 Plymouth Dr; 850 Matheson Blvd W	650 m	OZ/OPA 13 3	OPA & Rezoning to permit the development of the land for a commercial use (new mall)	Application in progress
2	5576 Hurontario St	1.5 km	SP 10 57	Site Plan Approval for the relocation of three existing heritage designated structures	Application in progress
3	1240-1310 Britannia Rd W, 0 Cabrera Cres, 5939-5989 Cabrera Cres, and 1295 Galesway Blvd	1.7 km	OZ 20 4 / 21T-M 20 1	Rezoning and Plan of Subdivision to permit 39 dual frontage & 66 standard townhouses on a condominium road	Withheld
4	800 Scollard Crt	1.9 km	SPR 11 43	Site Plan Approval for a 5-storey, 124 unit assisted living and long-term care building	Application in progress

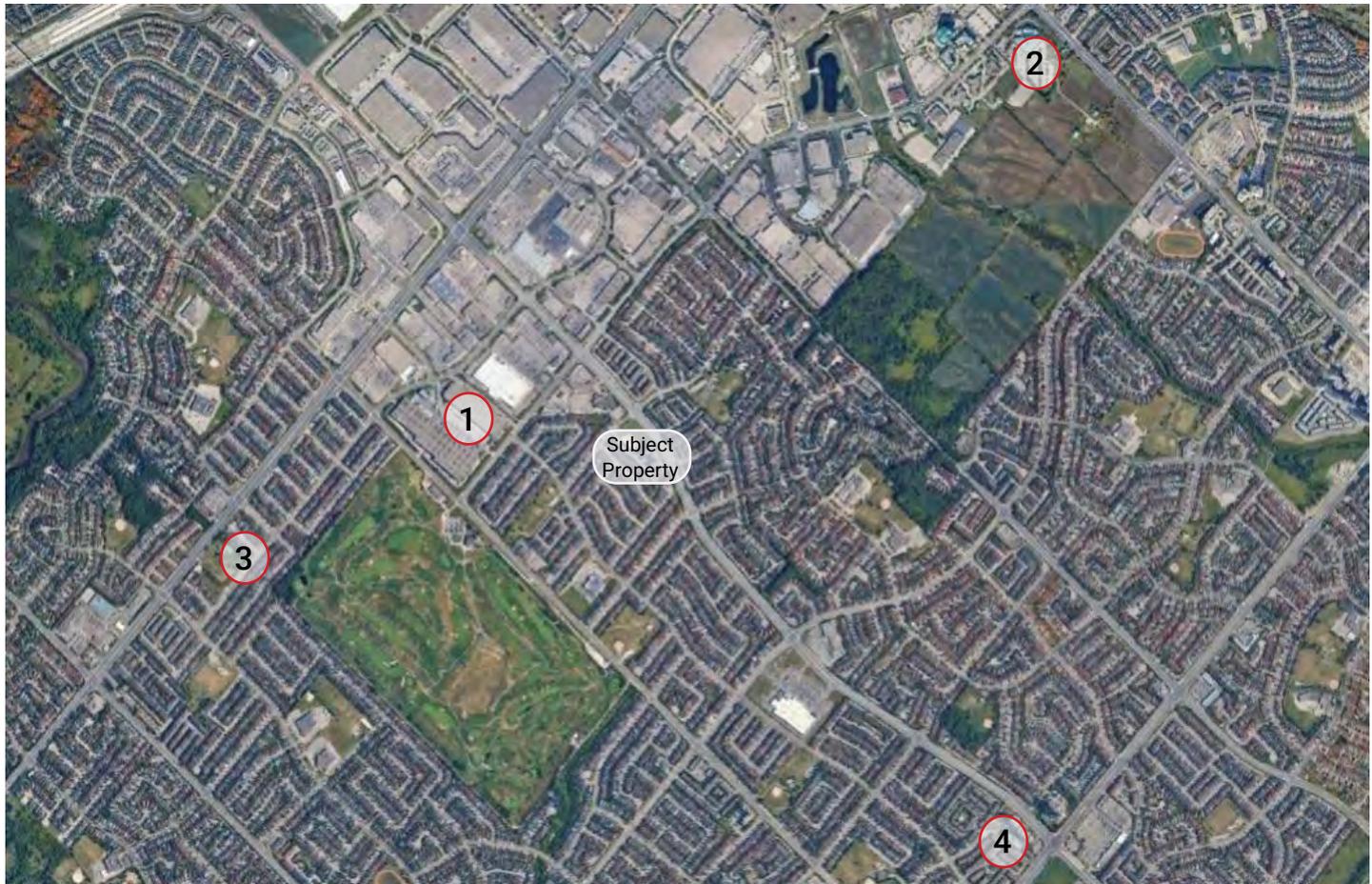


FIGURE 3 - SURROUNDING DEVELOPMENTS

2.6 Transportation Network

2.6.1 Road Network

The subject property is located to the southwest of the Mavis Road and Father D'Souza Drive intersection.

Mavis Road is a six-lane road to the east of the subject property. There are sidewalks with boulevard on either side of the street near the subject property. Mavis Road is identified as a Major Arterial Road in Schedule 5 of the Mississauga Official Plan with a right-of-way width of 40 metres (Schedule 8).

Father D'Souza Drive is a two-lane road to the north of the subject property. There are sidewalks on either side of the street. Father D'Souza Drive is identified as a Minor Collector in Schedule 5 of the Mississauga Official Plan and provides access to the residential neighbourhood to the west of the site.

2.6.2 Transit Network

Local Bus Service

MiWay bus services connect the subject property to nearby areas and the wider community (Figure 4).

Bus #61 Mavis runs along Mavis Road from Sheridan College Davis Campus south to Square One Shopping Centre. Northbound and southbound stops for this route are located within 50 metres of the subject property. In addition, there is a weekday peak hour bus route that runs along Matheson Boulevard between Meadowvale Town Centre westbound toward Skymark Avenue at Commerce Boulevard.

LRT/BRT System

The Hurontario Light Rail Transit (LRT) is currently under construction. Once completed, it will upgrade the existing MiWay route to rapid transit improving connections between Port Credit, Downtown Mississauga and Brampton. The Hurontario LRT is located approximately 2 km from the subject property.

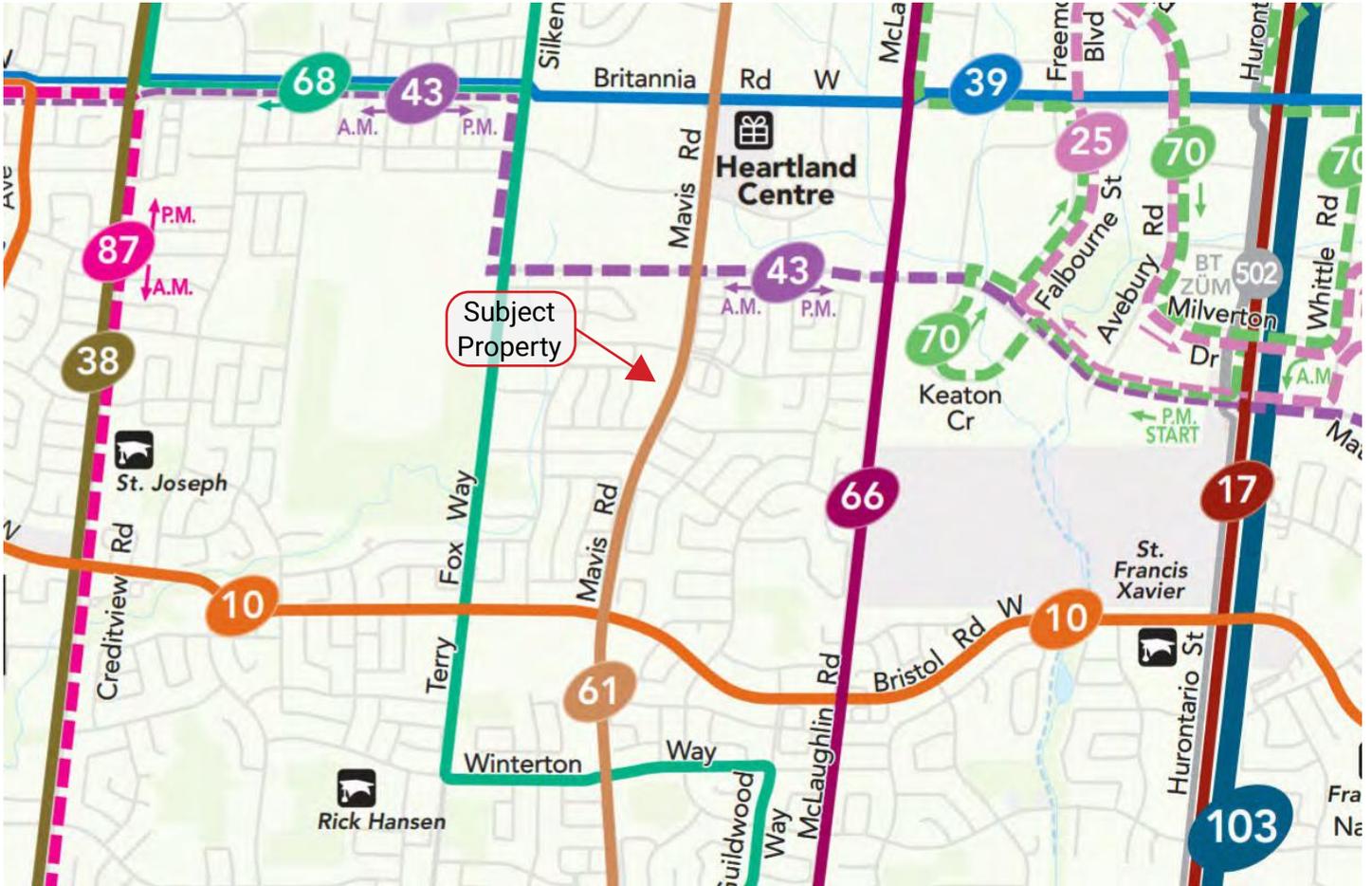


FIGURE 4 - TRANSIT MAP

3.0 PROPOSAL

3.1 Development Overview

The proposed development includes a life-lease building composed of a 7-storey east podium with a 13-storey south tower, and a retirement residence composed of a 18-storey north tower and 6-storey west podium. A courtyard is located within the centre of the proposal. Please see Figure 5 below for an image of the site plan with the two above identified buildings.

The retirement residence proposes 238 residential units while the life lease building includes 243 units. The total new development GFA is 35,086 m² and the existing LTC building has a GFA of 17,668 m², resulting in a site FSI of 2.36.

There are 66 surface parking spaces currently

located on the subject property for the long term care home that will be retained. In addition, there are two levels of underground parking and surface parking at the new development totaling 470 parking spaces for the site.

The following subsections outline proposed built form, amenity spaces and site access.

The materials and specific details contained within the plans, studies and reports represent the direction of the proposed development, rather than the exact intent. A full site plan review process will follow, and adjustments may be required.

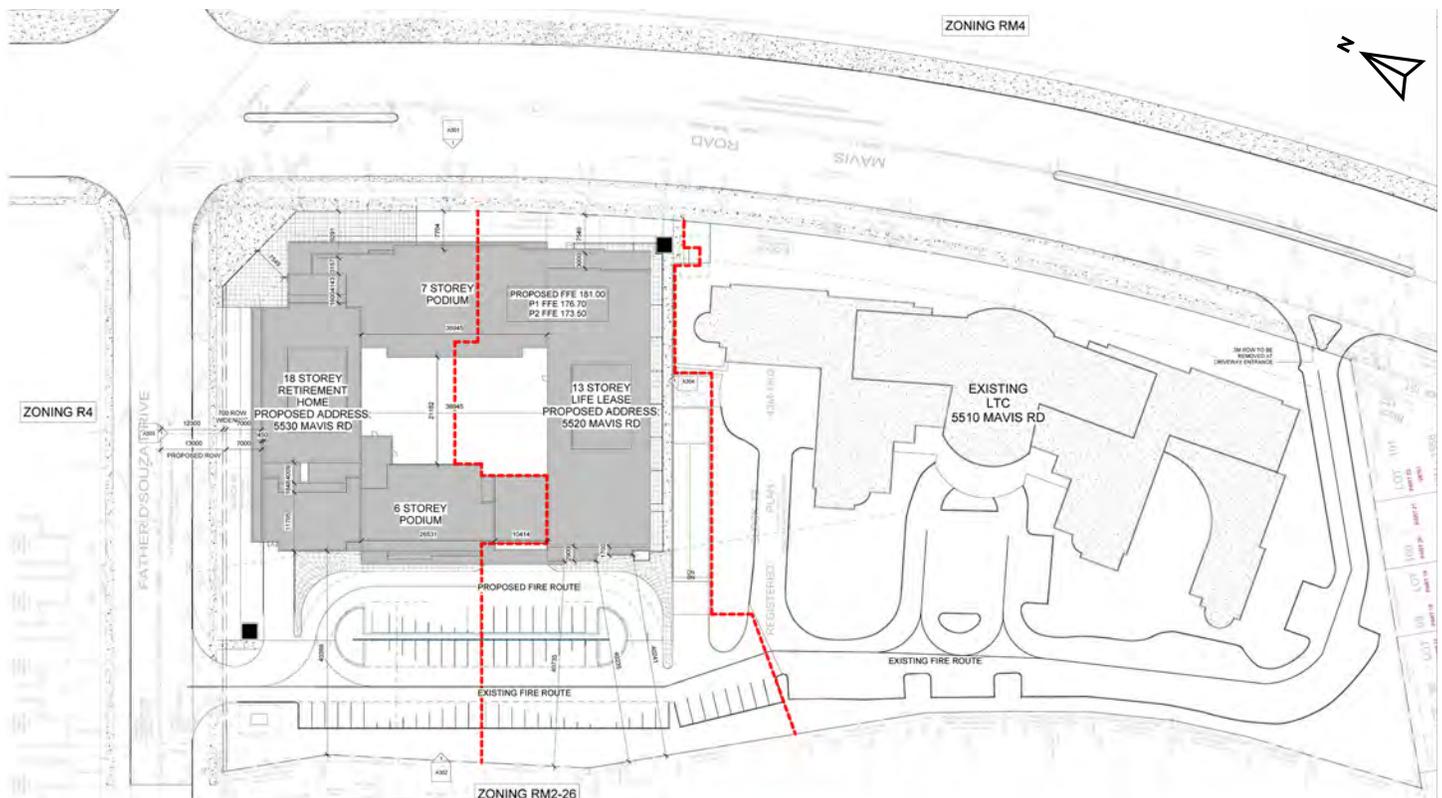


FIGURE 5 - SITE PLAN OF ENTIRE SITE

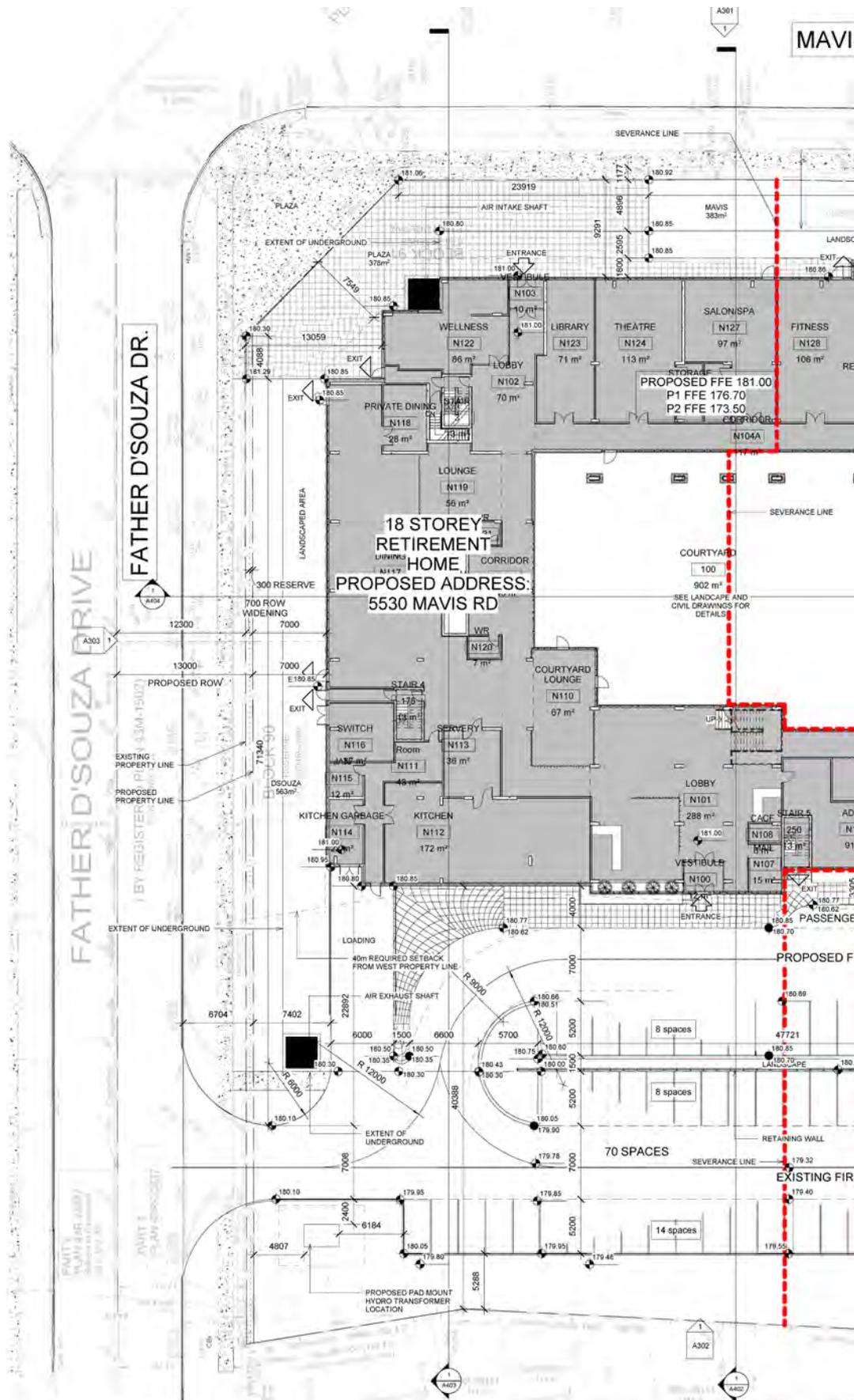
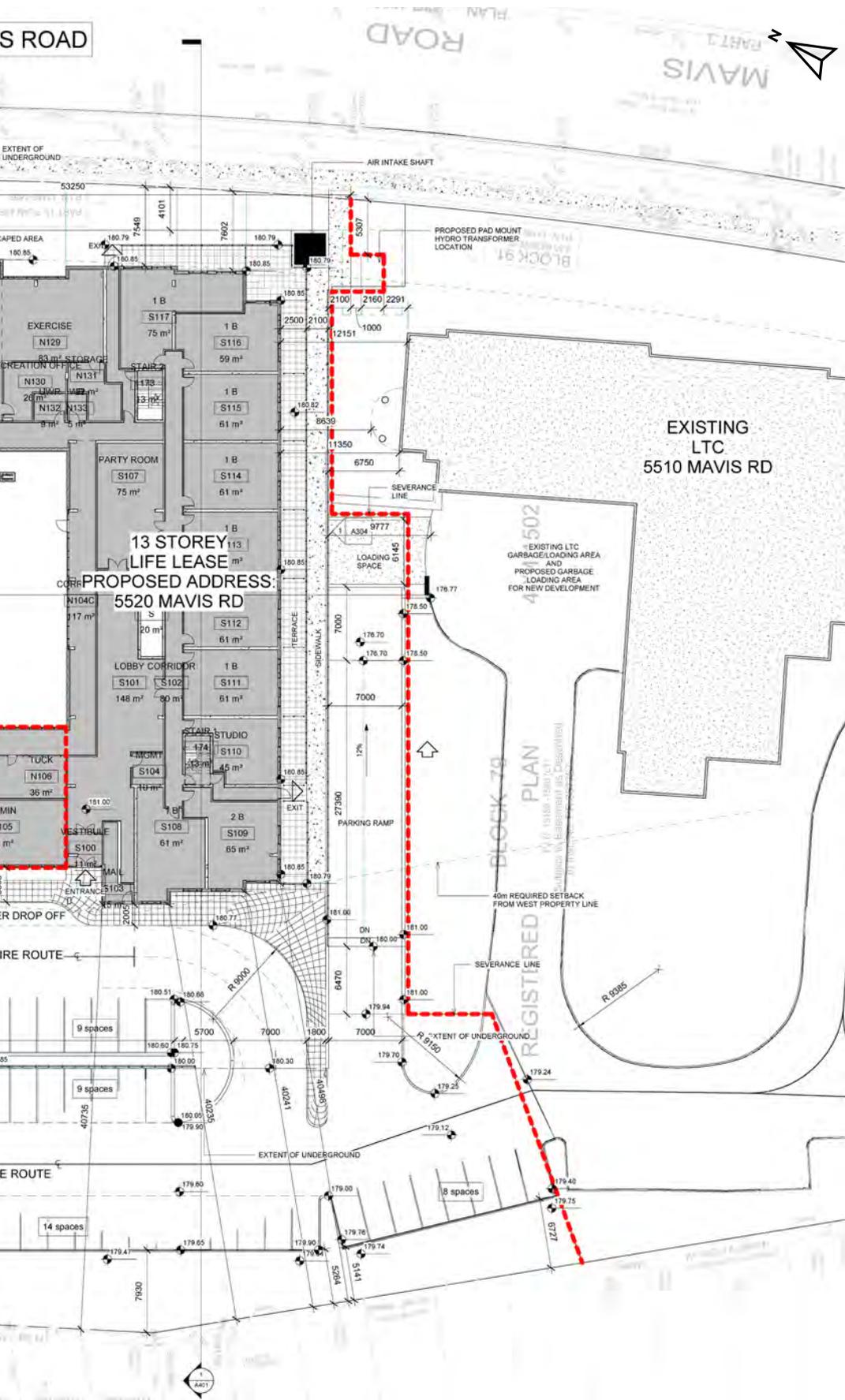


FIGURE 6 - SITE PLAN OF PROPOSED DEVELOPMENT.



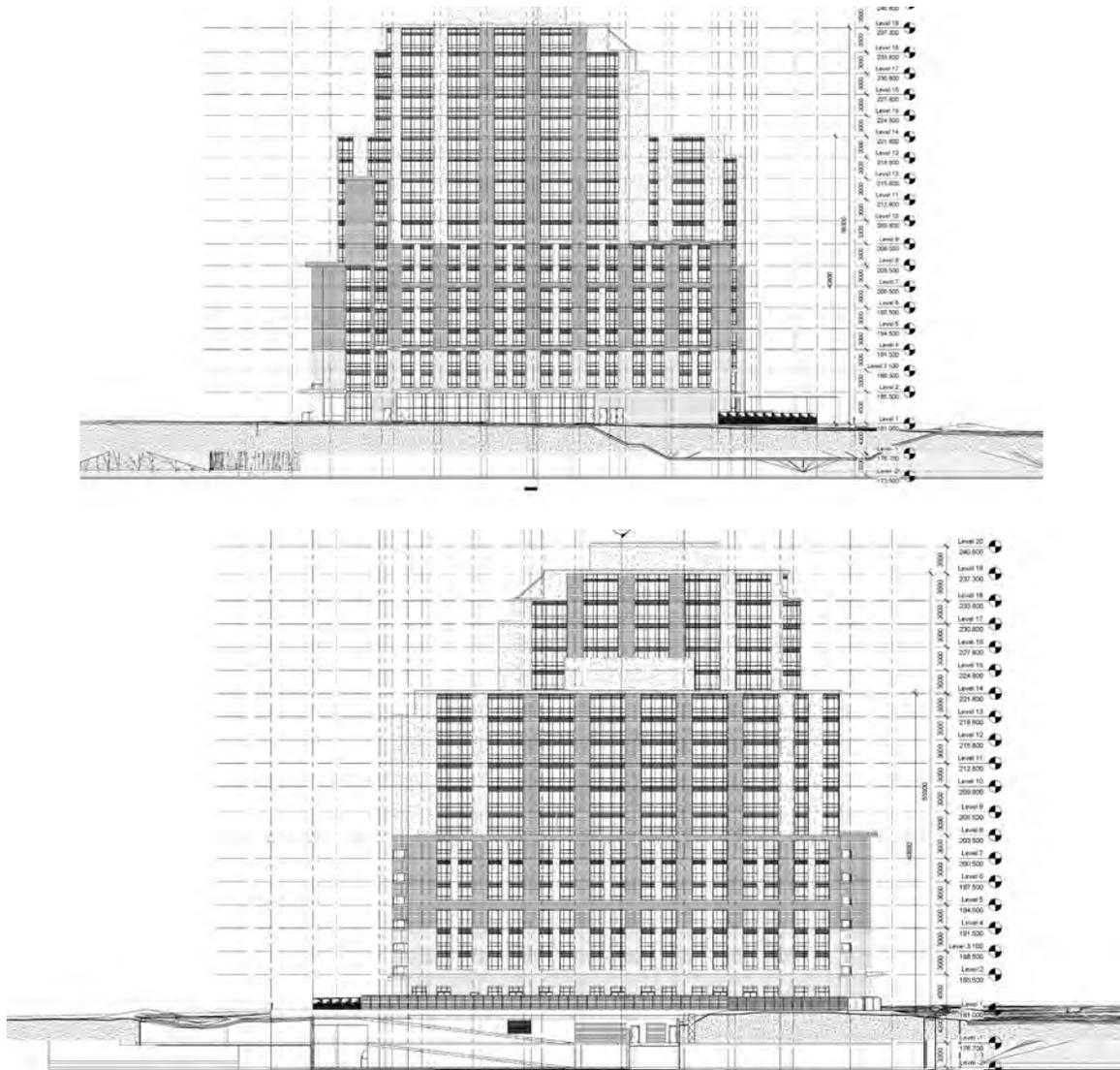


FIGURE 7 - NORTH (TOP) AND SOUTH (BOTTOM) ELEVATIONS

Building Design and Orientation

The proposed development frames Father D'Souza Drive and Mavis Road with step-backs on the east and west building faces (Figure 7) and an interior courtyard. The two towers are stepped back a minimum of 3 m from the podium.

The 18-storey retirement residence has further step-backs on the east building face of 4.1 m at the 12th floor, and 1.6m at the 18th floor. The west face of the building is stepped back 11.7 m at the 9th floor and 1.8 m at the 18th floor.

The 13-storey life lease building has no further step-backs on the east building face. The west face of the building is stepped back 2.9 m at the 13th floor.

The ground floor plan includes two lobby spaces, as well as amenity spaces such as a library, exercise room, dining space, and administrative space. There are also 10 life-lease units, and a large courtyard on the ground floor (Figure 8). Access to the residential lobbies will be provided on the west side of the building via the surface parking lot.

481 residential units are proposed in total. This includes a retirement residence consisting of independent living (IL) and independent supportive living (ISL) units. The IL units consist of 3 studio units, 113 one-bedroom units, and 18 two-bedroom units. The ISL units consist of 29 studio units, 56 one-bedroom units, and 19 two-bedroom units.

The other portion of the building is the life-lease building consisting of 1 studio unit, 109 one-bedroom units, 48 one-bedroom plus den units, 67 two-bedroom units, and 18 two-bedroom plus den units.

Both proposed buildings are well set back approximately 40 m from the semi-detached residential properties to the west along Volpe Avenue

Amenity Space

The proposal includes 4,358 m² of amenity space, with 1,992 m² of indoor space and 2,366 m² of outdoor space. This results in a ratio of 9.1 m² per unit for the proposed development.

Indoor amenity and administrative space will be provided on the ground and second floors. Outdoor amenity space will be provided within the courtyard and within landscaped areas on the ground floor.

Access Locations, Pedestrian and Vehicular Circulation

The proposed building design ensures continuous and safe pedestrian circulation along Mavis Road and Father D'Souza Drive. The sidewalks on Mavis Road and Father D'Souza Drive will maintain comfortable spaces for pedestrian use. The new development will create new, internal pedestrian walkway connections to the municipal sidewalks.

The building orientation will contribute to the public realm and highlight the landscaped space along Mavis Road and Father D'Souza Drive. Residential lobby access is situated to the west of the site, via the surface parking lot (Figure 6).

Access to underground parking is provided to the south of the site, between the existing long term care building and the proposed development. Locating the vehicle ramp away from the main sidewalks and public sight lines supports a continuous public realm along the Mavis Road and Father D'Souza Drive frontages. The proposed development will make use

of the existing vehicular access via Father D'Souza Drive.

The service vehicle route is located along the western boundary of the site via Father D'Souza Drive. This route provides access to the loading space and provides access to the existing long term care building at 5510 Mavis Road.

The new development will share the existing garbage and loading area of the LTC home. This allows for streamlined circulation and access for waste and deliveries.

Landscaping

The public realm vision for the development has been designed to promote a continuous streetscape along Mavis Road and Father D'Souza Drive with an urban plaza at the intersection. The streetscape design proposes safe circulation for pedestrians through the site as well as the establishment of softscape and hardscape that frames the key entrances into the building.

A 7.5 m setback along Mavis Road and a 6.9 m setback along Father D'Souza Drive allows for the provision of a strong tree canopy, opportunities for seating and pedestrian scale lighting fixtures are intended to make this development appeal to pedestrians while avoiding conflict with vehicular traffic.

Future Severance

There will be a future application to consent to sever the property into three separate parcels, one for each of long term care, life lease and retirement. The *Planning Act* consent registered pursuant to the severance is to be a permanent consent registered on all three parcels, such that there would be no issue of merger of ownership.

The proposed address for the long term care facility is 5510 Mavis Road, for the life lease building is 5520 Mavis Road and for the retirement residence is 5530 Mavis Road.

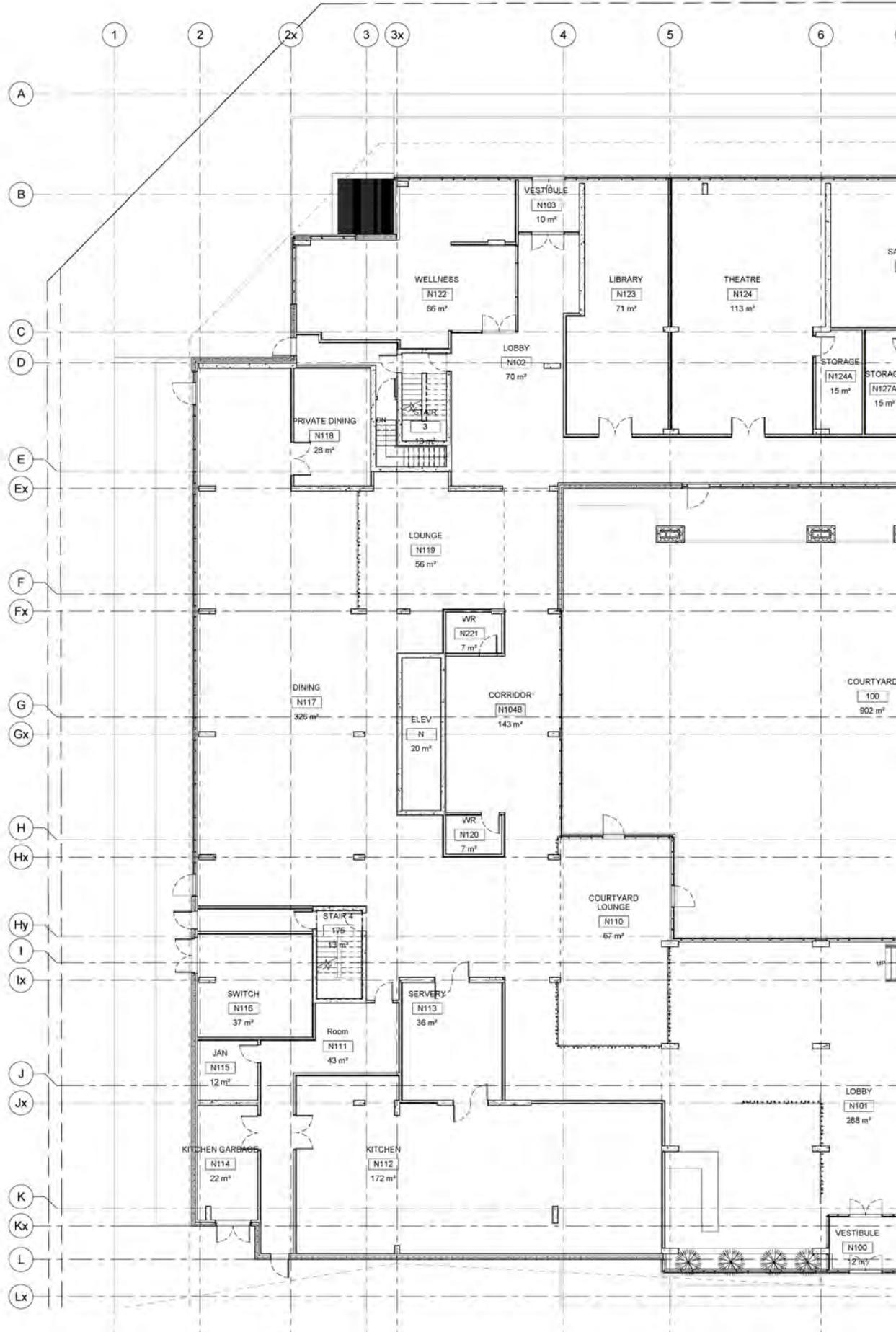
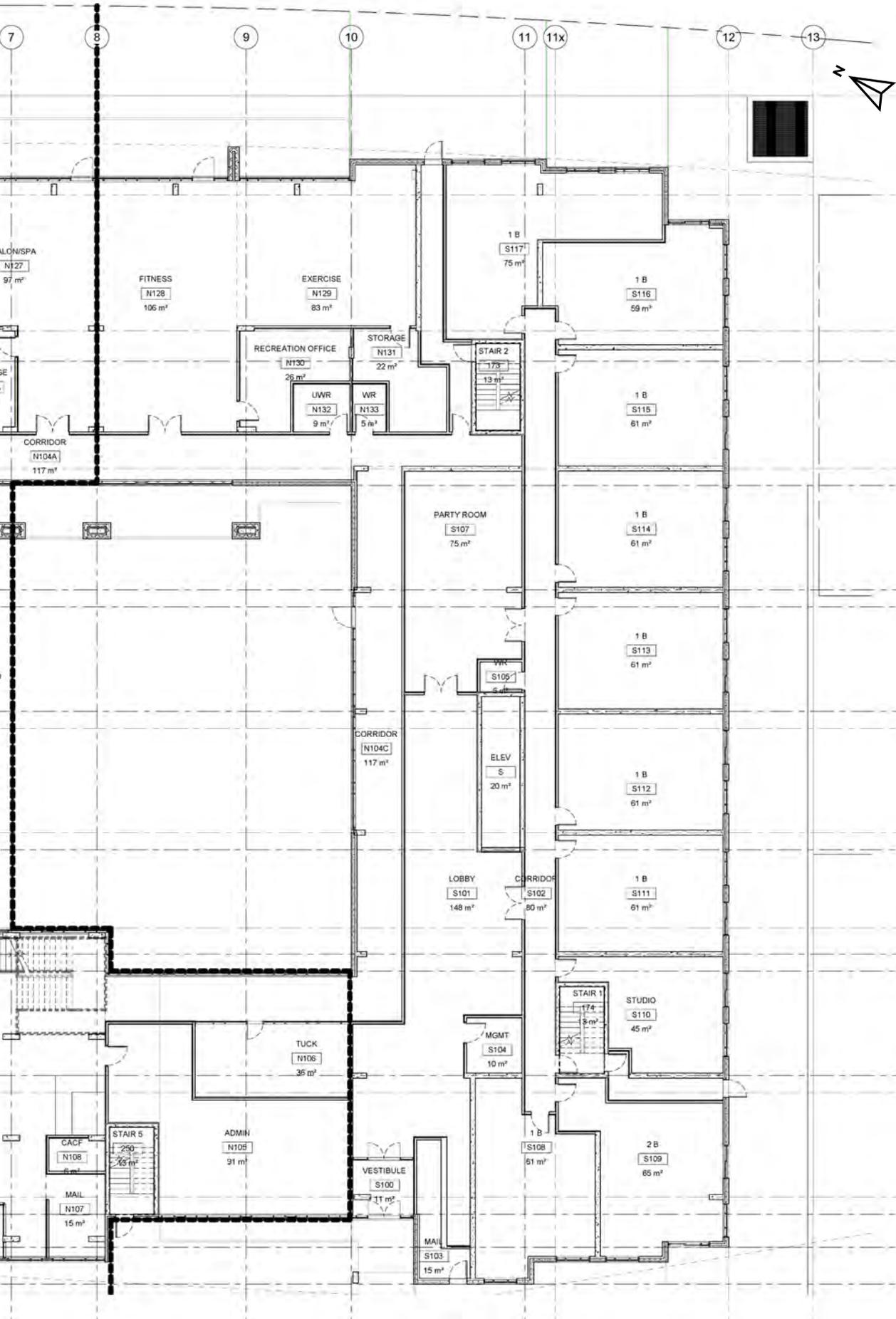


FIGURE 8 - GROUND FLOOR PLAN



4.0

POLICY AND
REGULATORY
CONTEXT

The following section outlines provincial, regional and municipal planning policies relevant to the proposed development.

Specifically, this section discusses the ways in which the proposed development is consistent with and conforms to the planning policy framework, including the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2018 Consolidation) and the City of Mississauga Official Plan (2020 Consolidation).

4.1 Planning Act R.S.O.1990, c. P. 13

The *Planning Act* (R.S.O. 1990, c. P. 13) describes how land uses may be controlled and who may control them within Ontario. The *Planning Act* seeks to promote sustainable economic development, provide for a land use planning system led by provincial policy, and integrate matters of provincial interest into planning decisions.

Section 2 of the *Planning Act* outlines matters of provincial interest. Those applicable to the proposed development include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and

- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(5) of the *Planning Act* states that planning decisions made by a municipality must be consistent with ministerial policy statements and must conform or not conflict with provincial plans in effect on the date of a decision.

4.2 Provincial Policy Statement, 2020

The most recent Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land.

Section 1.0 of the PPS outlines policies for building strong healthy communities.

1.1.1

Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including...affordable housing and housing for older persons...);*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land barriers which restrict their full participation in society;*

The subject property promotes efficient development and land use patterns. It includes a mix and range of housing especially for older persons. It contributes to an efficient and cost effective development pattern utilizing existing services and improves accessibility for persons with disabilities and older persons by providing them with an integrated senior's community on the subject lands within a location accessible to strong transit, retail and other services.

The proposal is consistent with this policy.

Policy 1.1.3.2 states land use patterns shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive.

The proposal constitutes a reasonable intensification of land at a density and mix of land uses that represent an efficient use of land and resources and that supports existing and planned transit by placing a population with special needs adjacent to transit services that will be required and used by that population.

In addition, according to Policy 1.1.3.6:

"New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."

Section 1.4 provides policy guidance in relation to housing requiring a range and mix of housing types and densities for current and future residents (Policy 1.4.1). New housing shall be directed to locations with appropriate levels of infrastructure and public service facilities, that support mobility, and be at a development standard that minimizes the cost of housing and facilitates compact built form (Policy 1.4.3). Housing options should meet the social,

health, economic and well-being requirements of current and future residents, especially any special needs arising from changing age demographics (Policy 1.4.3).

The proposal will meet the social health and well being of current and future residents and in particular, those with special needs requirements and senior citizens with varying levels of need for care. It constitutes reasonable intensification and compact form and both maintains and provides for appropriate levels of public health and safety.

The proposal is consistent with this policy.

Policies concerning infrastructure and public service facilities are outlined in Section 1.6 of the PPS. Policy 1.6.6.2 identifies the preferred form of servicing as municipal sewage and water services. As such, intensification and redevelopment on these existing services should be promoted. As outlined in the Functional Servicing Report prepared by Greck & Associates Ltd., the proposed development can be connected to existing municipal services as there is available capacity (i.e. water, sanitary, storm) for this development.

Transportation demand management strategies have been provided in the Traffic Impact Statement prepared by Tranplan Associates Ltd. to ensure the efficient use of existing and planned infrastructure (Policy 1.6.7.2). Policy 1.6.7.4 states:

"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."

Energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation is achieved through compact built form, networks of nodes and corridors and through the promotion of sustainable transportation options (Section 1.8).

Summary

The proposed development and ZBA are consistent with the policies for managing and directing land use to achieve efficient and resilient development and land use patterns. The proposed development is situated on a site that is well served by existing infrastructure, and with a variety of mobility options.

The intensification of this site represents compact built form within the built-up area, and makes efficient use of land, infrastructure, and resources. The proposed development supports housing for an aging population and increases the housing options available to seniors. The development will create a seniors' campus of care in the community where seniors can age in place with strong access to transit. This promotes complete communities where current and future residents have access to a range of housing options for seniors.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared and approved under the *Places to Grow Act* and came into effect on May 16, 2019. The August 2020 Office Consolidation was used to prepare this Report.

The Growth Plan builds on the PPS to establish the land use planning framework for the Greater Golden Horseshoe that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

The guiding principles of the Growth Plan include (among others):

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritize intensification and higher densities

in strategic growth areas to make efficient use of land and infrastructure and support transit viability;

- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and,
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

A complete community is defined as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts" (Section 7-Definitions)

The proposal embodies much of the definition of a complete community. It includes a range of senior's living capabilities with an existing neighbourhood on a major transportation corridor adjacent and within walking distance of a major retail and service node.

The Growth Plan supports the development of complete communities. Section 2 provides policy guidance for where and how to grow.

2.2 Policies for Where and How to Grow

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) *The vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities.*

c) *Within settlement areas, growth will be focused in:*

- i. Delineated built-up areas;*
- ii. Strategic growth areas;*
- iii. Locations with existing or planned transit where it exists or is planned; and*
- iv. Areas with existing or planned public service facilities.*

The proposal is within a settlement area with a delineated built boundary with existing water and wastewater systems. It assists in the creation of a complete community by providing special needs housing in a location well served by transit and the Heartland Town Centre services.

The proposal conforms to this policy.

4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses and convenient access to local stores, service and public service facilities;*
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) Provide a diverse range and mix of housing options...to accommodate people at all stages of life...*

The proposal provides a diverse range and mix of

housing options for people in the later stages of life with convenient access to stores, services and public service facilities while improving social equity and overall quality of life including human health for people at senior stages of life with varying levels of abilities and incomes.

The proposal conforms to this policy.

Section 2.2.6 outlines policies related to housing and requires a diverse range and mix of housing options and densities and requires that multi-unit residential developments incorporate a mix of unit sizes (Policy 2.2.6.3). The proposal conforms to this policy.

Policy guidance related to infrastructure to support growth is provided in Section 3 of the Growth Plan. Infrastructure is essential to the viability of a community and requires an integrated approach to land use planning.

The transportation system is planned to provide connectivity for moving people and goods between nodes; offer a balance of transportation choices; is sustainable and reduces greenhouse gas emissions; offers multimodal access to jobs, housing, schools, cultural, and recreation opportunities, and goods and services; and provide for the safety of system users (Policy 3.2.2.2).

Summary

The proposed development and ZBA conform to the policies of the Growth Plan, specifically with respect to growth and housing. The subject property is within an existing settlement area and the built-up boundary. It is well served by public transit providing connections within the City of Mississauga and to adjacent municipalities and is planned for greater connectivity with the planned construction of the Hurontario LRT. The proposal makes efficient use of land and existing infrastructure while supporting transit viability.

The proposed development contributes to a range

and mix of housing types and represents a compact built form. The proposal will support age-friendly housing options and communities as outlined in the Growth Plan. It also supports the achievement of a complete community by placing higher densities near a corridor, allowing residents to access the services required to meet their daily needs without relying on a private vehicle.

4.4 Region of Peel Official Plan, 2018

The Region of Peel Official Plan (ROP) is a long-term plan used to assist the Region in managing growth and development. The Plan was adopted by Council on July 11 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel is completing an Official Plan Review (Peel 2041), which is anticipated

to be completed by July 1 2022, based on provincial requirements.

Table 3 of the ROP identifies a projected population increase by 2031 to 805,000 residents in 270,000 households and 510,000 jobs for the City of Mississauga.

Chapter 5 provides policy guidance for the regional structure and outlines broad planning goals, objectives and policies designed to address growth pressures. According to Schedules D and D4, the subject property is within the Urban System. Objectives for the Urban System include the establishment of healthy complete urban communities, to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land. In addition, the ROP supports built forms and densities

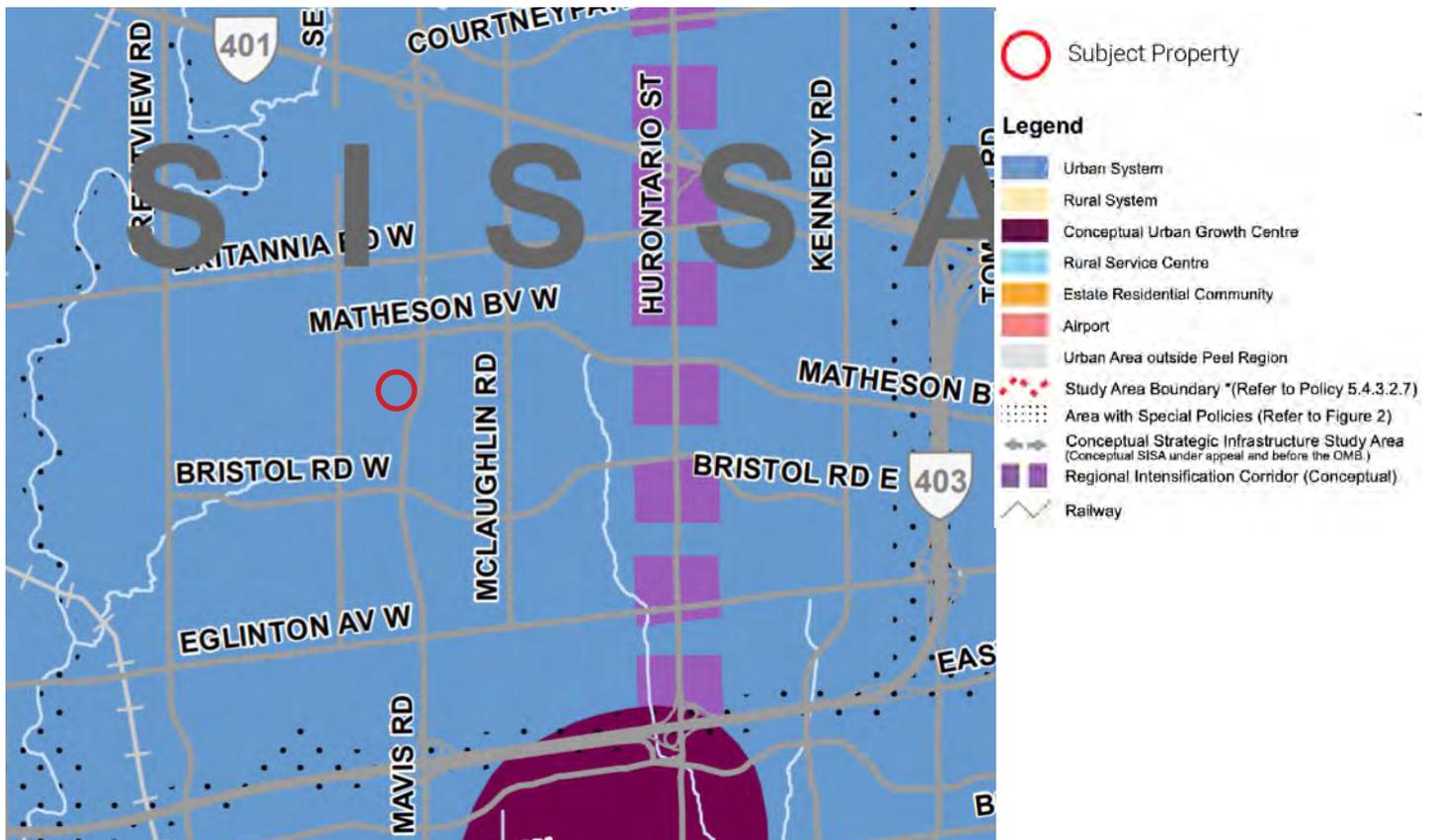


FIGURE 9 - REGION OF PEEL OFFICIAL PLAN - SCHEDULE D - REGIONAL STRUCTURE

that are pedestrian-friendly and transit-supportive.

The ROP encourages the provision of appropriate ranges and mixes of housing types (Policy 5.8.1.1) in appropriate areas with sufficient existing or planned infrastructure (Policy 5.8.2.2). The Region encourages housing to accommodate diverse populations, including older adults (Policy 5.8.2.3).

Section 5.9 outlines policies related to the transportation system in Peel. This section includes the following objectives, among others:

- To achieve the safe, convenient and efficient movement of people and goods;
- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;
- To promote and encourage the increased use of public transit and other sustainable modes of transportation;
- To maximize the capacity of the transportation system; and
- To support the integration of transportation planning, transportation investment and land use planning (Section 5.9.1).

According to Schedule E, Mavis Road is identified as a Major Road that is part of the Major Road Network in Peel for inter- and intra-municipal travel and connections to other regions and the Provincial Freeway Network (Section 5.9.4).

Intensification of residential development is encouraged along corridors such as Mavis Road to support a higher level of transit service and other sustainable modes (Policy 5.9.5.2.10).

Summary

The proposed development and ZBA conform to the policies of the ROP, specifically with respect to the Urban System, Housing and the Transportation

System. The property is within the Urban System and serviced by existing infrastructure. In addition, the proposed development is connected to a range of transportation services, thereby maximizing the capacity of the transportation system while reducing the need for private vehicles.

This development provides additional density along a Major Road, with regional connections. The project will contribute to diverse housing stock in Mississauga, inclusive of older adults and aging in place.

4.5 City of Mississauga Official Plan (March 2019 Office Consolidation)

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. Subsequently there were numerous appeals to the Ontario Municipal Board (herein referred to as the Ontario Land Tribunal ["OLT"]). The following discussion is based on the March 13, 2019 Office Consolidation which includes all OLT decisions and Council approved amendments up to this date.

Chapter 4 of the MOP outlines the Vision for the City of Mississauga including the Official Plan's guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city includes the integration of land use and transportation planning that directs development to locations that support existing and planned transit and active transportation.

The subject property is located along the Mavis Road



FIGURE 10 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 10 - LAND USE DESIGNATIONS

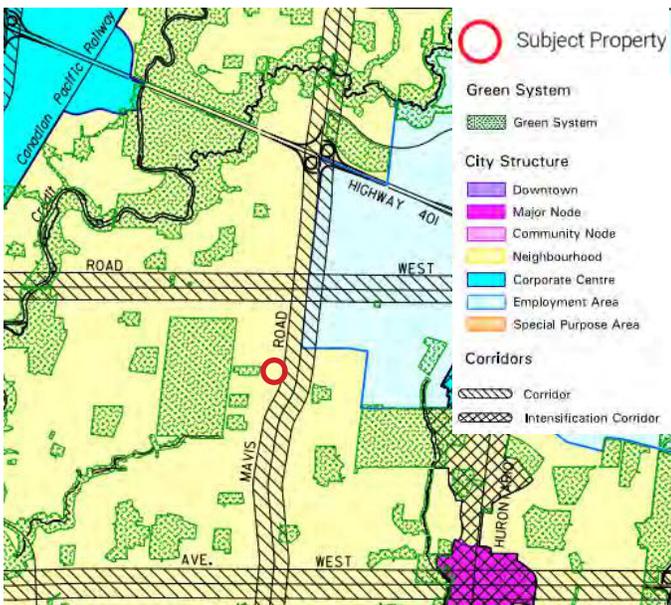


FIGURE 11 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 1 - URBAN STRUCTURE

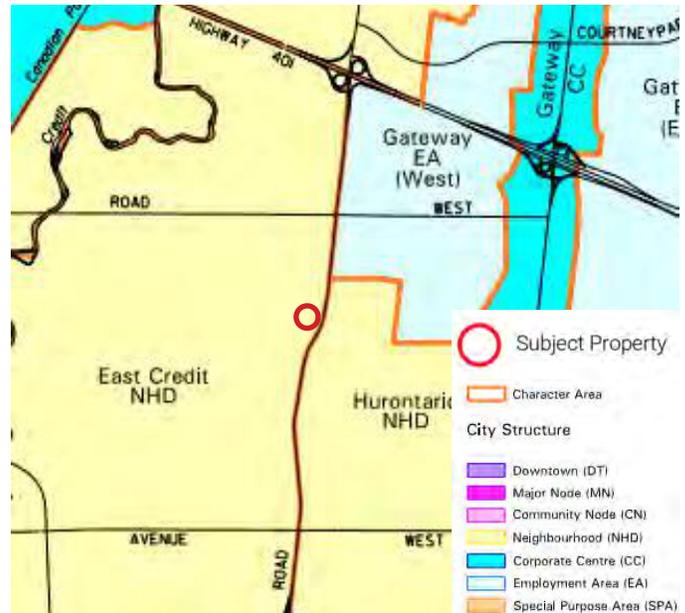


FIGURE 12 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 9 - CHARACTER AREAS

Corridor within a Neighbourhood (Schedule 1C and 1B, respectively).

The MOP is divided into 19 Chapters with the key relevant chapters including:

- Chapter 5: Direct Growth;
- Chapter 7: Complete Communities;
- Chapter 9: Build a Desirable Urban Form; and
- Chapter 16: Neighbourhoods.

Chapter 5: Direct Growth

The subject property is within the “Neighbourhoods” land use structure. While a core principle of the MOP is to preserve the character of stable residential areas, provision is made for higher density uses where appropriate.

Policy 5.3.5.3

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.

The subject property is located on a corridor on a site that was identified by a local area review and subsequently designated high Density Residential.

The proposal conforms to this policy.

Policy 5.3.5.5

Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

The proposal provides appropriate transition to adjacent low density residential housing. It is compatible in built form and scale to surrounding

development and enhances the existing and planned development.

The proposal conforms to this policy.

Policy 5.3.5.6

Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

The proposal is sensitive to the existing and planned context and includes appropriate transitions in use, built, form, density and scale. The proposal includes a 40 m setback to residential uses to the south and west along with a 45 degree angular plane, a public plaza at the corner of Father D’Souza Drive and Mavis Road across the street from St. Francis Xavier Church, and appropriate setbacks and stepbacks along the north, east and south facades of the proposed development.

The proposal conforms to this policy.

Policy 5.4.4

Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

The proposal constitutes compact, mixed use and transit friendly development appropriate to the context of the surrounding neighbourhood.

The proposal conforms to this policy.

Policy 5.4.5

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.

As per the review of the architectural drawing

package, the proposal has regard for the character of the neighbourhood and provides appropriate transitions in height, built form and density to the surrounding lands.

The proposal conforms to and implements this policy.

Chapter 7: Complete Communities

The City of Mississauga has a diverse mix of housing that is largely in good condition. As such, it is anticipated that new housing will be in the form of high-density buildings, particularly apartments (Section 7.2). The MOP encourages and will provide opportunities for the creation of new housing in the urban system that meets the needs of a diverse population, including those with special needs, through the development of a range of housing choices in terms of type, tenure and price (Policy 7.2.2).

The proposal conforms to and implements this policy through providing housing for seniors with special needs, additionally in provides a range of housing choices.

Chapter 9: Build a Desirable Urban Form

Section 9 outlines the urban design priorities for the City to achieve a sustainable urban form

The subject property is located in a “Non Intensification Area” within a “Neighbourhood” structural classification.

Section 9.2.2 sets out policies for Non Intensification Areas and includes the following description for Neighbourhoods.

Section 9.2.2

Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development...

Where increases in density and a variety of land uses are considered in Neighbourhoods (and Employment Areas), they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

The subject property is located on a corridor where increases in density and a variety of land uses are considered in Neighbourhoods. Appropriate transitions to adjoining neighbourhoods have been provided in the proposal via setbacks, angular planes and stepbacks incorporated to respect variations in scale, massing and land uses.

The proposal conforms to and implements this policy.

Policy 9.2.2.1

Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.

As per the review of the Urban Design Brief as part of the OPA, and DARC comments, the proposal provides an appropriate transition in height and built form that respects the surrounding context.

The proposal conforms and implements this policy.

Policy 9.2.2.2

Tall buildings will generally not be permitted.

The proposal incorporates a single slender “tall building” component that modestly exceeds the width of the adjoining right of way. Notwithstanding, a 45 degree angular plane is provided to the lower rise residential dwellings to the west and north. Further, the proposal is located at the interface of the Heartland Town Centre and is able to contribute to the establishment of a landmark in the streetscape to assist in the delineation between the residential and retail land uses while contributing to transit ridership. The project therefore warrants an

exception to the “general” exclusion of tall buildings in Neighbourhoods by virtue of location, contextual land use relationships and the existing High Density Residential land use designation.

The proposal conforms to and implements the intent of this policy.

Policy 9.2.2.3

While new development need not mirror existing development, new development in Neighbourhoods will:

c) respect the scale and character of the surrounding area;

d) minimize overshadowing and overlook on adjacent neighbours;

f) preserve mature high quality trees and ensure replacement of the tree canopy;

g) be designed to respect the existing scale, massing, character and grades of the surrounding area;

As per the review of the OPA Urban Design Brief and the ZBA shadow analysis and wind study, the proposal respects the scale and character of the surrounding area, minimizes overshadowing and overlook on adjacent neighbours, offers opportunities to establish a tree canopy and respects the existing scale, massing and grades of the surrounding area.

The proposal conforms to and implements this policy.

Policy 9.2.2.6

Development on corridors will be encouraged to:

b) face the street, except where predominate development patterns dictate otherwise;

c) not locate parking between the building and the street;

d) site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;

f) support transit and active transportation modes;

The proposal faces the streets; does not locate parking between the building and streets; sites the buildings to frame the street and create a continuous street wall; and is transit supportive.

The proposal conforms to and implements this policy.

Policy 9.5.1.1

Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

As per the review of the OPA Urban Design Brief and the ZBA shadow analysis and wind study, the proposed buildings and site design are compatible with site conditions, the surrounding context and the landscape of the existing or planned character of the area.

The proposal conforms to and implements the policy.

Policy 9.5.1.2

Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

f) continuity and enhancement of streetscapes.

g) the size and distribution of building mass and height.

j) views, sunlight and wind conditions.

l) privacy and overlook.

As per the review of the OPA Urban Design Brief and

the ZBA shadow analysis and wind study, the proposal is compatible and provides appropriate transitions to existing and planned development having regard to continuity and enhancement of streetscapes, the size and distribution of building mass and height, views, sunlight and wind conditions, and privacy and overlook.

The proposal conforms to and implements this policy.

Policy 9.5.1.3

Site designs and buildings will create a sense of enclosure along the street with heights appropriate to the surrounding context.

The proposal provides a continuous streetwall along both Father D'Souza and Mavis Road along with an internal courtyard creating a sense of enclosure along the street, as per the findings from the OPA Urban Design Brief, the proposed heights are appropriate to the surrounding context and enhanced via the use of podiums and stepbacks providing human scale to the proposal.

The proposal conforms to the intent and principle of this policy.

Policy 9.5.1.9

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.

As per a review of the OPA Urban Design Brief, and the shadow and microclimatic analyses, compatibility and integration with surrounding land uses and the public realm is secured by ensuring adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.

The proposal conforms to and implements this policy.

Chapter 16: Neighbourhoods

Policy 16.1.1.2

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 is maintained; and*
- d) the development proposal is consistent with the policies of this Plan.*

OPA 99 was approved in November 2019 and included increasing the FSI to 2.4 from the previous 1.75. The MOP land use designation is Residential High Density. The OPA permits building heights to 18 storeys. The proposal is thus consistent with the policies of the MOP. It maintains and respects the City Structure and is consistent with the policies of the plan that permit exceptions to the 4 storey limit in appropriate corridor locations.

The proposal conforms to and implements this policy.

Summary

The proposed development and ZBA conform to the policies of the MOP, specifically with respect to policies related to intensification, growth and housing. The built form and land use proposed on this site provide appropriate transition to the nearby residential uses while contributing to a dynamic public realm. The proposed height and density is compatible with the adjacent land uses, and provides a transition between the regional-scale uses at the Heartland Town Centre, and the nearby residential neighbourhood. The development uses appropriate

step-backs, set-backs, and landscaping to visually transition towards low- and medium-density residential uses. At the rear of the site, the proposed retirement and life lease buildings are set back 38 m from the residential lot line. The step-backs on the east and west building faces discussed in Section 3.0 maintain the angular plane and reduce shadow impacts on neighbouring buildings.

The proposed development is compact and supports the housing needs of the seniors population in Mississauga. The housing options provided through this development, including a retirement residence and life lease building, increase the diversity of housing stock in Mississauga and promotes a complete community. Many amenities are located nearby, allowing residents to shop, play and congregate close to their home.

The intensification on this site directs density near a Corridor, and promotes the efficient use of land and existing transportation systems. The subject property is serviced by existing and planned public transit and active transportation facilities, and is nearby planned rail infrastructure. The proposed development supports the creation of a multi-modal transportation system.

The development positively contributes to the streetscape on Mavis Road through a continuous streetwall and appropriate cladding and landscaping. The urban plaza at the corner of Father D'Souza Drive and Mavis Road activates the intersection and provides an attractive public gathering space. The development upholds accessibility standards and promotes sustainability through efficient use of land.

4.6 City Of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the

MOP. The subject property is zoned Residential – Apartments with exceptions (RA2-24) according to Map 37W.

The Residential Apartment zone permits apartments, long term care facilities, and retirement buildings. There is a maximum height of 26 m and 8-storeys. Exception 24 to the RA Zone permits a maximum of 200 beds in a long term care facility, and a maximum of 212 apartment dwelling units. The maximum FSI for the site is 1.75. The full wording to this exception has been included as part of Appendix C.

The proposed exceptions to the RA4 zone would permit additional height and density on this site. The proposed Zoning By-law Amendment RA4-XX performance standards have been outlined in the zoning chart attached to this Report (Appendix C).

4.7 Proposed Zoning By-Law Amendment Justification

The purpose of the Zoning Bylaw is to implement the directions of the Official Plan. OPA 99 was approved in 2019 for the density, building footprint and land uses of the proposed development. The purpose of this ZBA is to implement the specific directions from OPA 99. The proposed RA4-XX zone is in keeping with the Mississauga Official Plan designation and OPA 99.

Policies in key provincial, regional and municipal documents encourage the development of new housing in areas well served by existing and planned infrastructure. The subject property is in an existing settlement area and within the built-up area. The proposed development will promote an efficient land use pattern on this key major corridor next to a major regional commercial centre. It includes a range and mix of housing, for a variety of housing needs for older persons. The development makes efficient use of the existing municipal infrastructure available. Additionally, the development improves accessibility for persons with disabilities and older

persons by providing them with an integrated seniors' community in a location that is in close proximity to transit, retail and other services. The subject property has long been recognized and planned for High Density Residential development specifically oriented to seniors' special care housing in the Official Plan and Zoning By-law instruments of the City.

The proposed ZBA will support the achievement of a complete community by contributing to the diversification of housing in the area. The intensification of this site provides a diverse range and mix of housing options to accommodate seniors with convenient access to transit, stores, public services, and facilities while improving social equity and the overall quality of life for seniors with varying care needs and incomes.

This development values the relationship between the physical design of the site to the achievement of social, environmental, and physical well-being of the seniors under its care. In addition, the proposed development remains critically aware of the need to remain sensitive and contribute positively to the surrounding community. The proposed development reflects its unique setting and ensures a respectful relationship with the adjacent context. This is achieved through appropriate step- and set-backs, suitable glazing to minimize building height, and attractive landscaping. Successful built form necessitates strong, positive and complementary relationships, while mitigating negative impacts on the surrounding buildings, streetscapes, open space (private and public parks) and the road network.

The proposed ZBA would treat all lands zoned RA4-XX as one lot for purpose of Zoning By-law requirements such that the standards are not broken up by severed property limits.

5.0

COMPARISON OF
PROPOSAL TO URBAN
DESIGN INTENT

5.1 Urban Design Intent

A Development Application Review Committee (DARC) meeting was held on September 9, 2020. The urban design intent for this site was discussed. Key themes for the proposed development include:

- The provision of an urban plaza as a corner feature to create a visible space that is active, landscaped and creates a prominent building entrance and canopy;
- Efficient movement planned for service vehicles (e.g. waste, fire);
- Robust wind and noise mitigation measures;
- Sufficient setback from Mavis Road and Father D'Souza Drive
- An active ground floor plan contributing to the Mavis Road and Father D'Souza Drive streetscapes with appropriate glazing and doors;
- Appropriate massing, transition and use of materials to deemphasize the building height; and,
- The inclusion of green technology and sustainable building design (e.g. low impact development features).

Urban Plaza

An urban plaza is included at the southwest intersection of Mavis Road and Father D'Souza Drive. The plaza is intended to feature both soft and hardscaping materials and activate the intersection. The addition of this public space and use of continuous paving, landscaping and street furniture will help to create a prominent corner for the intersection and site plan.

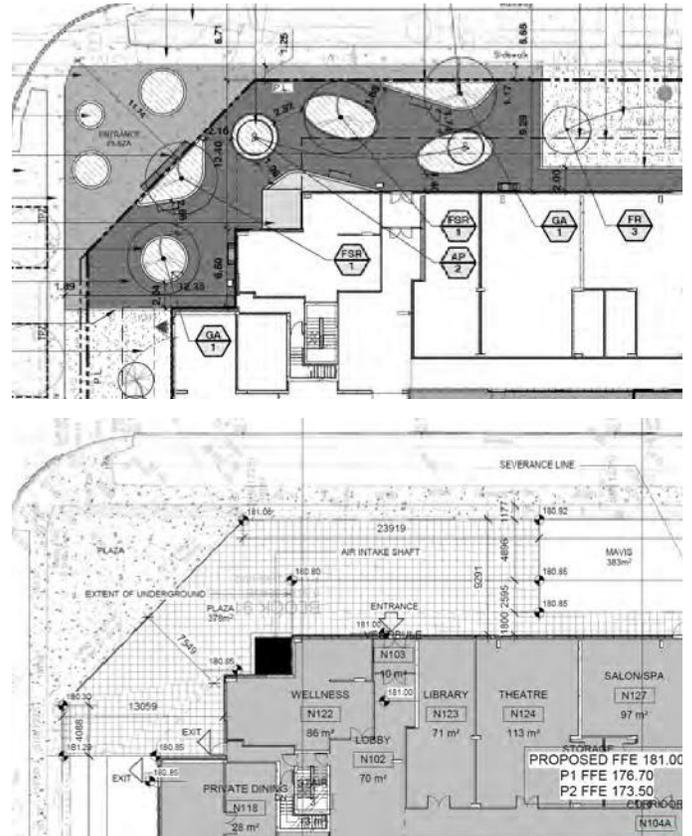


FIGURE 13 - URBAN PLAZA LANDSCAPING (TOP) AND ARCHITECTURAL PLANS (BOTTOM).

Service Vehicle Access

The existing garbage and loading area at the LTC home will be shared by the new development. This will make use of the existing site layout, provide screening for garbage and lading, and allow for efficient movement of goods.



FIGURE 14 - SHARED WASTE AND LOADING SPACE (FROM ARCHITECTURAL PLANS)

Wind and Noise Mitigation

Recommendations from the Pedestrian Level Wind Study and Acoustical Feasibility Study have been implemented into the design.

The buildings will be fully air conditioned, and will include an acoustical louvre to reduce building noise. The glazing specified for the building will effectively reduce noise levels for residents within the building.

Anticipated wind conditions at all points of the development are comfortable for pedestrians. This has been achieved by implementing building design features such as stepped and irregular façades, canopies, balconies, overhangs, parapet walls, railings, wind screens, fencing, and landscaping.

Sufficient setback from Mavis Road and Father D'Souza Drive

All buildings and podiums are setback 7.5 m from Mavis Road and a minimum of 6.9 m from Father D'Souza Drive. This provides for generous

landscaping opportunities for future streetscape enhancements.

While a setback of 6.9 m along Father D'Souza Drive is slightly less than the 7.5 m setback required in the RA4 zone the building presents an urban condition with a continuous and active streetscape as compared to the more suburban envisioned RA4 zone. Additionally, the building is setback further at the intersection of Father D'Souza Drive and Mavis Road to create a pedestrian plaza.

An active ground floor plan contributing to the Mavis Road and Father D'Souza Drive streetscapes

An active ground floor plan is provided along both the Mavis Road and Father D'Souza Drive frontages including two lobby spaces, as well as amenity spaces such as a library, exercise room, dining space, and administrative space. The building provides a continuous streetfront along both of these streets with glazing along the majority of the building face and a seamless public and private realm.

Appropriate massing, transition and use of materials to deemphasize the building height

As discussed in Section 3.0, the building features a series of step-backs across the west and east faces of the building providing for a more human scale. Along Mavis Road a minimum 3 m stepback is provided from the seven storey podium to the 18 storey retirement home and the 13 storey life lease building. The additional building face projection and cladding arrangement on the north side of the retirement residence at the most prominent corner of Mavis Road and Father D'Souza Drive acts as a gateway to the Heartland Centre. It also frames the urban plaza and is the appropriate location for the tallest building height.

The use of different materials across the building faces on Father D'Souza Drive and Mavis Road creates visual interest and helps to mitigate the appearance of a large building. The building design

provides further transition through additional stepbacks, the adherence to the angular plane, a variety of materials, and appropriate landscaping along street frontages. This conforms to the policies set out in Section 9.5 of the MOP and enhances compatibility with the surrounding neighbourhood context.

Low Impact Development Features

Low impact development features have been proposed on this site including stormwater management. A treatment train approach will be used to treat runoff. Stormwater will also be infiltrated on site to a minimum of 5 mm daily rainfall retention to achieve water balance. Permeable pavement will be used in the courtyard and some parking stalls, where feasible. Native vegetation will be used to reduce runoff where appropriate.

The building plans to feature water saving fixtures, tri-sorter recycling, and recycled site furnishings to promote sustainable design.

5.2 Design Evolution from OPA to ZBA

Figures 15 and 16 compare the site plans from the OPA design stage to the current proposed development. The following text discusses the improvements made to the initial site plan.

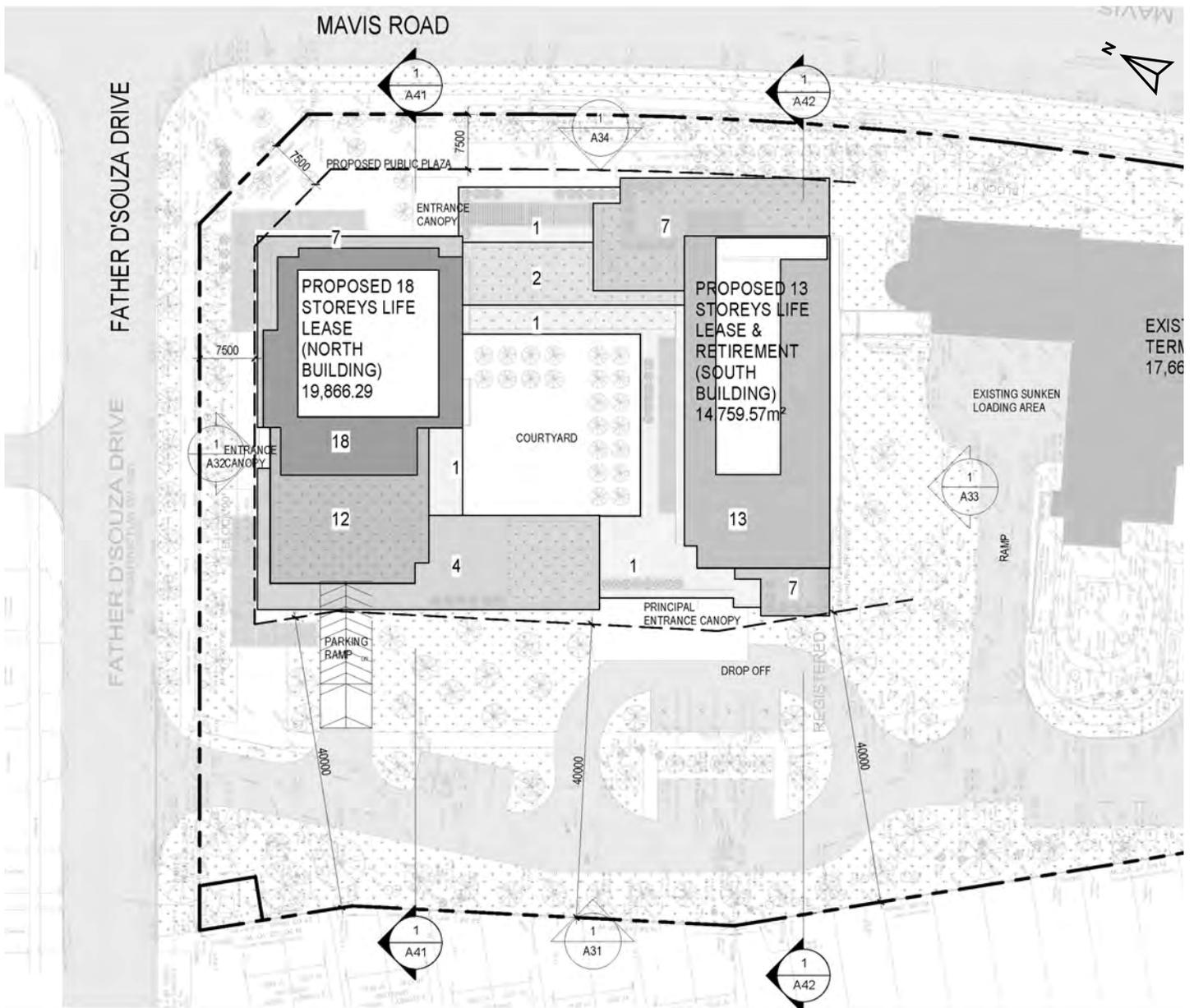


FIGURE 15 - OFFICIAL PLAN AMENDMENT ARCHITECTURAL DRAWINGS (SITE PLAN)

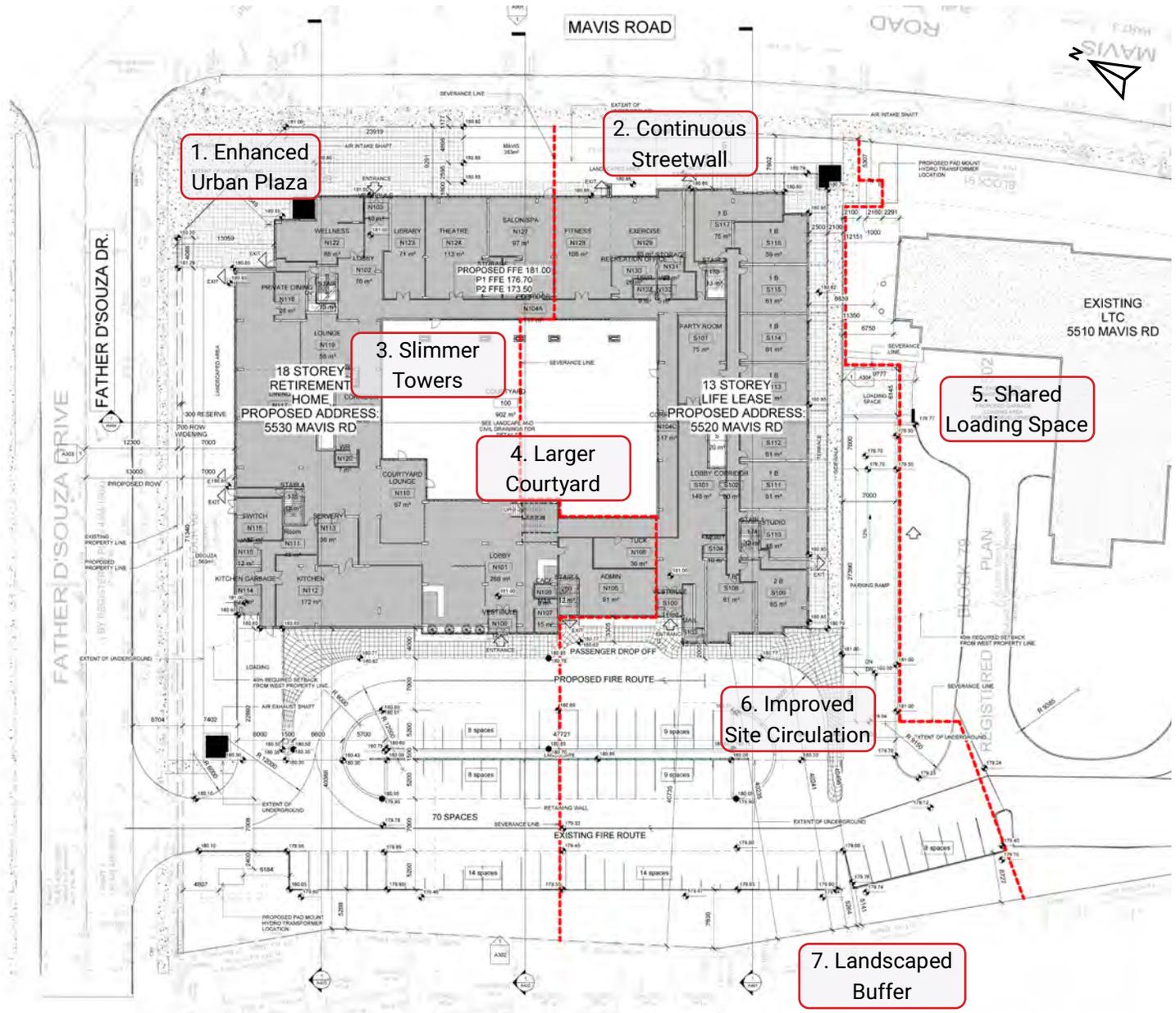


FIGURE 16 - ARCHITECTURAL DRAWINGS (SITE PLAN) OF PROPOSED DEVELOPMENT FOR ZONING BY-LAW AMENDMENT

1. Enhanced Urban Plaza

The urban plaza proposed through the OPA design process has been further developed and enhanced as part of the ZBA submission. The landscape and streetscape plans prepared by WSP effectively frame the intersection of Father D'Souza Drive and Mavis Road. The use of a variety of visually interesting plantings activate the corner. These plantings include raised planters, perennials, and grasses, as well as seating options. The area has been designed to be pedestrian-friendly and a character defining attribute of the public realm.

2. Continuous Streetwall

The proposed development maintains a continuous streetwall along Mavis Road, from the existing long term care home. The addition of the 7-storey podium along Mavis Road from the OPA submission contributes to the continuous streetwall, promoting an urban form that is coherent, orderly and legible. The podium continues along Father D'Souza Drive, establishing an urban streetscape along the street edge.

3. Slimmer Towers

The towers have been made narrower to allow for increased sky views from both within the development, and for surrounding lands. In addition, the separation between the two towers has been detailed further. The towers are separated by over 36m supporting increased sky view and reasonable shadow impacts.

4. Larger Courtyard

The courtyard has been expanded to provide additional amenity space for residents. Areas of the courtyard will interact with the interior amenity space through glazed openings allowing for an inside-outside interplay and activation of space. The landscaping and design features within the courtyard include accessible planting beds, a shade structure,

rock gardens and ample seating. The increased courtyard space allows for additional seating areas and green space for residents.

5. Shared Loading/Garbage/Recycling Collection Area

The loading, waste, and recycling space has been consolidated with the existing LTC building. As discussed, this makes efficient use of the site and allows for streamlined circulation for service vehicles. It also minimizes the appearance from the public realm.

6. Improved Site Circulation

The design has been improved to allow for better circulation of vehicles and pedestrians as compared the OPA design. The above-ground parking area has been expanded, yet remains compact and complementary to the building while improving circulation. The above ground parking makes use of landscaping and stormwater best practices to minimize the visual and environmental impact.

Pedestrian walkways have been further developed to allow for safe and direct circulation, and a pedestrian connection has been maintained between the existing and proposed building.

The ramp to the parking garage has been moved towards the interior of the site to minimize the appearance from the public realm.

7. Landscaped Buffer

The west property line abuts low-rise residential buildings. The landscaped buffer along the property line has been maintained and further developed with landscaping direction. Several trees will be retained along the landscaped buffer, and additional plantings will be used to provide transition between development contexts and privacy for neighbours.

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6.0

SUPPORTING
STUDIES AND
REPORTS

6.1 Sun/Shadow Study

Global Architects have completed a Shadow Study Analysis (Shadow Study) for the proposed development. The Shadow Study reviews existing shadows in the surrounding area along with shadow impacts of the proposed built form. The Shadow Study reviews the impacts on June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm.

Based on the key findings, the guidelines for a shadow impact analysis of the proposed development have for the most part been met. The findings include:

- No shadow impact for more than two consecutive hours within the space between the exterior wall of a dwelling and the 7.5 m line of impact assessment of any residential private outdoor amenity spaces adjacent to the subject property (Criterion 3.1);
- Overall sun access factor for amenity spaces of 0.42 in June, 0.31 in September, and 0.19 in December (breaching Criterion 3.2);
- Some shadow impact of the opposite boulevard on Mavis Road, with three hourly test times experiencing full sun (breaching Criterion 3.3);
- Some shadow impact on the opposite boulevard of Father D'Souza Drive, with three hourly test times experiencing full sun (breaching Criterion 3.3);
- No shadow impacts for more than two consecutive hourly test times on the roof, front, rear and exterior side walls of adjacent low-rise

residential buildings. As such, the proposed development does not interfere with the ability to harvest solar energy on the buildings (Criterion 3.5); and,

- The Sun Access Factor for amenity spaces is below the 0.5 guideline, however, it should be noted that amenity spaces provided are well in excess of that required under the zoning bylaw. Decreasing the amount of amenity space would result in an improved sun access factor but is not desirable for the proposal.

The sun access factor guidelines for amenity areas are based on the needs of the general population. Due to the nature of the development, the users of the amenity space will primarily be seniors. In the experience of Yee Hong, their residents tend to prefer shade and their tolerance for sun is lower.

As part of the OPA, which was approved in October 2019, RWDI completed a sun shadow study for both the existing as-of-right conditions and the approved OPA concept. In their analysis, RWDI determined that the as-of-right zoning permitted building breaches under Criteria 3.3 and 3.5. The proposed ZBA development breaches criteria 3.3 but now meets Criterion 3.5. Criteria 3.2 was not considered for the as-of-right scenario as the location of amenity space was not yet determined, however, it is reasonable to assume, given the location of the courtyard that criteria 3.2 would also not be met by the as-of-right scenario. Therefore it can be concluded that the proposed ZBA development meets more of the required sun/shadow criteria than the existing as-of-right scenario.

6.2 Wind Study

A Pedestrian Level Wind Assessment (Wind Study) for the proposed development has been prepared by Theakston Environmental. The purpose of this study is to assess the wind impacts of the proposed development on local pedestrian areas in and around the subject property. Recommendations for minimizing adverse effects are provided, if required.

The existing wind conditions are moderately windy due to the site context. The proposed configuration of the building with mitigation measures supports comfortable wind speeds for pedestrians given intended usage. The proposed development is not expected to produce significant wind impacts for the surrounding area.

6.3 Acoustical Feasibility Study

Howe Gastmeier Chapnik Engineering Limited was retained to prepare an Acoustical Feasibility Study for the proposed development. The study examines noise and vibration issues, including the impacts of the development on itself and the surrounding area and prepares recommendations to address identified issues.

Key findings include:

- Traffic noise sources include road traffic on Mavis Road and Father D'Souza Drive;
- Calculated sound levels exceed the MECP guidelines;
- Recommendations for noise include providing central air conditioning, upgraded building

construction, and a warning clause in Agreements of Purchase and Sale or Lease;

- General glazing recommendations have been provided;
- An acoustic louvre is recommended to achieve sufficient noise reduction; and,
- As plans for the mechanical/electrical mature, a review of development impacts on itself and the surrounding area will need to be reviewed (prior to building permit).

Further noise analysis will be completed once detailed design drawings are provided at later stages in the development process.

6.4 Tree Inventory and Preservation Plan

Kuntz Forestry Consulting Inc. was retained to prepare a Tree Inventory and Preservation Plan for the proposed development. The Plan seeks to identify all trees 10 cm or larger in diameter within six metres of the development, identify trees of all size within the municipal road allowance, evaluate tree saving opportunities, and to prepare a preservation plan.

Findings and recommendations include:

- A total of 79 trees and two tree polygons on the property
- 36 trees and a portion of one tree polygon are recommended for removal to accommodate the development;
- Tree protection barriers, fencing, and tree protection zones are required for all trees

specified in Figure 1 of the report; and,

- A total of 17 trees are required to be planted on the subject property as compensation for removals.

The landscape plans provide for the planting of 20 deciduous trees, 13 coniferous trees, and 2 ornamental flowering trees.

6.5 Streetscape Feasibility Study

A Streetscape Feasibility Study along the Mavis Road frontage has been prepared by WSP. The purpose of this Study is to evaluate the adequacy of the proposed building setback by confirming that an appropriate boulevard treatment can be accommodated within the public right-of-way along the frontages of the development in accordance with City policies.

The Streetscape Plan (L111) and Streetscape Sections (L112) drawings meet the requirements of the City's Streetscape Feasibility Study Terms of Reference.

6.6 Traffic Impact Study

A Traffic Impact Study was completed by Tranplan in support of the application. The report covers the area transportation context, planning context, vehicular parking considerations, bicycle parking considerations, traffic volumes analysis, loading considerations, and a Transportation Demand Management Plan.

Vehicular access to the study site is provided via the Mavis Road corridor and Father D'Souza Drive. MiWay route 61 also provides access to local transit network.

The proposed development is anticipated to generate about 96 and 125 two-way vehicular trips during the AM and PM peak hours, respectively. The traffic from the subject site is expected to have a similar pattern to existing conditions. The capacity analysis of Mavis Road and Father D'Souza Drive indicate that under 2026 forecasts, site traffic will add less than one second and four seconds to the intersection average delay during AM and PM peak hours, respectively. All movements to and from the study site driveway will provide good levels of service.

Transportation Demand Management opportunities and measures have been recommended to reduce single-occupant vehicle usage and ownership, and promote sustainable transportation modes. They include shuttle bus opportunities, car sharing services, promotion of active transportation, and the provision of a flexible parking management plan.

One loading space is proposed for the Site, as required by Zoning By-Law 0225-2007. This loading space is shared between all buildings on site. The vehicle movement analysis concluded that passenger vehicles can safely maneuver within the parking areas, and service vehicles can safely access the site and loading areas using the driveway.

The study analyses indicate that the impact of the forecast site generated vehicle trips will have minor impact on the adjacent road network.

6.7 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report for the proposed development was prepared by Greck & Associates Limited. Key findings and recommendations are as follows.

A total sanitary peak design flow of 9.74 L/s is proposed for the development considering the total number of units and occupancy. The flow will be directed to the existing 300mm sanitary sewer on Mavis Road via a single 200mm service lateral.

The proposed development will be serviced by the existing 300 mm watermain on Mavis Road via a new 200 mm watermain. The total residential water demand including fire flow requirements for the subject property is 166.67 L/s. A hydrant flow test was performed on November 25, 2020. The test determined that the existing watermain exceeds the minimum flow rates required for fire suppression and residential demand.

The proposed stormwater management system uses a combination of underground infiltration chambers and permeable pavers to manage water quantity from the site. The infiltration chambers are located downstream of an Oil-Grit Separator to meet water quality requirement prior to discharge to the municipal system. An orifice control will provide post to pre-development water quantity control.

Water balance requirements will be achieved through infiltrating stormwater underground and through permeable pavers.

The plan proposes to control the 100-year post-development flows to the 2-year pre-development level, instead of just post- to pre- for all rainfall events, to avoid the possibility of storm sewer capacity issues downstream (through the existing storm sewer system servicing 5510 Mavis Road, the storm sewers along Mavis Road, and down to the water-course outfall).

Proposed grades will match current drainage patterns wherever feasible. Overland flows for events up to and including the 100-year storm design event will be captured within the site. Overland flows for events exceeding the 100-year design event will maintain existing drainage patterns and be directed south along the rear driveway towards Mavis Road.

6.8 Environmental Site Assessment (Phase One)

Terraprobe Inc. was retained to conduct a Phase One Environmental Site Assessment (ESA) for the proposed development. The ESA seeks to investigate the likelihood that contaminants may be present on the site, and to determine whether the environmental condition of the site is appropriate for the intended use.

The report confirms that a Phase Two ESA will not be required and a RSC will not be required because the development of the property will not result in a more sensitive land use.

As part of the ESA study, Terraprobe Inc. reviewed previous reports, aerial photographs, ERIS reports, and historical documents to determine any potentially contaminating activities (PCAs). From this research, the consultants then sought to define any areas of potential environmental concern (APECs).

Findings and recommendations include:

- Phase One ESA did not identify any APECs on the property;
- There is low potential for environmental liability attendant to the Property; and,
- No further environmental investigation is required.

7.0

PLANNING ANALYSIS

Following the policy review, it was concluded that the proposal is consistent with, and conforms to provincial, regional and municipal policies. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

The intent of Zoning By-Law 0225-2007 is to implement the directions of the MOP. As the height and density proposed by the development are consistent with that approved as per OPA 99 this section of the report will not address height, density or use of the proposed development. Rather it will focus on the form and transition of the building to surrounding uses.

The retirement residence is proposed in an 18 storey structure involving a six storey podium and a slender tower component with a floorplate of 750 m² above the 13th storey. The life lease building is proposed at 13 storeys inclusive of a seven storey podium. This form is proposed to accommodate the specific operational needs of the senior's care facility and to provide the optimum environment for the seniors residing and being cared for in the development. The design concept has been further developed, and is generally consistent with that approved via OPA 99 and subject to strong influence from feedback through neighbourhood public participation.

Building Form and Transition

It is proposed that the 18 storey retirement residence be built on the portion of the site abutting Father D'Souza Drive south-west of the plaza. The tower portion of the building incorporates stepbacks from Mavis Road and Father D'Souza Drive. The 13 storey life lease building transitions to the south adjacent to the existing long term care home.

Given the generous dimensions of the property, the wide right of way of Mavis Road at 40 m and the site planning of the townhouses on the east side of Mavis Road that includes a service road concept,

the new 18 and 13 storey buildings can be well accommodated with generous separation distance and acceptable impacts on all surrounding land uses. The proposal incorporates a 45 degree angular plane to low rise residential developments to the west and east along with a minimum 40 m setback and generous setbacks of 6.9 to 7.5 m from Father D'Souza Drive and Mavis Road from the respective planned right of way.

The shadow study by Global Architects Incorporated indicates compliance with Mississauga shadow guidelines on private surrounding land owners. A sun access factor below 0.5 was identified for communal outdoor amenity areas for part of the year, however, it should be noted that amenity space is well in excess of that required by the RA4 zone. A decrease in amenity space would result in improvements to the sun access factor but would not be a desirable change overall.

The wind and microclimate analysis indicates compliance with Mississauga standards and a satisfactory achievable microclimate condition for the building.

The significant distance of the 18 storey tower from the lower density housing to the west (65 plus m), combined with a slender floorplate, podium stepbacks, and 30 m separation distance between the 18 storey and 13 storey buildings allows for minimum visual obstruction and the retention of sky views.

The transition of the proposal along the Mavis Road corridor from the existing 5 storey long term care home to the 7 storey podium of the 13 storey life lease building and then to the 18 storey retirement residence as a gateway to the Heartland commercial node appears appropriate from the perspective of the Mavis Road streetscape as a major corridor. Consistent setbacks, landscaped pedestrian areas, including the plaza, and a podium with differences in materiality and form are all positive.

8.0

CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and Zoning By-law Amendment represent an appropriate redevelopment of the subject property. The proposal represents good planning due to the subject property's access to existing and planned infrastructure, and proximity to nearby amenities.

We conclude the following:

- The proposed development and Zoning By-law Amendment are consistent with the Provincial Policy Statement (2020);
- The proposed development and Zoning By-law Amendment conform to the Growth Plan (2020);
- The proposed development and Zoning By-law Amendment conform to the Region of Peel Official Plan (2018);
- The proposed development and Zoning By-law Amendment conform to the City of Mississauga Official Plan (2020);
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and will support the creation of complete communities in Mississauga and Peel Region. As such, the Zoning By-law Amendment should be approved to permit the proposed development at 5510 Mavis Road.

Respectfully submitted,



David Sajecki
MCIP RPP M.PL B.Eng. LEED AP
Partner
Sajecki Planning Inc.

APPENDIX

Appendix A - Official Plan Amendment No. 99



MISSISSAUGA

**NOTICE OF PASSING AN OFFICIAL PLAN AMENDMENT
Subsection 17(24) of the Planning Act**

File Number: **OPA 99**
Municipality: City of Mississauga
Subject Lands: Southwest corner of Mavis Road and Father D'Souza Drive
Date of Decision: October 23, 2019
Date of Notice: November 1, 2019
Last Date of Appeal: **November 21, 2019**

A decision was made on the date noted above to approve Official Plan Amendment Number **99** to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0163-2019**.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to amend the Special Site 7 policies in the East Credit Neighbourhood Character Area to permit development higher than four storeys on a Residential High Density site in a Neighbourhood and to increase the permitted floor space index. A copy of By-Law 0163-2019 adopting this Amendment is attached. A copy of the Official Plan Amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices.

When and How to File An Appeal

Any appeal to the Local Planning Appeal Tribunal must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act in the amount of \$300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
- (4) be accompanied by an administration fee of \$300.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal, a copy of an appeal form is available from the LPAT website at www.elto.gov.on.ca.

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga 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 made 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 plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information

Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from **Jonathan Famme of the City of Mississauga, Planning and Building Department at (905) 615-3200 X4229.**

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

Amendment No. 99
to
Mississauga Official Plan

By-law No. 0163-2019

A by-law to Adopt Mississauga Official Plan Amendment No. 99

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. 99, 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 policy changes to Special Site 7 in the East Credit Neighbourhood Character Area to permit development higher than four storeys;

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

1. The document attached hereto, constituting Amendment No. 99 to Mississauga Official Plan, is hereby adopted.

OCT 23 2019

ENACTED and PASSED this _____ day of _____, 2019.

Signed


MAYOR

Signed


CLERK

Amendment No. 99

to

Mississauga Official Plan

The following text attached constitutes Amendment No. 99.

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 Notice of Motion dated October 7, 2019 and the Planning and Building Department report dated August 23, 2019 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the Special Site 7 policies in the East Credit Neighbourhood Character Area to permit development higher than four storeys on a Residential High Density site in a Neighbourhood and to increase the permitted floor space index.

LOCATION

The lands affected by this Amendment are located on the west side of Mavis Road, south of Matheson Boulevard West. The subject lands are located in the East Credit 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 Residential High Density, Special Site 7, East Credit Neighbourhood Character Area, which permits apartment dwellings up to four storeys, special needs housing, and also permits development up to a maximum floor space index (FSI) of 1.75.

An amendment is required to increase the permitted height to allow an 18 storey senior's apartment dwelling, an 13 storey retirement dwelling/senior's apartment dwelling, to retain the existing five storey long-term care dwelling, and to increase the floor space index (FSI) to 2.40.

See Appendix II for the Notice of Motion.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.8.3.7, Site 7, Special Site Policies, East Credit Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting Sections 16.8.3.7.1 and 16.8.3.7.2 and replacing with the following:

16.8.3.7.1 The lands identified as Special Site 7 are located on the southwest corner of Father D'Souza Drive and Mavis Road.

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

- a. development of the property will be permitted up to a maximum **floor space index (FSI)** of 2.40;
- b. one building with a maximum height of 18 storeys will be permitted, provided that the building is located at the northeast corner of the site and any portion of the development above 13 storeys will consist of one single building with a maximum floor plate size of 750 m²;
- c. one building with a maximum height of 13 storeys; and,
- d. offices, personal service establishment and a retail store shall be permitted accessory to the Residential High Density uses permitted on this site.

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 March 13, 2019.

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.

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 June 24, 2019 in connection with this proposed Amendment.

Two residents spoke at the Public Meeting noting concerns with traffic and parking. The Planning and Building Department report dated May 31, 2019 was received for information along with the two oral submissions. All comments received have been addressed in the Planning and Building Department report dated August 23, 2019 attached as Appendix II.

4.3. RECOMMENDATION REPORT (WARD 6) - Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing 5 storey long term care home - 5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive - Owner: Yee Hong Centre for Geriatric Care
File: OZ 19/001 W6 - Bill 139

NOTICE OF MOTION – October 7, 2019

WHEREAS the Recommendation Report dated August 23, 2019 from the Commissioner of Planning and Building recommends the application by Yee Hong Centre for Geriatric Care for Official Plan Amendment to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, cannot be supported;

AND WHEREAS the Provincial Policy Statement directs municipalities to accommodate an appropriate range and mix of residential uses (including housing for older persons) and institutional uses (including long-term care homes) to meet long term needs;

AND WHEREAS the Provincial Growth Plan's policies are based on key principles including building complete communities, prioritizing intensification, and supporting a range and mix of housing options;

AND WHEREAS the Region of Peel Official Plan seeks to provide for the needs of the Region's changing age structure and allow opportunities for residents to live in their own communities as they age, and making available housing for residents with special needs including provision of accessible housing and appropriate support services;

AND WHEREAS Mississauga Official Plan directs that the City will provide opportunities for the production of housing for those with special needs, such as housing for the elderly;

AND WHEREAS the 2016 population of seniors aged 65 plus in Mississauga was 101,780 people (14% of the population), and is projected to more than double by 2041 to 234,220 people (27% of the population);

AND WHEREAS Yee Hong Centre for Geriatric Care is a well-respected non-profit leader in the provision of senior care in the Greater Toronto Area;

AND WHEREAS the Yee Hong Centre for Geriatric Care currently has a waiting list of 416 individuals in Mississauga;

NOW THEREFORE LET IT BE RESOLVED THAT the application by Yee Hong Centre for Geriatric Care for an official plan amendment to permit a maximum of 18 storey seniors' apartment building, a maximum of a 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, be approved, and that staff be directed to prepare the official plan amendment for Council's passage.

City of Mississauga
Corporate Report



<p>Date: 2019/08/23</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 19/001 W6</p>
<p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/10/07</p>

Subject

RECOMMENDATION REPORT (WARD 6)

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

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

Owner: Yee Hong Centre for Geriatric Care

File: OZ 19/001 W6

Bill 139

Recommendation

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

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

Report Highlights

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

Background

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

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

Comments

COMMUNITY ENGAGEMENT

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

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

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

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

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

PLANNING ANALYSIS SUMMARY

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

Strategic Plan

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

Financial Impact

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

Conclusion

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

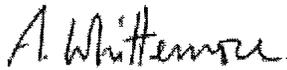
- The City Structure hierarchy as set out in the official plan does not contemplate 18 storey buildings in neighbourhoods;
- The proposed heights do not respect the surrounding context;
- There is not an appropriate transition to surrounding lands; and,
- The existing permissions for a six to nine storey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

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

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

City of Mississauga
Corporate Report



<p>Date: 2019/05/31</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 19/001 W6</p>
<p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/06/24</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

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

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

Owner: Yee Hong Centre for Geriatric Care

File: OZ 19/001 W6

Bill 139

Recommendation

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

Background

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

PROPOSAL

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

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

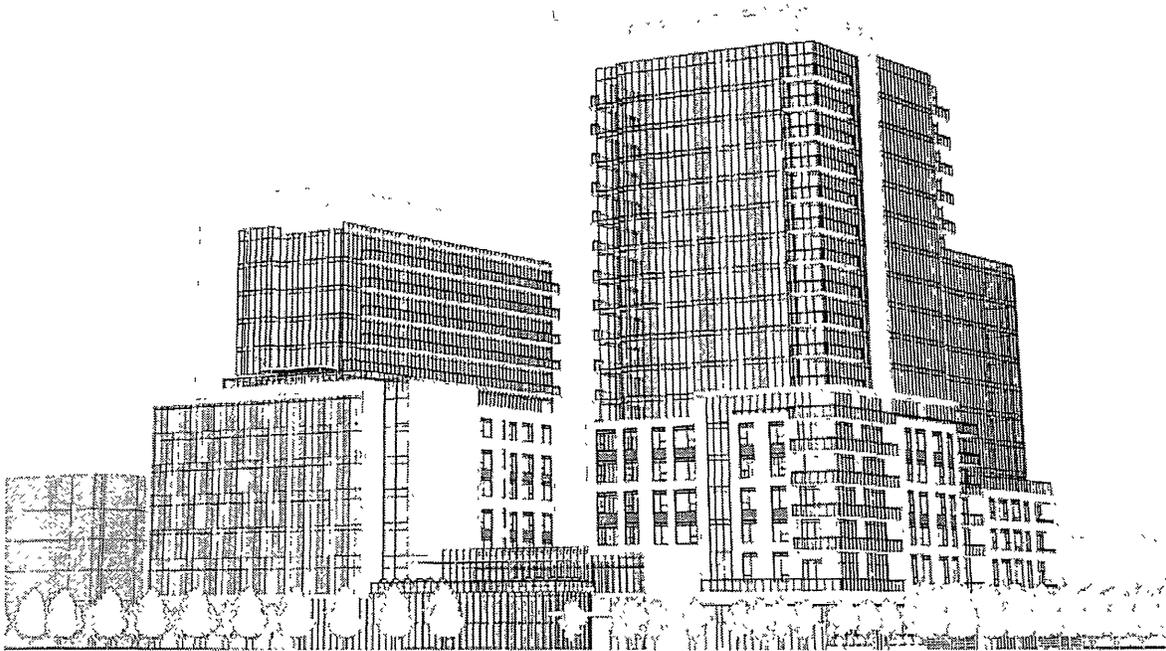
During the ongoing review of this application, staff may recommend different land use policies to implement the proposal.

Comments

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



Aerial image of 5510 Mavis Road



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

LAND USE POLICIES AND REGULATIONS

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include evaluation of the appropriateness of the proposed height and density, and assessment of comments received through community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Yee Hong Centre for Geriatric Care

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1. Site History

- August 15, 2001 – Official Plan Amendment and Rezoning, under File OZ 00/047 W6, were approved for a five storey long term care facility with maximum of 200 beds and a six to nine storey seniors' apartment building with a maximum of 212 units
- January 14, 2002 – Site Plan application for a five storey, 200 bed long term care facility approved under File SP 01/121 W6
- June 20, 2007 – Zoning By-law 0025-2007 came into force. The subject lands are zoned RA2-24 (Apartment Dwellings)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated Residential High Density, Site 7 East Credit Neighbourhood

2. Site and Neighbourhood Context

Site Information

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

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

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

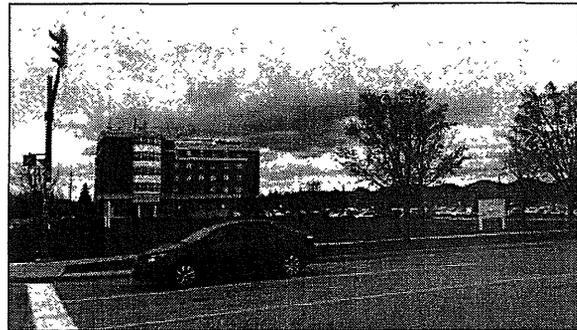


Image of existing conditions facing south
from Father D'Souza Drive

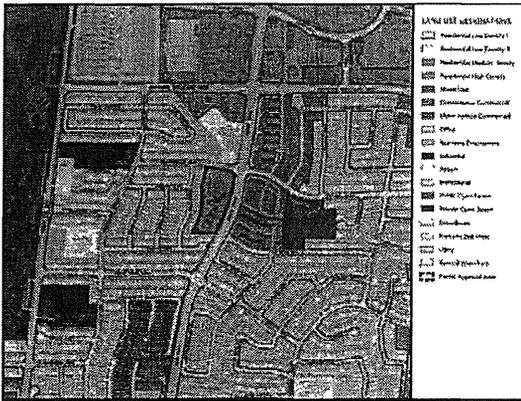
Property Size and Use	
Frontages:	227.95 m (747.87 ft.)
Depth:	110.16 m (361.42 ft.)
Gross Lot Area:	2.23 ha (5.51 ac.)
Existing Uses:	5 storey long term care home

Surrounding Land Uses

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

The surrounding land uses are:

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



Aerial Photo of 5510 Mavis Road

The Neighbourhood Context

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

Demographics

Based on the 2016 census, the existing population of this character area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). The percentage of the neighbourhood population that are of working age is 72% (15 to 64 years of age), with 16% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 57 % of people living in detached homes (higher than the City's average of 38%). The mix of housing tenure for the node is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.8%. In addition, the number of jobs within this CA is 5,711. Total employment combined with the population results in a PPJ for the East Credit NHD of 45 persons plus job per ha (18.21 ppj/ac.).

Other Development Applications

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

Community and Transportation Services

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

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

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

3: Project Details

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

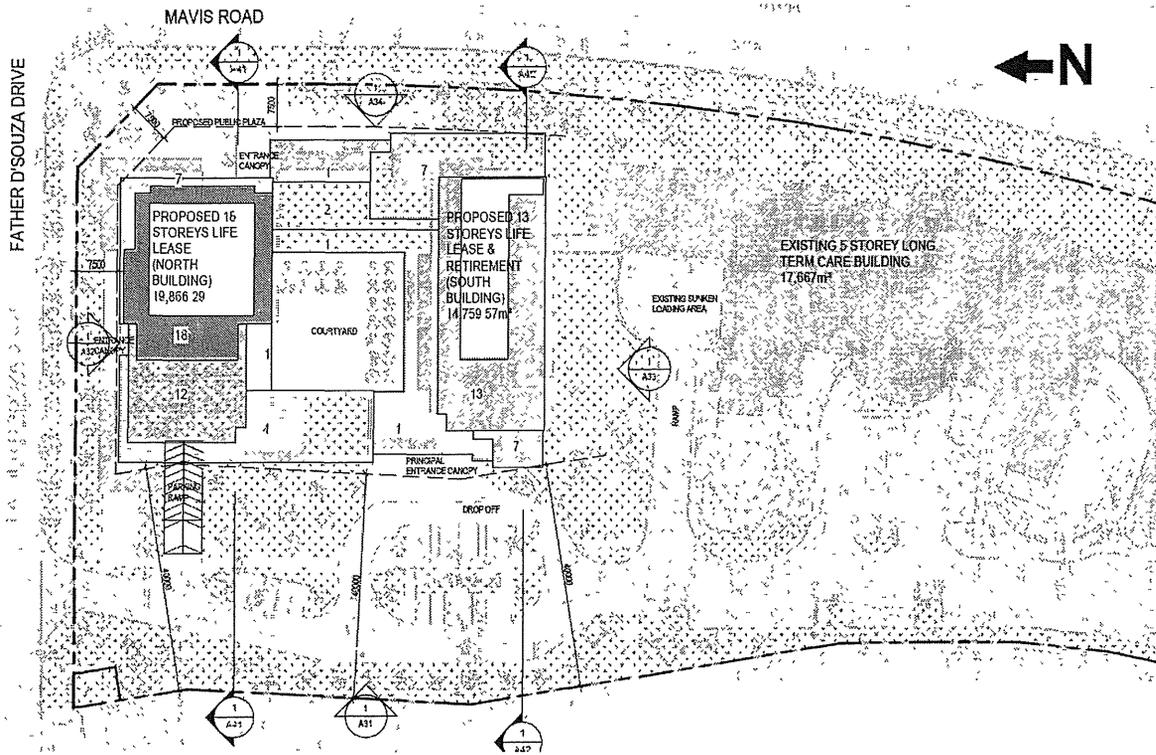
permit an 18 storey senior's apartment building, 13 storey retirement home/senior's apartment building, hospice, and retention of the existing five storey long term care home.

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

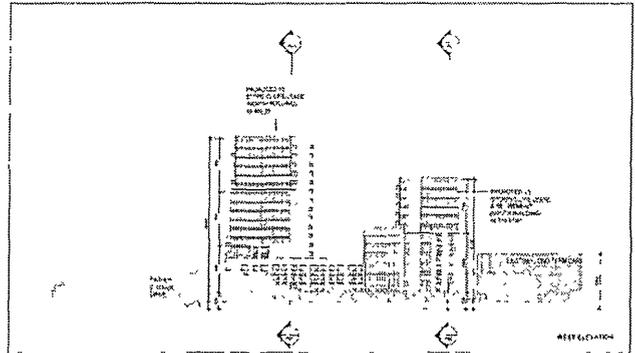
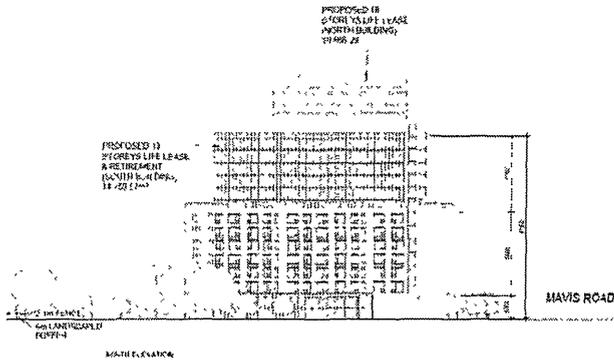
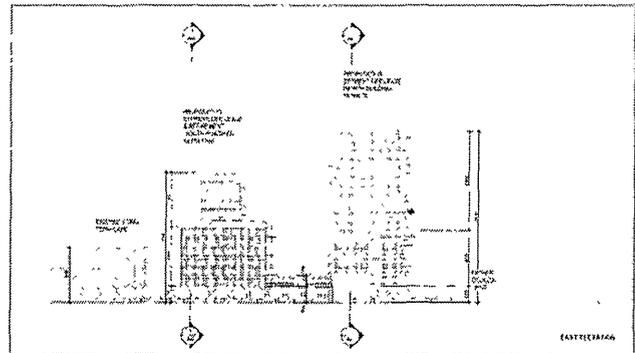
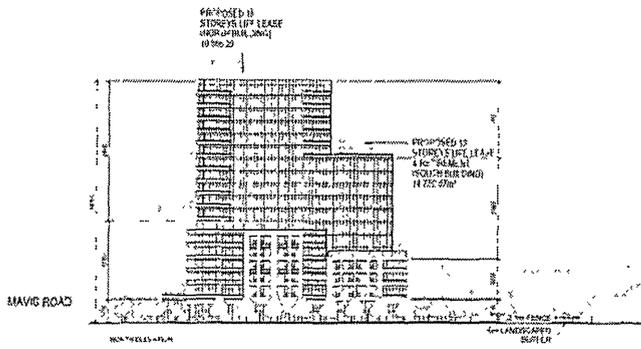
Supporting Studies and Plans

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

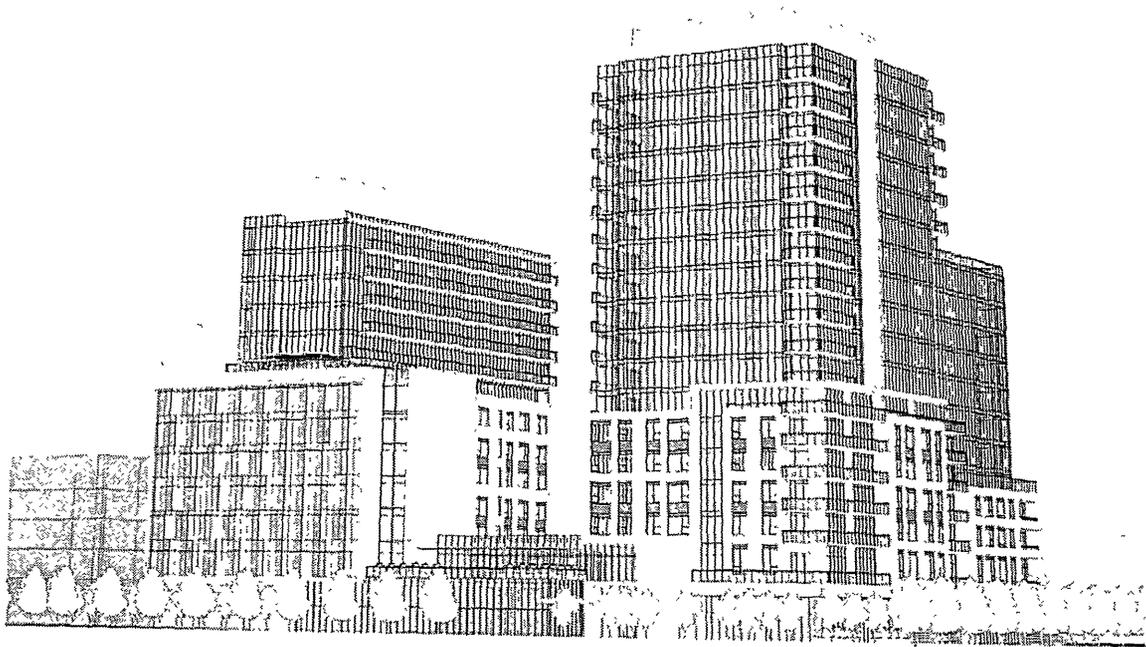
- Planning Justification Report
- Urban Design Brief
- Soil Investigation
- Phase 1 Environmental Site Assessment
- Geotechnical Investigation
- Qualitative Pedestrian Wind Assessment
- Sun/shadow Study
- Survey



Concept Plan



Elevations



Applicant's Renderings
Mavis Road Frontage (facing southwest)

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

<p>Existing Designation</p> <p>The site is designated Residential High Density – Site 7 (East Credit Neighbourhood) which permits apartment dwellings and special needs housing. Site 7 states that notwithstanding the provisions of the Residential High Density designation, development of the property will be permitted up to a maximum floor space index (FSI) of 1.75. The Neighbourhood Character Area policies permit a maximum height of 4 storeys.</p> <p>Proposed Designation</p> <p>Residential High Density – Special Site 7, as amended (East Credit Neighbourhood) to permit development at a maximum floor space index (FSI) of 2.40, a maximum height of 18 storeys, provided that any portion of the development above 13 storeys shall consist of one single building with a maximum floor plate of 750 m² (8,073 ft²) and be positioned on the northeast corner of the site, and permit a hospice, accessory offices, personal service establishments and a retail store.</p> <p>Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.</p>	<p>Excerpt of East Credit Neighbourhood Land Use</p> <p>PART OF SCHEDULE TO LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN</p> <table border="0"> <tr> <td>LAND USE DESIGNATIONS</td> <td>BASE MAP INFORMATION</td> <td>CITY STRUCTURE</td> </tr> <tr> <td> <ul style="list-style-type: none"> Residential Low Density I Residential Low Density II Residential Medium Density Residential High Density Mixed Use Convenience Commercial Major Vehicle Commercial Office Business Employment Industrial Airport Institutional Public Open Space Private Open Space Greenlands Parkway Belt West Utility Special Infrastructure Partial Approval Area </td> <td> <ul style="list-style-type: none"> Heritage Conservation District Cosmopolitan Core Centres Urban Operating Area Boundary 5th Aboriginal Water Pipeline Park Operating Area Natural Heritage City Centre (City Hall) City Centre Transit Terminal GO Rail Transit Station Public School Hospital Community Facility </td> <td> <ul style="list-style-type: none"> Downtown Major Node Community Node Neighbourhood Corporate Centre Employment Area Special Purpose Area </td> </tr> </table> <p>SUBJECT LANDS</p>	LAND USE DESIGNATIONS	BASE MAP INFORMATION	CITY STRUCTURE	<ul style="list-style-type: none"> Residential Low Density I Residential Low Density II Residential Medium Density Residential High Density Mixed Use Convenience Commercial Major Vehicle Commercial Office Business Employment Industrial Airport Institutional Public Open Space Private Open Space Greenlands Parkway Belt West Utility Special Infrastructure Partial Approval Area 	<ul style="list-style-type: none"> Heritage Conservation District Cosmopolitan Core Centres Urban Operating Area Boundary 5th Aboriginal Water Pipeline Park Operating Area Natural Heritage City Centre (City Hall) City Centre Transit Terminal GO Rail Transit Station Public School Hospital Community Facility 	<ul style="list-style-type: none"> Downtown Major Node Community Node Neighbourhood Corporate Centre Employment Area Special Purpose Area
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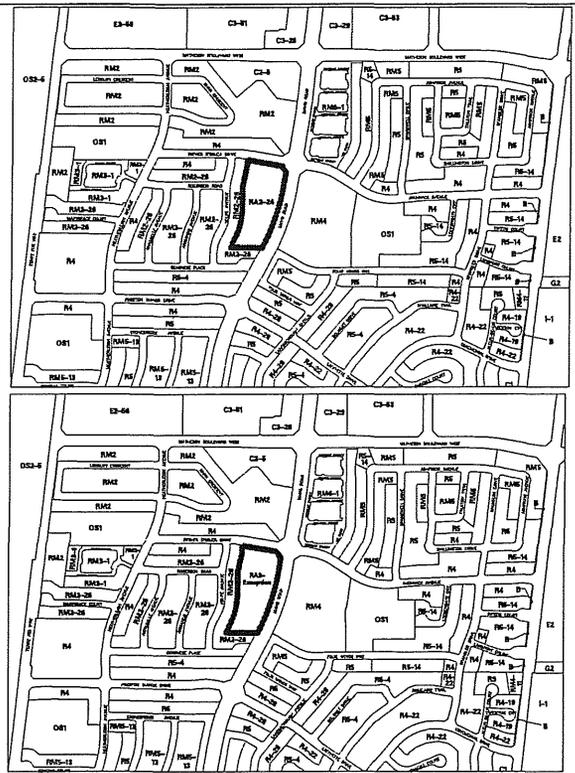
Mississauga Zoning By-law

Existing Zoning

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

Proposed Zoning

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



5. Summary of Applicable Policies

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

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

The Provincial Policy Statement and the Growth Plan

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

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is being evaluated for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the Growth Plan	The proposed development is being evaluated with its conformity to the Growth Plan
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP.	The proposed application is exempt from Regional approval.
Mississauga Official Plan	<p>The lands are located within the East Credit Neighbourhood Character Area and are designated Residential High Density – Site 7 which permits apartments and special needs housing at a maximum floor space index of 1.75</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Neighbourhoods will accommodate the lowest densities and building heights, will focus on residential uses and associated services</p> <p>Neighbourhoods are intended to preserve the</p>	The applicant is proposing to change the designation to Residential High Density – Special Site 7, as amended , to permit development at a maximum floor space index (FSI) of 2.40, a maximum height of 18 storeys, and to permit a hospice, accessory offices, personal service establishments and a retail store. This applicant will need to demonstrate consistency with the intent of MOP with regard to the urban hierarchy, intensification, built form and transition policies

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

Consistency with *Provincial Policy Statement 2014*

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

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. "OZ 19/001 W6 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

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

Consistency with the PPS Analysis

<i>Provincial Policy Statement</i> (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 19/001 W6 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Neighbourhoods (as defined in the OP) supports the general intent of the PPS with respect to building strong, healthy communities.	Elements of the PPS are supported through residential intensification, promoting the efficient use of land, facilitating economic growth and providing housing choices within the community. The appropriateness of the proposed level of intensification and built form are being evaluated.
1.1.1 (b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial),	The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within neighbourhoods may be considered where the proposed development is	The area contains a mix of low-rise housing types. The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 19/001 W6 Consistency
institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.	compatible in built form and scale and respects the surrounding development.	
1.1.3.2 Land use patterns within settlement areas shall be based on: <ul style="list-style-type: none"> a) Densities and a mix of land uses which <ol style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 4. support active transportation 5. are transit supportive b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3 	The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale and respects the surrounding development.	The area contains a mix of low-rise housing types. The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	MOP has identified appropriate locations for intensification including Downtowns, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors (Hurontario Street and Dundas Street), and Major Transit Station Areas. The East Credit Neighbourhood is not within the locations identified above for intensification and is to be regarded as stable residential area where the existing character is to be preserved.	The application will be evaluated in accordance with the Direct Growth policies of MOP.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10)	The proposal is being evaluated on its built-form and compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies. This will be included in the next staff report

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

Conformity with Growth Plan 2017

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

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

the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 19/001 W6 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan

2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 19/001 W6 Conformity</i>
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment.</p>	<p>MOP directs growth to Intensification Areas. The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale and respects the surrounding development.</p>	<p>The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to appropriate design and sensitivity to the surrounding context, as well as challenges to infrastructure and congestion.</p>
1.2 The Growth Plan for the Greater Golden Horseshoe		
<p>General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.</p>	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.</p>	<p>The appropriateness of the building height and density as it relates to implementing the Vision will be further evaluated.</p>
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section:</p>	<p>The Vision and Guiding Principles of the Growth</p>	<p>The applications are supportive of many Growth Plan</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>The policies of this Plan are based on the following principles.</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	<p>Plan are incorporated into MOP, including the following:</p> <p>Section 5 – Direct Growth (addresses prioritizing intensification)</p> <p>Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change)</p> <p>Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities)</p> <p>Section 8 – Creating a Multi-modal City (addresses transportation infrastructure)</p> <p>Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)</p>	<p>principles, however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines</p>
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan</p>	<p>As illustrated through this table, MOP generally conforms to the Growth Plan.</p>	<p>As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.</p>
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section: Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan</p>	<p>MOP has been reviewed in respect to the Growth Plan and other applicable Provincial planning documents.</p>	<p>The applications will be reviewed accordingly.</p>
2. Where and How to Grow		
2.1 Context		
<p>General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation</p>	<p>The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document.</p>	<p>Growth will be directed to intensification areas.</p> <p>The extent to which growth on this site can be accommodated, within a Neighbourhood outside of the City's Intensification Areas, is being evaluated.</p>
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and</p>	<p>Growth has been planned and directed to appropriate locations and the City supports complete communities through the following</p>	<p>The subject lands are within a Neighbourhood Character Area which allows for limited intensification in accordance with applicable MOP policies.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>infrastructure, as directed by the upper tier municipality.</p>	<p>sections of MOP.</p> <p>Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a Multi-modal City (addresses transportation infrastructure) Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)</p> <p>Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated</p>	
<p>Summary of policies within 2.2.1 Managing Growth:</p> <p>a. Growth should be primarily directed to settlement areas that.</p> <p>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2 c i, ii, iii, iv),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p>	<p>Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. Housing and job growth will be balanced and phased to ensure that required services and amenities keep pace with development.</p>	<p>The proposal supports this intent by providing a mix of housing options. However, the extent in which density can be appropriately accommodated on site and the adherence of proper built form and transition policies is being evaluated and will be addressed in the next staff report.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<ul style="list-style-type: none"> i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1 3.c) iii Support the environment (2.2 1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1 3.e) <p>c The Growth Plan will support the achievement of complete communities that</p> <ul style="list-style-type: none"> i. Features a diverse mix of land uses ii. Improves social equity iii Provides mix of housing options iv Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii Integrates green infrastructure 		
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p> <p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <ul style="list-style-type: none"> a. encourage intensification generally to achieve the desired urban structure; b. identify the appropriate type and scale of development and transition of built form to 	<p>MOP directs growth to Intensification Areas The East Credit Neighbourhood is identified as a Neighbourhood which is an element in the City's urban structure that is not targeted for intensification. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale and respects the surrounding development.</p>	<p>The proposed intensification within a Neighbourhood will be reviewed against MOP policies with respect to its compatibility with the City's desired urban structure, appropriate design sensitivity and transition to the surrounding context and adjacent areas.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>adjacent areas;</p> <p>c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</p> <p>d ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</p> <p>e prioritize planning and investment in infrastructure and public service facilities that will support intensification;</p> <p>f and be implemented through official plan policies and designations, updated zoning and other supporting documents</p>		
2.2.6 Housing		
<p>General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at http://www7.mississauga.ca/documents/pb/plans-reports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf</p>	<p>The proposed development provides a range and mix of housing through provision of senior's and long term care housing</p>
<p>Relevant Policies:</p> <p>a. The Region is responsible for preparing a housing strategy (2.2.6 1)</p> <p>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock (2.2.6 2)</p>	<p>A diverse range of housing options is encouraged by MOP (MOP Policy 7.2.2). MOP indicates that the City will assist with development of new rental units (MOP policy 7.2.7).</p>	<p>The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>The proposed development provides a range and mix of housing through provision of senior's and long term care housing.</p>
5.0 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 19/001 W6 Conformity
<p>to implement the Growth Plan. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan</p> <p>The policies of this section address implementation matters such as. how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP policy Section 2 0)</p>	<p>in Section 1.0 of the Mississauga Official Plan.</p>

Region of Peel Official Plan

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

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

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

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

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
<p>Chapter 5 Direct Growth</p>	<p>Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.5.5.3 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7</p>	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city. <p>Neighbourhoods</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>

	Specific Policies	General Intent
		<p>Corridors</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit</p>
Chapter 7 Complete Communities	Section 7 2.1 Section 7 2.2 Section 7 2.7	<p>Housing</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. <p>Mississauga will directly assist all levels of government in the provision of rental housing by:</p> <ol style="list-style-type: none"> Supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; Assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing, and Supporting the preservation of the rental housing stock.
Chapter 9 Build A Desirable Urban Form	Section 9.1 1 Section 9.1 3 Section 9.1.5 Section 9.1.10 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5 1,3	<p>Mississauga will develop an urban form based on the urban system and the hierarch identified in the city structure as shown on Schedule 1. Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect he existing and planned character. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The city vision will be supported by site development that.</p> <ol style="list-style-type: none"> respects the urban hierarchy; utilizes best sustainable practices,

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

	Specific Policies	General Intent
		<p>a. apartment dwelling. Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.</p> <p>In addition to the uses permitted in the High Density Residential designation, a convenience commercial facility will be permitted provided that:</p> <ol style="list-style-type: none"> it forms an integral part of the ground floor of the building, and is oriented to pedestrian use
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained; and the development proposal is consistent with the policies of this Plan <p>East Credit Neighbourhood Site 7</p> <p>Notwithstanding the provisions of the Residential High Density designation, development of the property will be permitted up to a maximum floor space index (FSI) of 1.75.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands, the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands, there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application, a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

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

6. Community Comments

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

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

- Overlook from the proposed towers and loss of privacy were concerns
- The two towers will destabilize the character of the neighbourhood

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

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 3, 2019)	<p>Existing infrastructure consists of a 250 mm (10 in) diameter watermain on Father D'Souza Drive, a 300 mm (11.8 in) diameter watermain on Mavis Road, a 340 mm (13.4 in.) diameter sanitary sewer on Father D'Souza Drive, and 300 mm (11.8 in) diameter sanitary sewer on Mavis Road. This type of development will require a connection to a minimum of 300 mm (11.8 in.) diameter watermain.</p> <p>A satisfactory Functional Servicing Report and Multi-Use Demand Table will be required prior to the approval of a future Rezoning application to determine the proposals impact to the existing system.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense, along with payment of applicable fees, Development Charges and legal costs.</p> <p>The Region of Peel will provide front-end waste collection subject to the site plan satisfying the requirements of the Waste Collection Design Standards Manual</p>
City Community Services Department –Park Planning Section (May 2, 2019)	<p>In comments dated May 2, 2019, Community Services indicated that proposed development is located 210 m from Four Winds Hollow (P-342), zoned OS1 which contains a community play site, a parking lot, a 7V7 soccer field and two unlit tennis courts. Highland View Park (P-432) is located 267 m (876 ft) from the proposed development, zoned OS1 and contains a community play site and parking lot. Braeben Golf Course (P-430) is located 561 m (1,841 ft) from the proposed development and is zoned OS2-5.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>As part of the zoning and site plan process, arrangements shall be made for the preservation of as many of the existing trees on site as possible. It is the landowner's responsibility to ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without prior approval from the Community Services Department - Park Planning Section</p>
City Transportation and Works Department (April 10, 2019)	<p>The Transportation and Works Department has received conceptual drawings in support of the above noted application and has not identified issues at this official plan amendment stage. However, the owner has been advised to provide all the reports and technical details in support of this site redevelopment as part of future rezoning application where the feasibility of the comprehensive proposal will be revised and assessed in terms of municipal infrastructure available to service this site.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra Utilities;

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

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's massing, density and height?

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

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

**Recommendation Report
Detailed Planning Analysis**

Owner: Yee Hong Centre for Geriatric Care

5510 Mavis Road

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1. Community Comments

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

Comment

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

Response

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

Comment

The towers will destabilize the character of the neighbourhood.

Response

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

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

Comment

The towers will reduce light and increase shadow impacts.

Response

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

Comment

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

Response

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

Comment

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

Response

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

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

Comment

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

Response

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

Comment

There will be noise disturbances to area residents.

Response

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

Comment

Pollution and disturbance to neighbours will occur during construction.

Response

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

Comment

Property values will be negatively impacted.

Response

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

Comment

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

Response

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

Comment

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

Response

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

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

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

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

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

3. Consistency with PPS

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

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

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

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

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

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

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

4. Conformity with Growth Plan

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

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

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

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

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

5. Region of Peel Official Plan

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

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

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

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

6. Mississauga Official Plan (MOP)

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

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

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

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

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

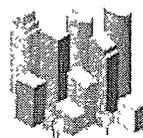
Land Use

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

Directing Growth

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

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



Downtown

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



Major Nodes

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



Community Nodes

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



Corporate Centres

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



Neighbourhoods



Employment Areas

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

The subject site is located within a designated Neighbourhood (East Credit) in terms of the official plan's city structure hierarchy. The official plan policies state that Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. A maximum building height of four storeys is permitted in Neighbourhoods, whereas the proposal is seeking to permit an 18 storey and 13 storey building.

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

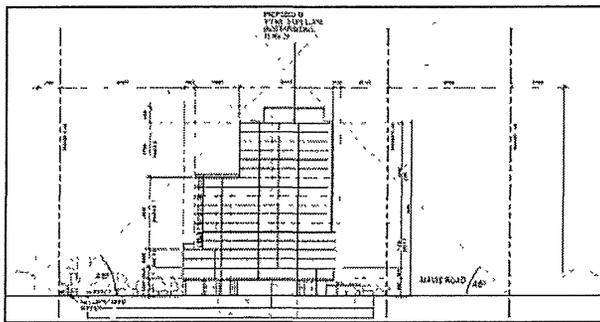
- An appropriate transition in heights that respects the surrounding context will be achieved;
- The development proposal enhances the existing or planned development;
- The City Structure hierarchy is maintained; and
- The development proposal is consistent with the policies of this Plan.

Transition

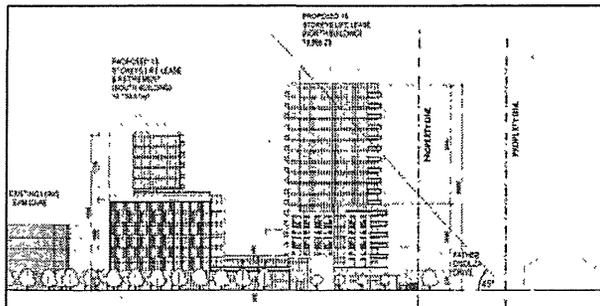
The application of an angular plane of 45 degrees is one method commonly used in planning and design studies to demonstrate a gradual transition in height between existing areas of low rise residential development and areas where high density development may be appropriate.

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

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



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



Context

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

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

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



Facing North



Facing South

The Neighbourhood policies of the official plan do state that where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres. However, the plan goes on to state that development on corridors should be appropriate to the context of the surrounding Neighbourhood and where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands.

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

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

Shadow Impacts

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

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

Wind Impacts

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

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

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

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

7. Services and Infrastructure

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

8. Bonus Zoning

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

9. Site Plan

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

10. Conclusions

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

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

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

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

Appendix B - Submission Requirements Checklist

Submission Requirements Checklist

Type of Application:

- Official Plan Amendment (OPA) Removal of H (H-OZ)
 Rezoning (OZ) Plan of Subdivision (T)

Planning and Building Department
 Development and Design Division
 300 City Centre Drive
 Mississauga, ON L5B 3C1
 Tel: 905-896-5511
www.mississauga.ca
eplans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 5510 Mavis Road, Mississauga, ON, L5V 2X5	Ward No. 6	Meeting Date Sept. 9, 2020
Description of Proposal 18 storey retirement residence and 13 storey life lease building on shared 6 and 7 storey podiums and 2 underground parking levels (481 units total).		
Applicant Name Yee Hong Seniors Living Inc.	Planner Name Jonathan Famme	Pre-Application Meeting No. DARC 20-203

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input type="checkbox"/> Urban Design Study (contact UD for TOR)
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Sun/Shadow Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Wind Study
<input type="checkbox"/> Conservation Authority Review Fee	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Building Elevations	<input type="checkbox"/> Transportation Demand Management Strategy
<input type="checkbox"/> Official Plan – Table/List of requested Site-Specific Exemptions	<input checked="" type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Zoning By-law – Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up	<input type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building	<input checked="" type="checkbox"/> Functional Servicing Report (FSR)
<input type="checkbox"/> Urban Design Advisory Panel	<input type="checkbox"/> Geotechnical Report
<input type="checkbox"/> Pre-Submission Community Engagement Meeting (contact Ward Councillor's office to confirm if required)	<input type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Underground Parking Plan	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input type="checkbox"/> Heritage Impact Assessment
<input checked="" type="checkbox"/> 3D Model/Perspective	<input type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Waste Management Plan	<input type="checkbox"/> Housing Report

Other Information
<ul style="list-style-type: none"> Application forms can be obtained at Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga Additional information/reports/studies/plans may be required upon submission of the application. This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required. As part of the Public Engagement Strategy for a complete application, and where deemed necessary by the Ward Councillor, the applicant may be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file. Application submission is via ePlans only at Mississauga ePlans Login Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to eplans.devdes@mississauga.ca for review.

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the boarder for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36" x 48"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
24" x 36"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
18" x 24"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions
11" x 17"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions

File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

Refer to the chart below for sample file naming conventions.

Drawing Type	Character – Discipline	Sample File Name
Site Plan	A – Architectural	A100 – Site Plan
Elevations	A – Architectural	A200 – North Elevation
Floor Plans	A – Architectural	A300 – Ground Floor Plan
Concept Plan	A – Architectural	A400 – Concept Plan
Grading Plan	C – Civil	C100 – Grading Plan
Survey Plan	C – Civil	C105 – Survey Plan
Tree Inventory Plan	L – Landscape	L100 – Tree Inventory Plan
Landscape Plan	L – Landscape	L200 – Landscape Plan

File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File name cannot exceed 70 characters.

File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter "DWG to .pc3 plotter driver".

File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

Appendix C - Draft Zoning By-law Amendment

Draft Zoning By-law Amendment
5510 Mavis Road, City of Mississauga

Zoning Regulations & Site-Specific Parameters

4.15.3.XX	Exception RA4-XX	Map # YY	By-law: 0225-2007
In a RA4-XX zone the permitted uses and applicable regulations shall be as specified for a RA4 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.3.XX.1 Accessory uses are limited to the following: 1) Day care, beauty salon, pharmacy and community centre accessory to long-term care building; 2) Offices, personal service establishment and a retail store			
Regulations			
4.15.3.XX.2 In a RA4-XX zone all lands will be treated as one lot for purpose of Zoning By-law requirements and the standards are not broken up by severed property limits.			
4.15.3.XX.3	Maximum number of beds in a long-term care building		200
4.15.3.XX.4	Maximum number of apartment dwelling units		N/A
4.15.3.XX.5	Minimum percentage of apartment dwelling units that are one-bedroom		N/A
4.15.3.XX.6	Maximum floor space index- apartment zone		2.40
4.15.3.XX.7	Maximum gross floor area - apartment zone of a long-term care building		17,668 m ²
4.15.3.XX.8	Gross floor area - apartment zone of a long-term care building shall include the gross floor area - non-residential of a day care and community centre within a long-term care building		
4.15.3.XX.9	Maximum gross floor area combined - apartment zone permitted for Building A and Building B identified on Schedule RA4-XX of this Exception		35,986 m ²
4.15.3.XX.10	Maximum gross floor area - apartment zone of an one- bedroom apartment dwelling unit		N/A
4.15.3.XX.11	Maximum gross floor area - non-residential used for a day care within a long-term care building		645 m ²
4.15.3.XX.12	Maximum gross floor area - non-residential used for a community centre within a long-term care building		2,955 m ²
4.15.3.XX.13	Maximum projection of a balcony, window with or without a foundation or awning outside the buildable area identified on Schedule RA4-XX of this Exception		2.0 m
4.15.3.XX.14	Minimum number of resident parking spaces per dwelling unit in an apartment		0.61
4.15.3.XX.15	Minimum number of resident parking spaces per dwelling unit in a retirement building		0.50
4.15.3.XX.16	A parking structure constructed completely below finished grade may project outside the buildable area identified on Schedule RA4-XX of this Exception		
4.15.3.XX.17	Maximum gross floor area- apartment zone permitted per storey for each storey above 13 storeys for Building A identified on Schedule RA4-XX of this Exception		750 m ²
4.15.3.XX.18	Maximum gross floor area- apartment zone permitted per storey for each storey above 12 storeys for Building B identified on Schedule RA4-XX of this Exception		1,150 m ²
4.15.3.XX.19	Maximum height for Building A identified on Schedule RA4-XX of this Exception		57.5 m and 18 storeys
4.15.3.XX.20	Maximum height for Building B identified on Schedule RA4-XX		42.5 m and 13 storeys

Draft Zoning By-law Amendment
5510 Mavis Road, City of Mississauga

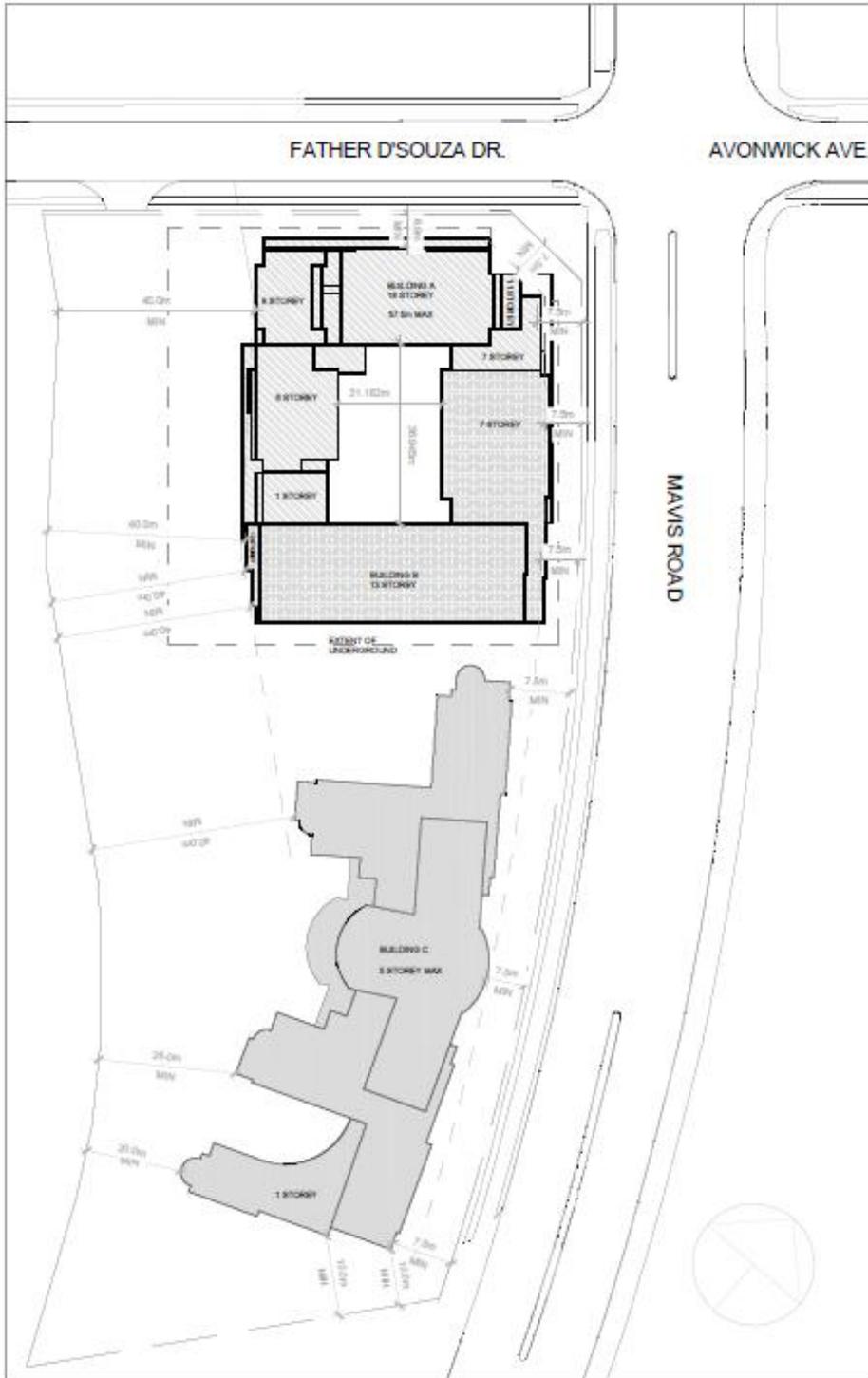
	of this Exception	
4.15.3.XX.21	Maximum height for Building C identified on Schedule RA4-XX of this Exception	5 storeys
4.15.3.XX.22	Minimum front yard, for that portion of the dwelling with a height greater 20.0 m and less than or equal to 26.0 m, for Building A identified on Schedule RA4-XX of this Exception	9.0 m
4.15.3.XX.23	Minimum front yard, for that portion of the dwelling with a height greater 13.0m and less than or equal to 23.0 m, for Building B identified on Schedule RA4-XX of this Exception	7.5 m
4.15.3.XX.24	Minimum front yard, for that portion of the dwelling with a height greater 23.0 m and less than or equal to 26.0 m, for Building B identified on Schedule RA4-XX of this Exception	9.5 m
4.15.3.XX.27	Minimum front yard, for that portion of the dwelling with a height greater than 26.0 m, for Building B identified on Schedule RA4-XX of this Exception	10.0m
4.15.3.XX.30	Minimum exterior side yard, at any height above established grade, for Building A identified on Schedule RA4-XX of this Exception	6.9 m
4.15.3.XX.31	Minimum exterior side yard, at any height above established grade, for Building B identified on Schedule RA4-XX of this Exception	N/A
4.15.3.XX.32	Minimum interior side yard, at any height above established grade, for Building A identified on Schedule RA4-XX of this Exception	N/A
4.15.3.XX.33	Minimum interior side yard, at any height above established grade, for Building B identified on Schedule RA4-XX of this Exception	N/A
4.15.3.XX.34	Minimum rear yard where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached for Building A and Building B identified on Schedule RA4-XX of this Exception	40 m
4.15.3.XX.35	Minimum rear yard where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached for Building C are identified on Schedule RA4-XX of this Exception	
4.15.3.XX.36	Minimum above grade separation between buildings for that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m for Building B and Building C identified on Schedule RA4-XX of this Exception	8.0 m
4.15.3.XX.37	Minimum landscape area of the lot area as identified on Schedule RA4-XX of this Exception	38% of lot area
4.15.3.XX.38	Minimum percentage of total required amenity area to be provided in one contiguous area	N/A
4.15.3.XX.39	All site development plans shall comply with Schedule RA4-XX of this Exception	

Draft Zoning By-law Amendment
5510 Mavis Road, City of Mississauga

SCHEDULE "B"

*Subject Lands to be rezoned from **RA2-24** (Residential Apartments, Long-Term Care, Retirement Buildings) to **RA4** (Residential Apartments, Long-Term Care, Retirement Buildings) with site specific exceptions. All lands zoned RA4-XX be treated as one lot for purpose of Zoning By-law requirements.

Draft Zoning By-law Amendment
 5510 Mavis Road, City of Mississauga



NOTES:
 ALL MEASUREMENTS ARE IN METRES AND ARE
 MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
 THIS IS NOT A PLAN OF SURVEY

-  BUILDING A - 18 STORY RETIREMENT RESIDENCE
-  BUILDING B - 13 STORY LIFE LEASE BUILDING INC.
-  BUILDING C - MIXING 8 STORY LTC
-  EXTENT OF UNDERGROUND
-  ZONE BOUNDARY

Schedule RA4-XX
 Map YY

Appendix D - Official Plan Clauses and Compliance Chart

Urban Design Brief

YEE HONG CENTRE FOR GERIATRIC CARE

5510 MAVIS ROAD, MISSISSAUGA
Mississauga, Ontario



MSAi

MICHAEL SPAZIANI ARCHITECT INC.
6 Helene Street North, Suite 100
Port Credit, Mississauga, ON, L5G 3B2
T 905 891 0691 F 905 891 0514

January 8, 2019

Appendix F Official Plan Clauses and Compliance Chart

Official Plan Policies

Mississauga’s Official Plan provides abundant guidance on the intended Urban Design of infill development sites. The following excerpts from the OP are particularly relevant to the subject site in this Town Centre and Neighbourhood context. The following chart identifies specific OP design policies with notations in the right column regarding compliance strategies.

Urban Design Policies

9.1 Introduction

Urban form refers to the physical layout and design of the city. Urban design is the art of shaping the interaction between people and places through the arrangement, appearance and functions of cities. It addresses the natural and built environments and influences the processes that lead to successful cities. Or, more succinctly, how do buildings fit together to make quality spaces.

Site development policies are directed at the creation of buildings and spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:

- *respect the experience, identity and character of the surrounding context;*
- *ensure the sustainability of natural systems and urban living;*
- *protect the quality of life of residents, employees and visitors;*
- *ensure the connectivity and integration of surrounding uses; and*
- *require properties to develop in a manner that contributes to the overall vision for the city.*

It is recognized that the urban form envisioned by this Plan will take time to realize. As such, development may be phased provided that the proposed development contributes to and does not hinder the ultimate achievement of the policies of this Plan.

9.1.1 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.	Complies with intent of zoning
9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.	Proposed development adds independent living options for the elderly
9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.	Complies
9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.	Complies- meets intent of zoning and OP
9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.	Complies

9.1.10 The city vision will be supported by site development that:	
a. respects the urban hierarchy;	Marks emerging node
b. utilizes best sustainable practices;	
c. demonstrates context sensitivity, including the public realm;	Complies
d. promotes universal accessibility and public safety; and	Complies
e. employs design excellence.	Complies
9.2 City Pattern - City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:	
● Intensification Areas;	Complies
● Non-Intensification Areas;	
● Green System; and	
● Cultural Heritage.	
The city pattern is a reflection of policies and land use decisions that direct growth. It is the major driver of the city's image – it creates order, scale, a sense of place, purpose and identity.	Site marks Town Centre precinct
Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system.	
9.2.1 Intensification Areas - Intensification Areas are the principal location for future growth and consist of:	Site is emerging as a node but not yet designated
● Downtown;	
● Major Nodes;	
● Community Nodes;	
● Corporate Centres;	
● Intensification Corridors; and	
● Major Transit Station Areas. Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.	
9.2.1.1 Development will create distinctive places and locales.	Complies- Marks town centre gateway
9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.	Global Architects is an award winning design firm

9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.	Village Square creates sense of place
9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.	Complies
9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.	The site design consolidates loading and parking at a single existing service point from a single driveway.
9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.	The proposed development integrates with the existing long-term care facility.
9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.	Mavis has a width of 40m in this location. This suggests that a tall mid-rise form (approx. 13 to 15 storeys) would be appropriate as an expected mass on this site.
9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.	45 degree angular planes constructed from the stable neighbourhoods and the Mavis ROW edge, limit heights on the site
9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.	An 18 storey tower element has been included to mark the emerging Heartland Town Centre Mixed Use designation
9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.	The proposed 18 storey tower will mark the gateway into the Town Centre lands. It will become a point of orientation.
9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.	The single tall building tower is setback at a minimum from adjacent mid-rise faces. Skyview is maintained.
9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.	A podium strategy has been implemented with streetwalls established in a non-continuous mass to reduce the slab visual effect of tall mid-rise heights
9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.	The single 18 storey tall element steps back from the podium
9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.	The proposed massing has no increased shadow impacts when compared to as-of-right zoning mass.
9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.	In this case a continuous streetwall at varying heights has been provided. A gap has been provided to improve skyview.
9.2.1.19 The public realm and the development	A minimum setback along Mavis Rd. and

interface with the public realm will be held to the highest design standards.	Father D'Souza Dr. of 7.5m has been retained and conforms with the existing zoning. This allows a generous planting zone along the street edge public realm, as a character defining attribute.
9.2.1.21 Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.	The proposed built form aligns with and opens onto the adjacent public sidewalks. A pedestrian supportive garden plaza has been located at the intersection of the 2 adjacent streets
9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.	A public access amenity area is accessed directly from the public realm along Mavis Rd.
9.2.1.24 Development will face the street.	The development directly faces and reinforces the street corridor.
9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.	All building faces on the public streets will include active amenity areas and lobby areas.
9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.	Transparent glazing dominates the street facing built form
9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.	The proposed massing will act as a gateway to the existing Heartland Town Centre Mixed Use district
9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.	A hybrid approach between urban and suburban has been adopted. Rather than an urban 0-3m setback to streets a minimum setback of 7.5m at the corner have been proposed to allow an enhanced landscaped foreground treatment
9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.	The proposed bulk and mass have been carefully modulated to create a compatible form relationship to the surrounding context
9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.	A public square/ garden has been created at the intersection of Mavis Rd. and Father D'Souza Dr. The curb to building dimensions are establish a generous public gathering place. This compares favourably with the Port Street Market Square in Port Credit.
9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.	This has been achieved
9.2.1.32 Buildings should be oriented to, and	This has been achieved with a primary

positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.	entrance near the intersection, off the public square. Abundant bus transit is available with Line 61 on Mavis (20m), Line 43 on Matheson (280m distance) and Line 39 on Britannia Rd. (880m)
9.2.1.33 Open spaces will be designed to promote social interaction.	The public square is designed to accommodate seating and gathering
9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.	
9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.	The 7.5m setback in conjunction with a 6.7m boulevard, establishes a 14.2m minimum landscaped public realm along Mavis Rd. and Father D'Souza, in addition to the public square.
9.2.1.37 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.	
9.2.1.38 Parking lots and structures should not be located adjacent to major streets.	Parking is hidden to the west of the building.
9.2.2 Non-Intensification Areas Non-intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-Intensification Areas consist of:	The site is not identified as an "Intensification Corridor" but as a "Corridor" site where less growth is anticipated.
● Neighbourhoods;	
● Employment Areas;	
● Special Purpose Areas; and	
● Corridors.	As a corridor site adjacent to the Heartland Town Centre with zoning rights already established at 9 storeys, the subject site is an appropriate candidate for the proposed degree of intensification.
9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.	Heights above 4 storeys all conform to transitional angular plane limits to ensure skyview and scale compatibility are achieved.
9.2.2.2 Tall buildings will generally not be permitted.	The 18 storey component can be considered a tall building that complies with a 45 degree angular plane drawn from the east edge Mavis Rd.
9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:	

a. respect existing lotting patterns;	The lot has been established and recognized in zoning as an intensification site
b. respect the continuity of front, rear and side yard setbacks;	Yard standards of the existing zoning by-law have been observed.
c. respect the scale and character of the surrounding area;	Podium scale and angular plane limits have established an appropriate scale when compared with as-of-right permissions
d. minimize overshadowing and overlook on adjacent neighbours;	There are no net new shadow impacts beyond the as-of-right shadows.
e. incorporate stormwater best management practices;	To be determined through Site Plan Approval
f. preserve mature high quality trees and ensure replacement of the tree canopy; and	Existing boundary trees will be maintained.
g. be designed to respect the existing scale, massing, character and grades of the surrounding area.	Scale massing character and grading are compatible with the context.
9.2.2.4 Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.	The Yee-Hong facility will employ a large number of staff. Parking and transit availability will meet the actual need on site.
9.2.2.6 Development on Corridors will be encouraged to:	
a. assemble small land parcels to create efficient development parcels;	A large land assembly of 2.23 ha. (5.5 acres) exists on the subject site with approved zoning for a 9 storey building.
b. face the street, except where predominate development patterns dictate otherwise;	Street-facing built form has been proposed with generous landscaped boulevards and setbacks.
c. not locate parking between the building and the street;	Parking is concealed
d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;	Mavis Rd. has been framed at an appropriate proportion. The mass along D'Souza steps down to reflect a transition of scale.
e. provide entrances and transparent windows facing the street for non-residential uses;	This is achieved
f. support transit and active transportation modes;	Access to sidewalks and transit is direct.
g. consolidate access points and encourage shared parking, service areas and driveway entrances; and	Shared loading spaces are proposed hidden from view
9.3 Public Realm	
9.3.1 Streets and Blocks	
9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.	The combination of an enhanced public realm, garden square and
9.3.1.2 Mississauga will ensure that urban form, street	Complies with a strong and varied streetwall

patterns and public open space systems are coherent, orderly and legible.	composition
9.3.1.3 Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.	Garden square will establish a significant focal point for the community
9.3.1.4 Development will be designed to:	
c. accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;	The Heartland Town Centre has a distinct character that is automobile dominated with intense traffic concentration. It is a de-facto node that has not yet
e. meet universal design principles;	Yee Hong requires enhanced AODA compliance
f. address new development and open spaces;	Integrates with the existing long term care home
g. be pedestrian oriented and scaled and support transit use;	
h. be attractive, safe and walkable;	
i. accommodate a multi-modal transportation system; and	
j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.	Access is from a service driveway to the west.
9.3.1.7 Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.	Enhanced streetscapes and a square are proposed
9.3.1.8 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.	The corner of Father D'Souza and Mavis Rd. is celebrated with a public square.
9.3.1.9 Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.	A coordinated landscape design will unite the entire frontage along each street.
9.5 Site Development and Buildings	
A significant part of the urban experience takes place as people move from one building to another.	

Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form. The quality and character of different communities and areas will be conserved, in part, by establishing a proper transition between them.	
9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.	Gradual height transitions establish massing compatibility
9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:	Complies
a. Natural Heritage System;	
b. natural hazards (flooding and erosion);	
c. natural and cultural heritage features;	
d. street and block patterns;	Complies
e. the size and configuration of properties along a street, including lot frontages and areas;	Complies
f. continuity and enhancement of streetscapes;	Complies
g. the size and distribution of building mass and height;	Complies
h. front, side and rear yards;	Complies with zoning
i. the orientation of buildings, structures and landscapes on a property;	Complies
j. views, sunlight and wind conditions;	Complies
k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;	Streetwall components reflect character scale and materiality
l. privacy and overlook; and	40m setback upheld
m. the function and use of buildings, structures and landscapes.	
9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.	Complies with streetwall approach
9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.	Complies
9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.	Heights and mass have been modulated to relate to Neighbourhood mass.
9.5.1.6 Existing vegetation patterns and preservation and/or enhancement of the Urban Forest will be addressed in all new development.	Complies
9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.	
9.5.1.8 Proposed development should encourage	

public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges.	
9.5.1.9 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.	Complies
9.5.1.10 Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.	
9.5.1.11 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.	Street edge is defined continuously
9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.	
9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.	Wide boulevard offers potential enhanced planting
9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.	
9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:	
a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and	Heartland Town Centre prominence is announced by the proposed massing.
b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.	Complies
9.5.2 Site Development	
The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.	The area character is evolving with the next stage of development of the Heartland Town Centre
9.5.2.1 High quality, diverse and innovative design will	Complies

be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.	
9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:	
a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;	Complies
b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;	Complies
c. avoiding blank walls facing pedestrian areas; and	Complies
d. providing opportunities for weather protection, including awnings and trees.	Canopies provided at entries
9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.	Complies
9.5.2.4 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.	
9.5.2.5 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:	Complies
a. street trees and landscaping, and relocating utilities, if required;	Complies
b. lighting;	Complies
c. weather protection elements;	Complies
d. screening of parking areas;	Complies
e. bicycle parking;	Complies
f. public art; and	TBC
g. street furniture.	Complies
9.5.2.6 Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.	Complies
9.5.2.7 Site development should respect and maintain the existing grades on-site.	Complies
9.5.2.8 Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.	Complies
9.5.2.9 Site designs will be encouraged that minimize the consumption of water.	

9.5.2.10 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.	Tbc
9.5.2.11 Site development will be required to:	
a. incorporate stormwater best management practices;	Complies
b. provide enhanced streetscape;	Complies
c. provide landscaping that complements the public realm;	Complies
d. include the use of native non-invasive plant material;	TBC
e. protect and enhance habitat;	Tbc
f. preserve significant trees on public and private lands;	
g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and	Complies
h. provide landscaping that beautifies the site and complements the building form.	Complies
9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.	Complies
9.5.2.13 External lighting for site development should:	
a. be energy efficient;	Complies
b. utilize dark skylight fixtures; and	Complies
c. not infringe on adjacent properties.	Complies
9.5.2.14 Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications shall be accompanied by a detailed phasing plan.	Site development is the 2 nd phase of a planned expansion
9.5.3 Buildings	
Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible. All buildings should be designed to incorporate sustainable technologies. Where tall buildings occur, they are prominent features of the urban form and should be designed to the highest of standards.	
9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.	Complies
9.5.3.2 Buildings must clearly address the street with	Complies

principal doors and fenestrations facing the street in order to:	
a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;	Complies
b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and	Complies
c. ensure public safety.	Complies
9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.	Complies
9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.	Complies
9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.	Complies
9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.	Complies
9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.	Complies
9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.	Complies
9.5.3.9 Tall buildings will minimize undue physical and visual negative impact relating to:	
a. microclimatic conditions, including sun, shadow and wind;	Complies
b. noise;	Complies
c. views;	Complies
d. skyview; and	Complies
e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.	Complies
9.5.3.10 The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.	Podium sections define streetwall at an appropriate height

9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.	Lower wall materials to be masonry to relate to house materials.
9.5.3.12 The choice of building materials should minimize the risk for bird collisions.	Complies
9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.	Complies
9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable material.	TBC
9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.	TBC
9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.	Complies
9.5.3.17 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.	Complies
9.5.3.18 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.	Complies
9.5.3.19 It will be the responsibility of proponents of development applications to comply with Airport height restrictions.	Complies
9.5.4 Relationship to Public Realm	
The public realm is an integral part of any site development. The relationship between buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in the city.	
9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.	Complies
9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.	Complies
9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.	Complies- single driveway shared
9.5.4.4 Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.	Complies
9.5.4.5 Built form will relate to the width of the street right-of-way.	Proportional heights do not exceed a 1:1 ratio of height to ROW width
9.5.4.6 Outdoor storage will not be located adjacent	Complies

to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.	
9.5.4.7 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.	Complies
9.5.5 Parking, Servicing and Loading	
The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, should be designed to mitigate the heat effects.	Complies
9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.	Complies
9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.	Complies
9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:	
a. not be located between the building and the street;	Complies
b. incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;	Complies
c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;	Complies
d. incorporate universal design principles;	Complies
e. be configured to permit future development;	NA
f. have appropriate landscape treatment including trees and lighting, throughout parking lots;	Complies
g. provide appropriate landscape treatment to provide shading of parking areas; and	Complies
h. provide landscape buffering at the street edge.	Complies
9.5.5.4 Shared parking between developments will be encouraged, where appropriate.	Complies
9.5.5.5 Secure bicycle parking will be provided in developments.	Complies
9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.	Complies
9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.	Complies

High Density Residential Land Use	
11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:	
a. residential dwelling;	Complies
b. accessory office for physicians, dentists, health professionals and drugless practitioners;	
c. home occupation;	
d. special needs housing; and	Complies
e. urban gardening.	
11.2.5.6 Lands designated Residential High Density will permit the following use:	
a. apartment dwelling.	Complies
11.2.5.7 Accessory offices for physicians, dentists, health professionals, and drugless practitioners will	
only be permitted in detached and semi-detached dwellings provided the dwelling is their principal	
private residence.	
11.2.5.8 Second units within detached dwellings, semi-detached dwellings and townhouse dwellings	
will be permitted, where appropriate.	
11.2.5.9 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.	Complies

Appendix E - OPA Shadow Study

REPORT

YEE HONG CENTRE FOR GERIATRIC CARE

MISSISSAUGA, ON

SUN SHADOW STUDY - PROPOSED DEVELOPMENT

PROJECT: #1801419

OCTOBER 24, 2018



SUBMITTED TO

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1. INTRODUCTION



RWDI was retained by CXT Architects to conduct a Sun Shadow Study for the proposed Yee Hong Centre for Geriatric Care development in Mississauga, Ontario (see Image 1). The objectives of this study were to illustrate the sun and shadow patterns for various times and dates identified in *"Urban Design Terms of Reference - Standards for Shadow Studies"* of City of Mississauga, and determine the potential exposure to sunlight and shadow on and around the study site.

This study involved the use of a three-dimensional (3D) computer model of the project site with the existing surroundings and the proposed development in place. The 3D model was used to produce renderings of the shadows cast around the project site by the proposed development. The following report provides a discussion of the methodology and graphic results of the Sun Shadow Study as per the requirements laid out in *"Urban Design Terms of Reference - Standards for Shadow Studies"* for Mississauga.

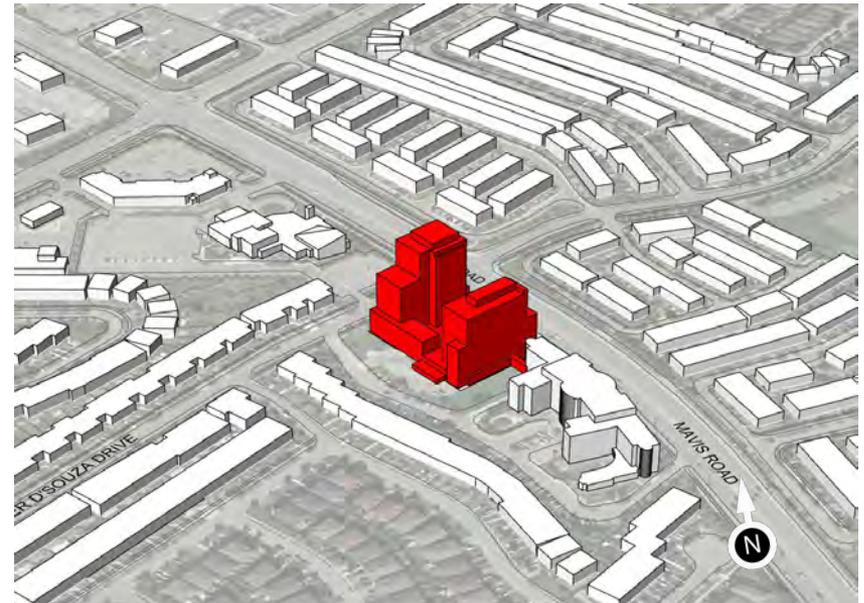


Image 1 – Renderings of the Proposed Project – View From the South

2. SITE & BUILDING INFORMATION



The proposed development is the Yee Hong Centre for Geriatric Care at the north corner of the intersection of Mavis Road and Father D' Souza Drive in Mississauga, Ontario (see Image 2). The Latitude and Longitude of the site are 43.605622°, -79.687986°, respectively. Location was determined by the following: a site plan and a 3D Model provided by CXT Architects (see Appendix A), GoogleEarth, Google Earth and RWDI Master-Trace Database. Astronomic north was never altered for the project and has remained as project north for all images.

The proposed development will include two towers of 13 and 18-storeys connected by one and two-storey podiums (see Image 1). The site is immediately surrounded by an existing 5-storey long-term care building to the south, by a church to the north and by low-rise residential buildings in all other directions (see Image 2). Beyond the immediate surroundings, the buildings are generally low rise. Lake Ontario is approximately 11 km to the southeast and Toronto Pearson International Airport approximately 9 km to the northeast.



Image 2- Aerial View of Existing Site and Surrounding
(Courtesy of Google™ Earth)

3. METHODOLOGY



The shadow plots illustrated in this report are generated with the aid of a computer graphics program and are shown in Section 5. This was set up for the appropriate settings to simulate the geographic characteristics and solar angles for Mississauga, as per *Urban Design Terms of Reference - Standards for Shadow Studies*. Based on the architectural drawings prepared by CXT Architects (received by RWDI on June 26, 2018), a Computer Aided Design (CAD) three-dimensional computer model of the study site was created by the RWDI.

The computer generated renderings exhibit the simulated shadow conditions anticipated to occur in the vicinity of the study site. The tests conducted in this study assume bright sunlight from sunrise to sunset in order to properly identify shadow patterns created by the proposed structure.

4. ASSESSMENT



Criteria 3.1, 3.3 and 3.5 of Section 3 of *“Urban Design Terms of Reference - Standards for Shadow Studies”* have been identified as applicable to the study site. The times of day simulated for each date are shown in Tables 1 through 3. The shadow cast by the proposed development (Cyan color in the shadow plots in Section 5) are assessed based on its impact on the areas identified in the aforementioned criterion.

Criterion 3.1: “Residential Private Outdoor Amenity Spaces”

Based on this criterion, “Shadow from proposed development should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on June 21 and September 21”. “This criterion is met if there is shadow impact for no more than two consecutive hourly test times”. The residential private outdoor amenity areas for the buildings impacted by this criterion on the above mentioned dates are identified around the site are shown by yellow shaded areas on Figure 1.

The rear yards to the houses closest to the building to the west (hatched in red and white in Figures 2 - 4) are shaded by the building for two consecutive hourly test times, 7.20am and 8.20am on June 21. There is also a corner of the yards on the east side of Mavis Road that are shaded at 6.20pm and 7.20pm (Figures 14 and 15) on June 21. In both cases this is not more than two consecutive hourly test times, therefore not a breach. On September 21 this criterion is also not breached.

Criterion 3.3: “Public Realm”, for “Low and Medium Density Residential Streets”

The project site was identified as Low and Medium Density Residential Streets. Based on this criterion, the development must not impact the opposite boulevard including the full width of the sidewalk, (purple in Figure 1) at 9.12am, 10.12am, 11.12am, 3.12pm, 4.12pm and 5.12pm (Figures 18 - 20 and 24 - 26).

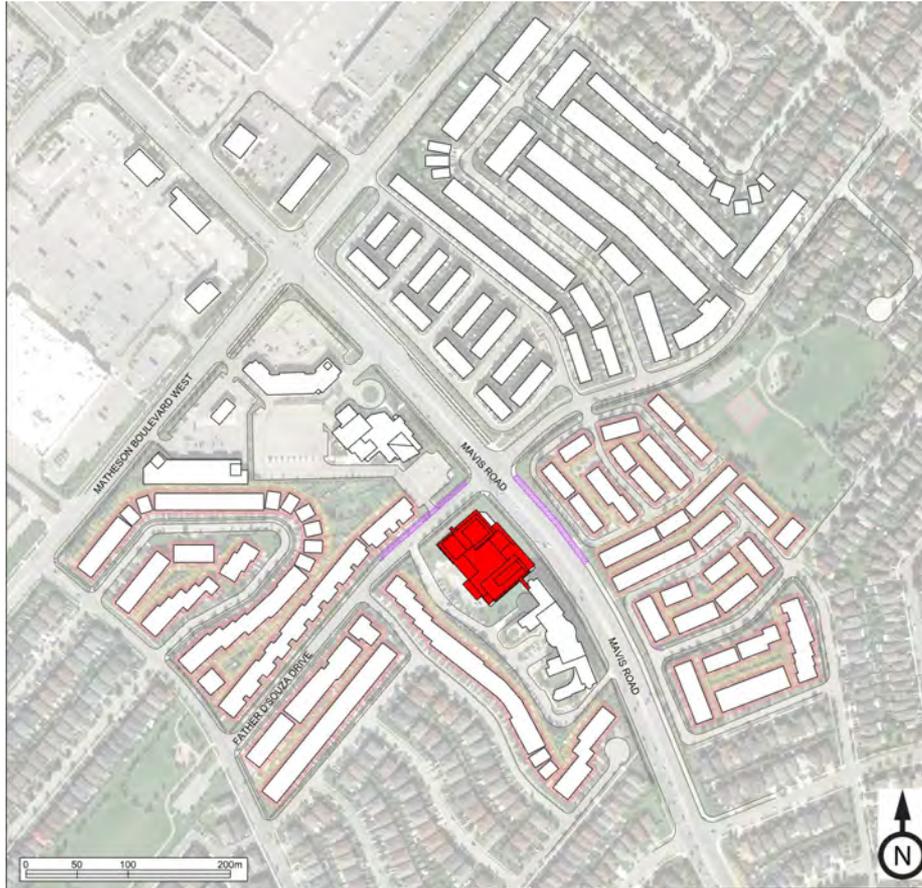
As can be seen in the figures listed above, this criteria is breached on at least a portion of the sidewalks for every hour listed.

Criterion 3.5: “Building faces to allow for the possibility of using solar energy”

The criterion states that the shadow impacts from the proposed developments should not “exceed two consecutive hourly test times in duration on the roofs, front, rear and exterior side walls of adjacent low-rise residential buildings including townhouses, detached and semi-detached dwellings on September 21 to allow for the possibility of harvesting solar energy”. The building facades with the potential to use solar panels are shown by orange outlines on Figure 1.

This criteria was breached on the residential units on the north side of Father D’Souza Drive at 9.12am to 11.12am (Figures 18 - 20) on September 21. Additional runs were carried out to determine the extent of the breach and the shadow was found to be outside of the area within 15 minutes (Figures 35 - 37, Appendix B).

5. RESULTS



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevard

<p>Key Plan</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 1	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		

5. RESULTS CONTINUED



Mississauga Sun Angle Data - June 21

Table 1

DATE: JUNE 21	Azimuth (deg)	SLF (ratio length/height)	COMMENTS
LOCAL TIME EDT			
5:37	235.73		Rise
7:07	250.48	4.1230	Rise + 1.5 hr.
7:20	252.58	3.5045	SN - 6 hr.
8:20	262.02	2.0048	SN - 5 hr.
9:20	272.04	1.3106	SN - 4 hr.
10:20	283.79	0.8976	SN - 3 hr.
11:20	299.52	0.6203	SN - 2 hr.
12:20	323.67	0.4375	SN - 1 hr.
13:20	0.00	0.3670	Solar Noon (SN)
14:20	36.32	0.4375	SN + 1 hr.
15:20	60.47	0.6203	SN + 2 hr.
16:20	76.21	0.8975	SN + 3 hr.
17:20	87.96	1.3105	SN + 4 hr.
18:20	97.98	2.0047	SN + 5 hr.
19:20	107.42	3.5042	SN + 6 hr.
19:33	109.41	4.0852	Set - 1.5 hr.
21:03	124.27		Set



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Private Outdoor Amenity Overlap
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 7.07hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 2	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 7.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 3	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 8.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 4	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 9.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 5	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 11.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 7	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 12.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 8	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 13.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 9	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 14.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 10	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 15.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 11	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation June 21st 16.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 12	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

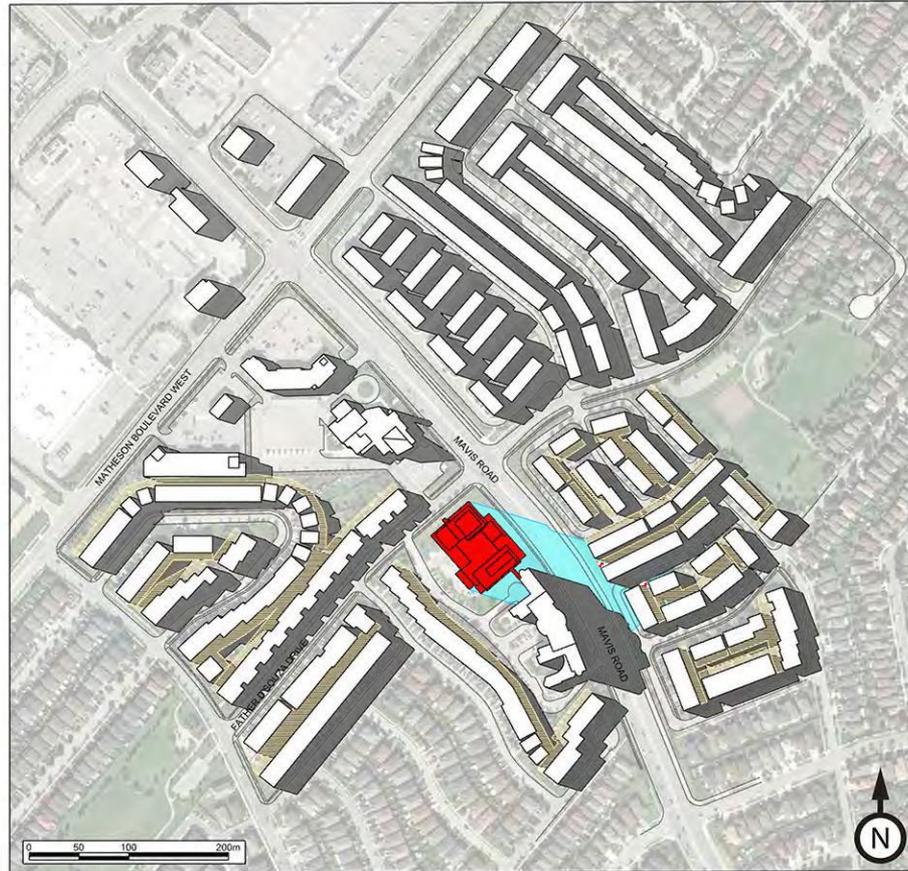
<p>Sun Shadow Simulation June 21st 17.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 13	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 18.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 14	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 19.20hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 15	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend

-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation June 21st 19.33hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 16	
	Scale: Refer to Bar	
	Date: July 24th, 2018	

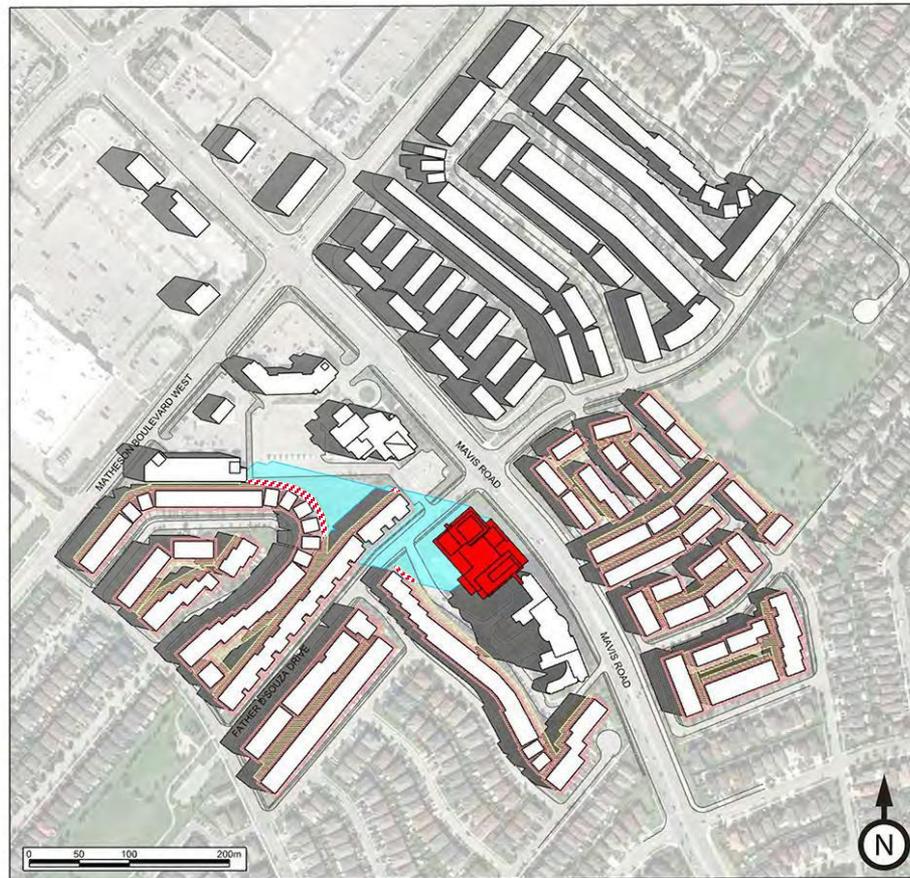
5. RESULTS CONTINUED



Mississauga Sun Angle Data – September 21

Table 2

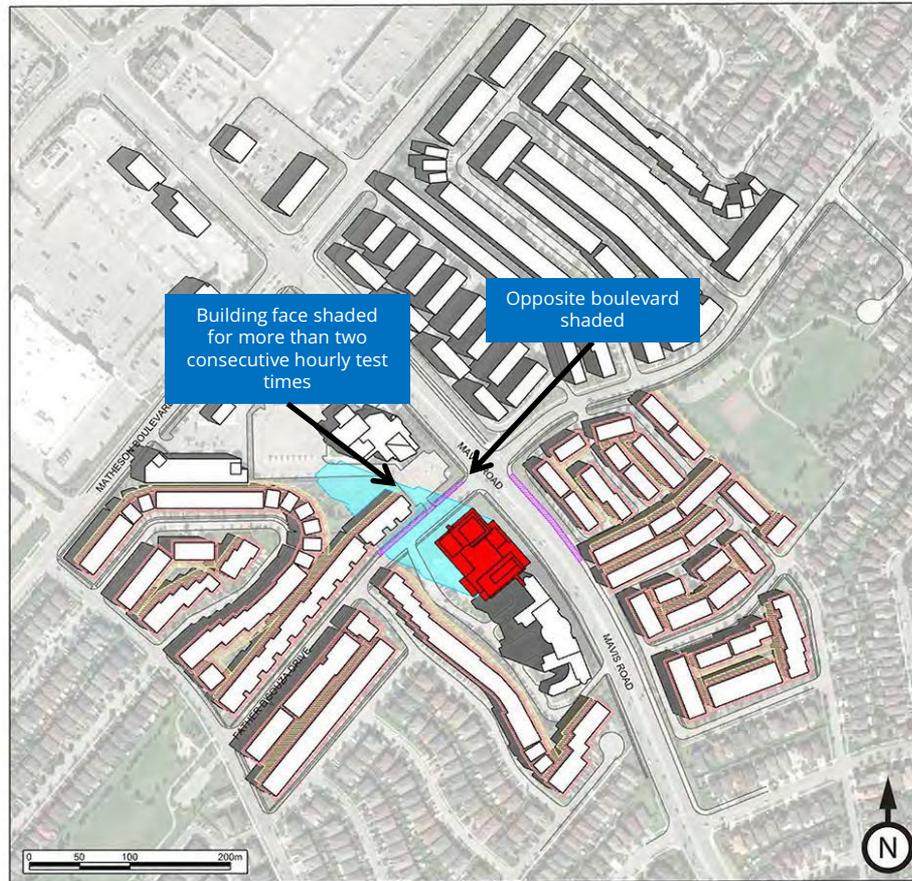
Date: September 21	Azimuth (deg)	SLF (ratio length/height)	Comments
LOCAL TIME EDT			
7:05	268.27		Rise
8:35	284.22	3.6329	Rise + 1.5 hr.
9:12	291.23	2.5132	SN - 4 hr.
10:12	304.14	1.6445	SN -3 hr.
11:12	319.68	1.2181	SN -2 hr.
12:12	338.54	1.0011	SN -1 hr.
13:12	0.00	0.9329	Solar Noon (SN)
14:12	21.45	1.0022	SN + 1 hr.
15:12	40.28	1.2205	SN + 2 hr.
16:12	55.79	1.6495	SN + 3 hr.
17:12	68.68	2.5255	SN + 4 hr.
17:48	75.63	3.6493	Set - 1.5 hr.
19:18	91.46		Set



Legend

-  Building Faces for Solar Energy (3 m Perimeter)
-  Private Outdoor Amenity (7.5m no impact zone)
-  Private Outdoor Amenity Overlap
-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation September 21st 8.35hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 17	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

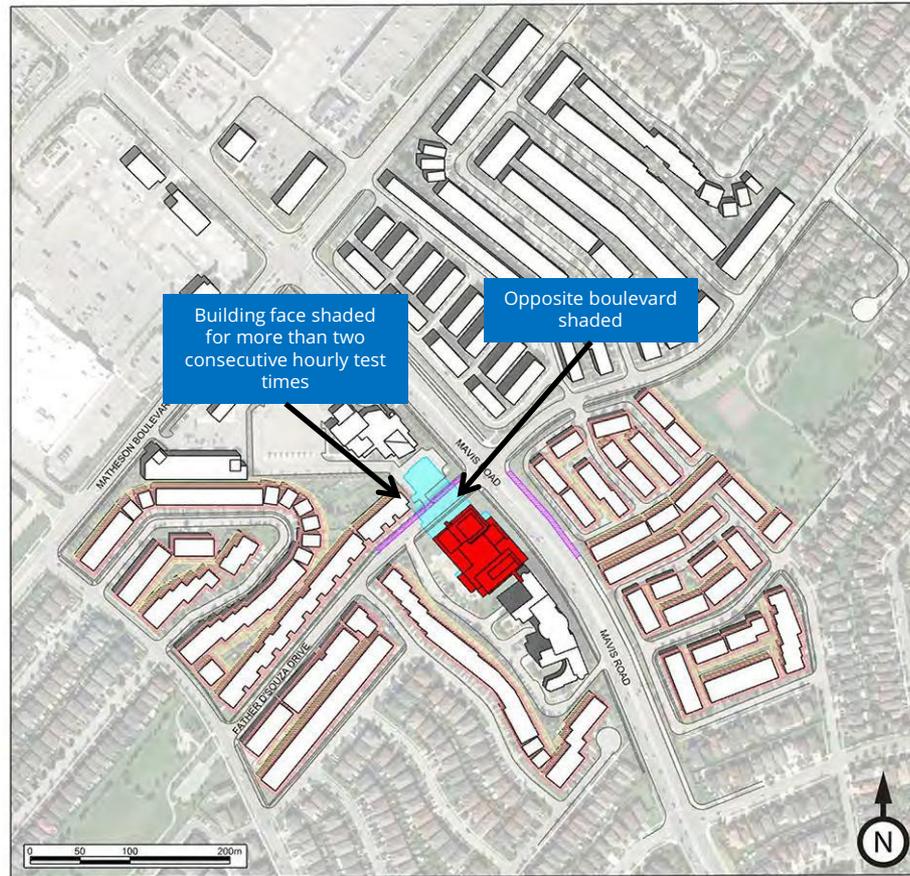
<p>Sun Shadow Simulation September 21st 9.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 18	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

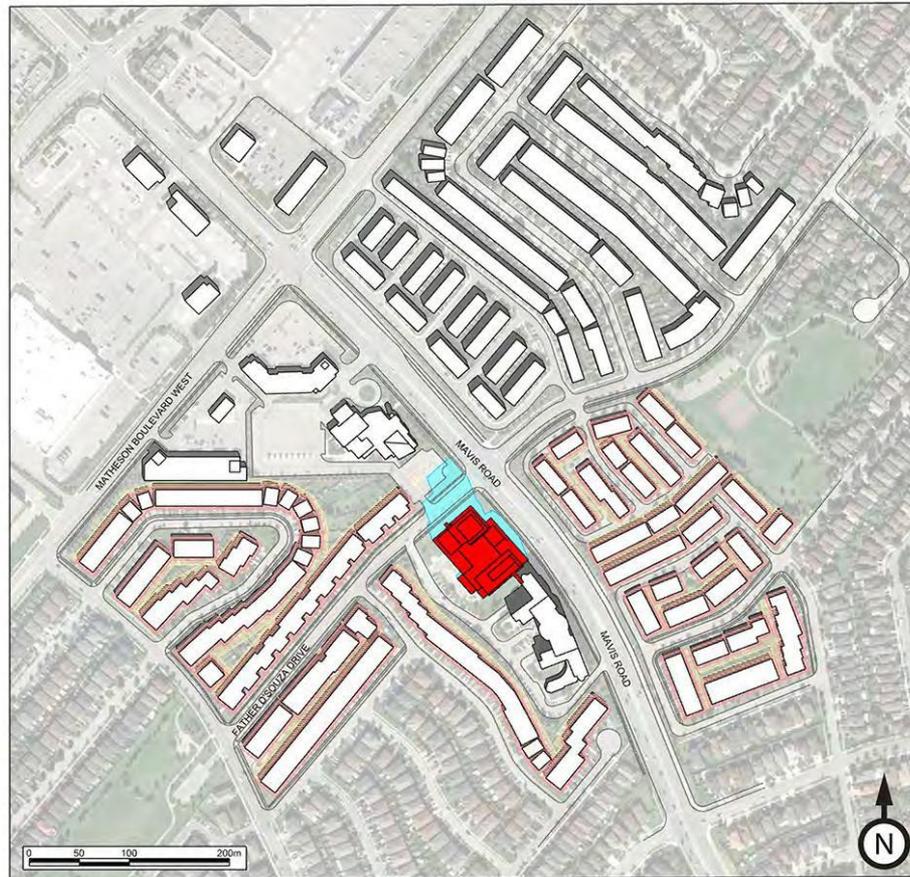
<p>Sun Shadow Simulation September 21st 10.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 19	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 11.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 20	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 12.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 21	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

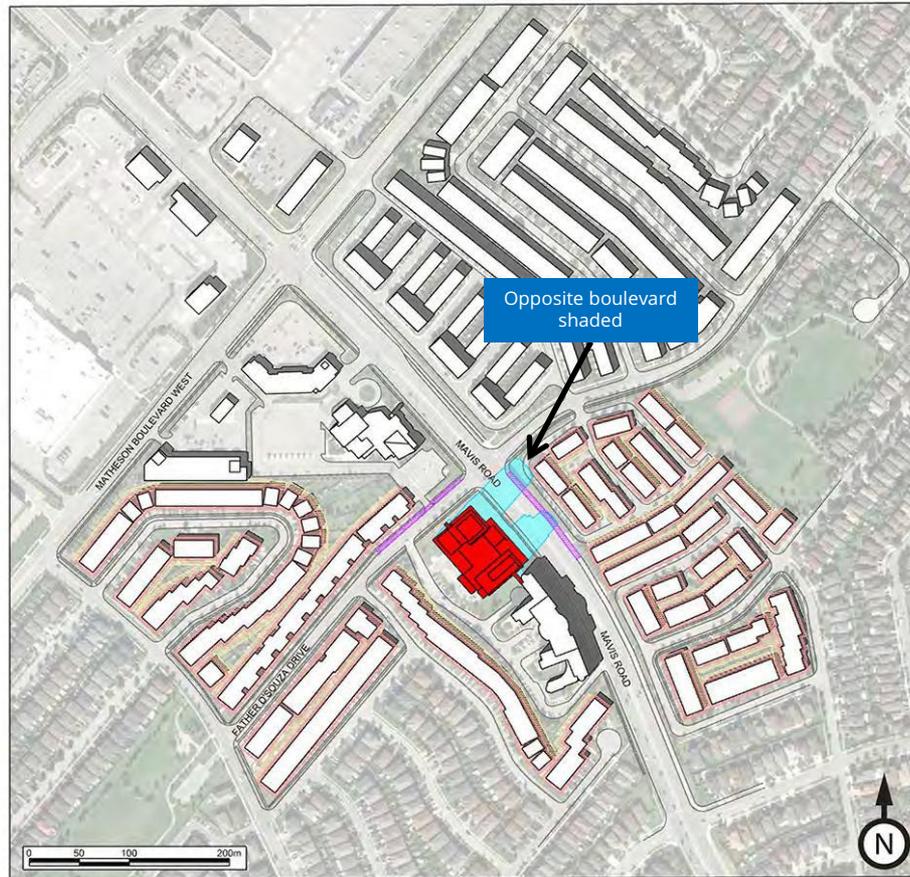
<p>Sun Shadow Simulation September 21st 13.12hrs EDT</p> <p>5510 Mavis Road – Mississauga, ON</p>	Figure 22	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 14.12hrs EDT</p> <p>5510 Mavis Road – Mississauga, ON</p>	Figure 23	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

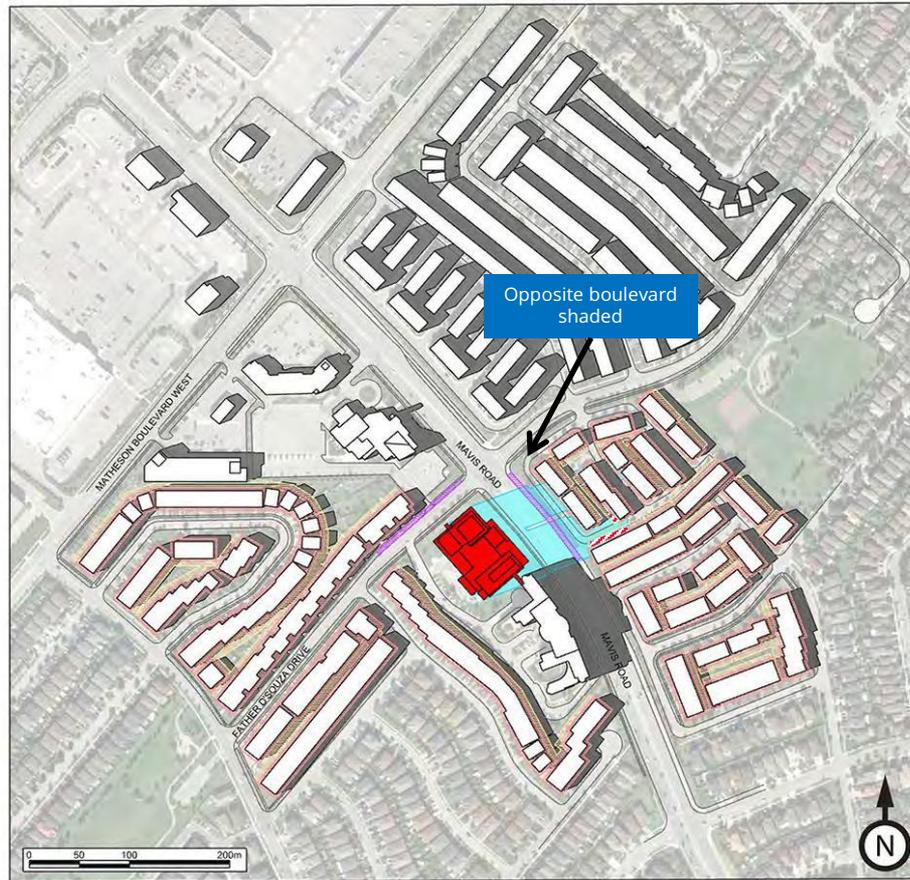
<p>Sun Shadow Simulation September 21st 15.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 24	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

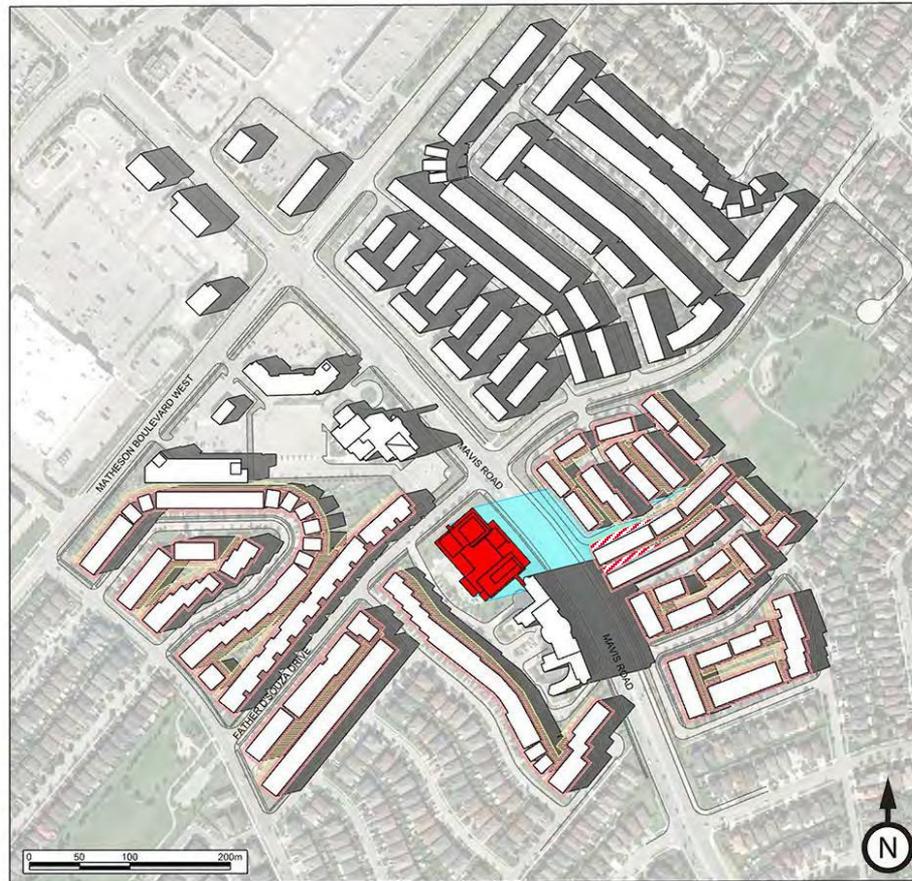
<p>Sun Shadow Simulation September 21st 16.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 25	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Private Outdoor Amenity Overlap
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 17.12hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 26	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Private Outdoor Amenity Overlap
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 17.48hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 27	
	Scale: Refer to Bar	
	Date: July 24th, 2018	

5. RESULTS CONTINUED



Mississauga Sun Angle Data – December 21

Table 3

Date: December 21	Azimuth (degrees)	SLF (ratio length/height)	Comments
LOCAL TIME EST			
7:49	302.37		Rise
9:19	319.05	4.8874	Rise + 1.5 hr.
10:17	331.25	3.1643	SN -2 hr.
11:17	345.21	2.5293	SN -1 hr.
12:17	0.00	2.3589	Solar Noon (SN)
13:17	14.79	2.5293	SN + 1 hr.
14:17	28.75	3.1644	SN + 2 hr.
15:15	41.06	4.9172	Set - 1.5 hr.
16:45	57.63		Set



Legend

- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation December 21st 9.19hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 28	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation December 21st 10.17hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 29	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation December 21st 11.17hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 30	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend
 Proposed Shadows
 Existing Shadows

Sun Shadow Simulation December 21st 12.17hrs EDT Yee Hong Centre for Geriatric Care - Mississauga, ON	Figure 31	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation December 21st 13.17hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 32	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		



Legend

-  Proposed Shadows
-  Existing Shadows

<p>Sun Shadow Simulation December 21st 14.17hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 33	
	Scale: Refer to Bar	
	Date: July 24th, 2018	



Legend

- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation December 21st 15.15hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 34	
	Scale: Refer to Bar	
	Date: July 24th, 2018	
Project #1801419		

6. SUMMARY



The shadow plots provided in this report illustrate the shadows cast by the proposed Yee Hong Centre for Geriatric Care on the 21st days of June, September and December. Based on the review on the shadow plots and the applicable criteria, this development, breaches 3.3 and 3.5 as laid out in “*Urban Design Terms of Reference - Standards for Shadow Studies*” for Mississauga.

7. APPLICABILITY OF RESULTS



The results presented in this report pertain to the model of the proposed Yee Hong Centre for Geriatric Care generated using the architectural design drawings listed in Appendix A. Should there be any design changes that deviate from this list of drawings, the results presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on sun shadow conditions.

APPENDIX A: DRAWING LIST FOR MODELLING



The drawings and information listed below were received from CXT Architects and were used to construct the scale model of the proposed Yee Hong Centre for Geriatric Care. Should there be any design changes that deviate from this list of drawings, the results may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on the pedestrian wind conditions presented in this report.

File Name	File Type	Date Received (dd/mm/yyyy)
3d model.dwg	AutoCAD	25/06/2018

APPENDIX B: ADDITIONAL RUNS FOR SEPTEMBER 21

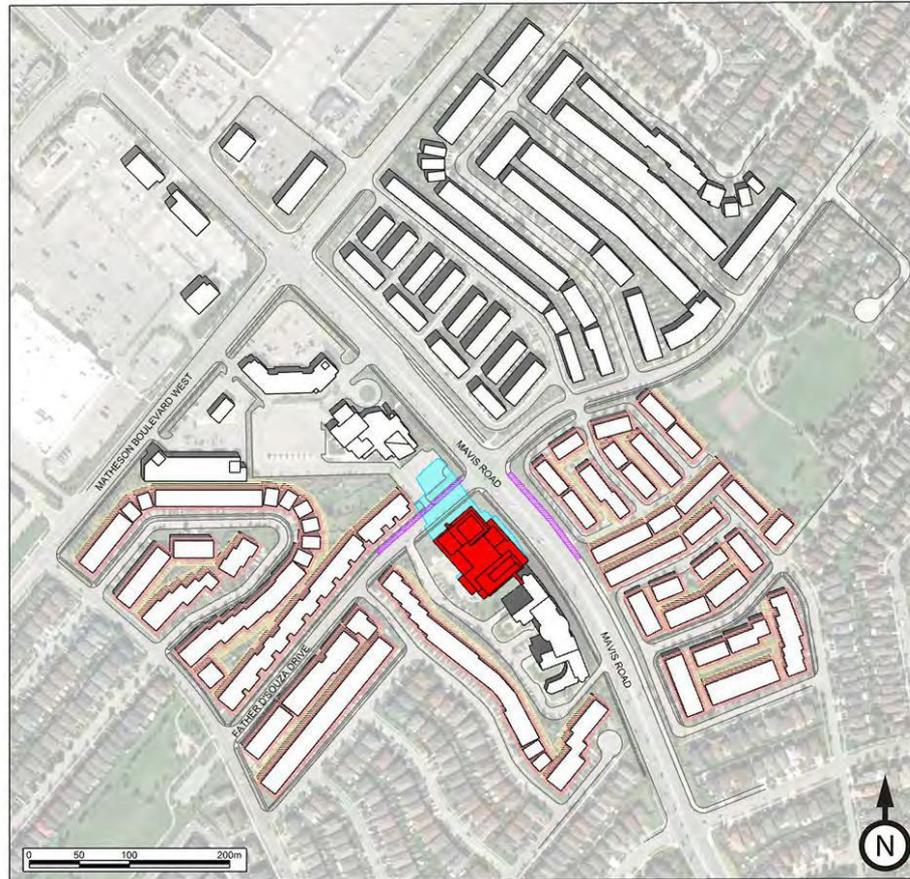


Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 11.27hrs EDT</p> <p>Yee Hong Centre for Geriatric Care - Mississauga, ON</p>	Figure 35	
	Scale: Refer to Bar	
	Date: Oct 18, 2018	

APPENDIX B: ADDITIONAL RUNS FOR SEPTEMBER 21

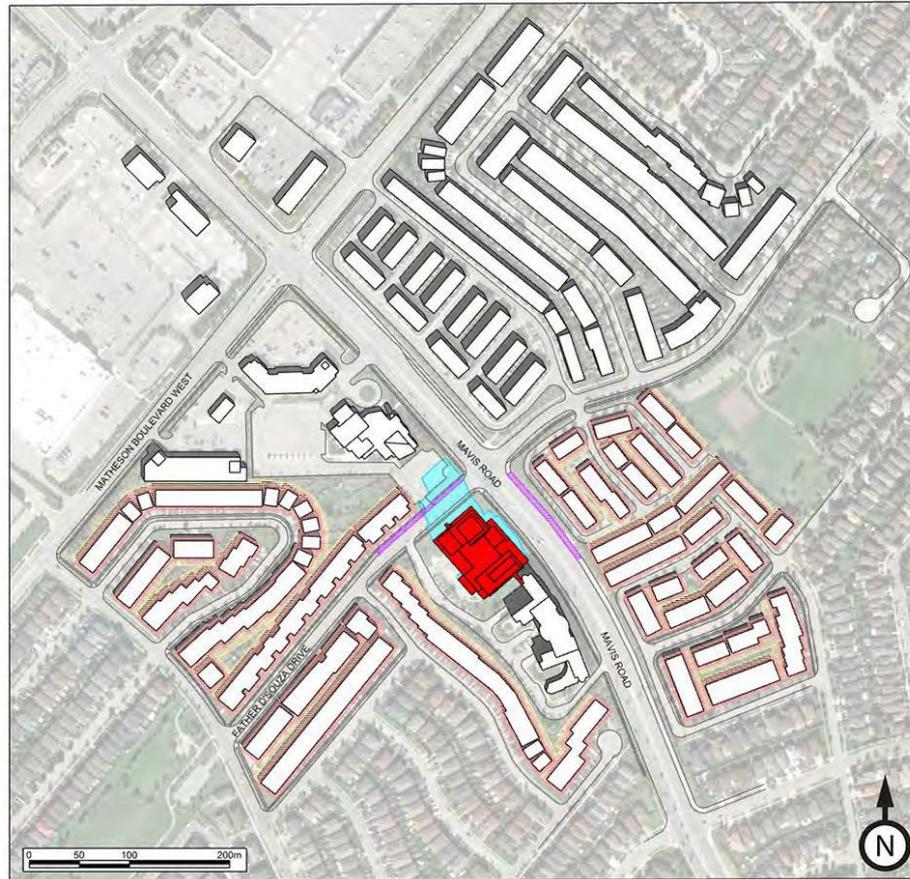


Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 11.42hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 36	
	Scale: Refer to Bar	
	Date: Oct 18, 2018	

APPENDIX B: ADDITIONAL RUNS FOR SEPTEMBER 21



Legend

- Building Faces for Solar Energy (3 m Perimeter)
- Private Outdoor Amenity (7.5m no impact zone)
- Opposite Boulevards
- Proposed Shadows
- Existing Shadows

<p>Sun Shadow Simulation September 21st 11.57hrs EDT</p> <p>Yee Hong Centre for Geriatric Care – Mississauga, ON</p>	Figure 37	
	Scale: Refer to Bar	
	Date: Oct 18, 2018	

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