City of Mississauga

Agenda

MISSISSAUGA

Planning and Development Committee

Date:	October 25, 2021
Time:	6:00 PM
Location:	Council Chambers, Civic Centre, 2nd Floor
	300 City Centre Drive, Mississauga, Ontario, L5B 3C1
	And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6 (Vice-Chair)
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Participate Virtually or In Person

Advance registration is required to participate in person and/or make comment in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, October 22, 2021 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate Via Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, October 22, 2021 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Megan Piercey, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4915
megan.piercey@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decisi on on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER

2. DECLARATION OF CONFLICT OF INTEREST

3. MINUTES OF PREVIOUS MEETING

3.1. Planning and Development Committee Meeting Draft Minutes - October 4, 2021

4. MATTERS TO BE CONSIDERED

4.1. PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Rezoning application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses.
Address: 16, 34 and 36 Elm Drive West
Owner: Solmar (Edge 3) Corp.
File: OZ 20/015 W7

4.2. RECOMMENDATION REPORT (WARD 9)

Mississauga Official Plan Amendment for the Meadowvale Neighbourhood Character Area.
File: CD.06-MEA

4.3. PUBLIC MEETING RECOMMENDATION REPORT (WARD 6)

Draft Plan of Subdivision application to permit 105 townhomes.
Address: 1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
File: T-M20001 W6

4.4. PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 142 back to back townhomes, five street townhomes and extend Emby Drive.
Address: 51 and 57 Tannery Street and 208 Emby Drive
Owner: NYX Tannery Ltd.
Files: OZ 18/012 W11 and T-M20004 W11

5. ADJOURNMENT

City of Mississauga
Corporate Report

MISSISSAUGA

Date: October 1, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 20/015 W7

Meeting date:
October 25, 2021

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Rezoning application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses
16, 34 and 36 Elm Drive West, southwest corner of Elm Drive West and Hurontario Street
Owner: Solmar (Edge 3) Corp.
File: OZ 20/015 W7

Recommendation

1. That the application under File OZ 20/015 W7, Solmar (Edge 3) Corp., 16, 34 and 36 Elm Drive West, to change the zoning to an amended **RA5-46** (Apartments) to permit a 12 storey apartment building attached to a permitted 50 storey apartment building in conformity with the provisions outlined in Appendix 2; be approved subject to the conditions referenced in the staff report dated October 1, 2021 from the Commissioner of Planning and Building.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

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

Executive Summary

- The application is to change the zoning by-law to add additional lands to the original proposal that would allow a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses.
- The applicant has made minor revisions to the proposal to address issues raised at the public meeting and by staff, including increased setbacks to lot lines.
- It has been concluded that the proposed development is supportable.
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

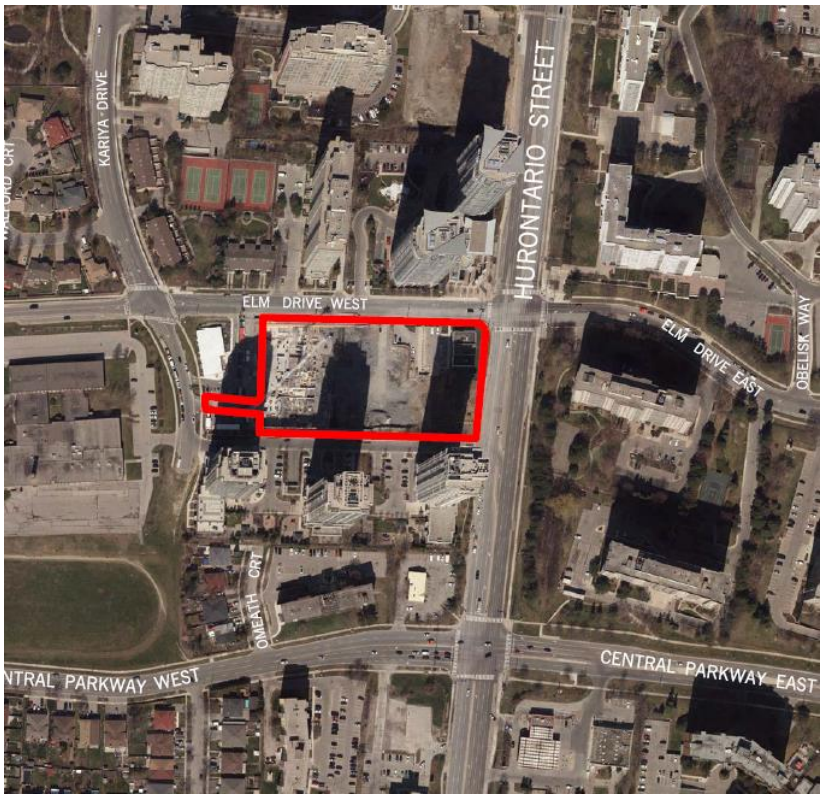
A public meeting was held by the Planning and Development Committee on January 11, 2021, at which time an Information Report
https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=8329
was received for information.

Recommendation PDC-0009-2021 was then adopted by Council on January 20, 2021.

1. That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Solmar (Edge 3) Corp. to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses under File OZ 20/015 W7, 16, 34 and 36 Elm Drive West, be received for information.

2. That one oral submission be received.

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



Aerial Image of 16, 34 and 36 Elm Drive West

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Reducing the number of dwelling units from 102 to 92
- Increasing building setbacks to lot lines.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the application on October 20, 2020. A virtual community meeting was held by Ward 7 Councillor Dipika Damerla on November 10, 2020. Four people attended the virtual meeting. One written submission was received. Supporting studies were posted on the City's website at http://www.mississauga.ca/portal/residents/development-applications.

The public meeting was held on January 11, 2021. One member of the public made a deputation regarding the application. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. A zoning by-law amendment is required from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone to permit the proposal.

The evaluation of the proposed rezoning was analyzed using the following criteria:

- Directing Growth: Is a 12 storey apartment building consistent with the Residential High Density designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed rezoning to permit a 12 storey apartment building with ground floor commercial uses has been found acceptable, based upon the following:

- The proposal represents intensification of an underutilized parcel of land within the Downtown Fairview Character Area.
- The proposal is compatible with adjacent uses and maintains the goals of the City Structure relating to intensification.
- The existing municipal infrastructure is adequate to support the proposed development.

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the Downtown and provides a built form that is compatible with the adjacent area. The proposed rezoning is acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date once the development agreement is at a satisfactory stage.

Attachments

Appendix 1: Information Report
Appendix 2: Detailed Planning Analysis

A. Whittemore

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

Prepared by: Adam Lucas, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: December 18, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 20/015 W7

Meeting date:
January 11, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses
16, 34 and 36 Elm Drive West, southwest corner of Elm Drive West and Hurontario Street
Owner: Solmar (Edge 3) Corp.
File: OZ 20/015 W7

Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Solmar (Edge 3) Corp. to permit a 12 storey apartment building attached to a permitted 50 storey apartment building, with ground floor commercial uses under File OZ 20/015 W7, 16, 34 and 36 Elm Drive West, be received for information.

Background

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

PROPOSAL

The application is to permit a 12 storey apartment building on the southeasterly corner of the subject lands, which will be attached to a permitted 50 storey apartment building on the northeasterly corner of the property. All lands are owned by the applicant. 102 additional dwelling units and ground floor commercial uses are proposed. The applicant is proposing to amend the zoning by-law from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone to implement this development proposal.

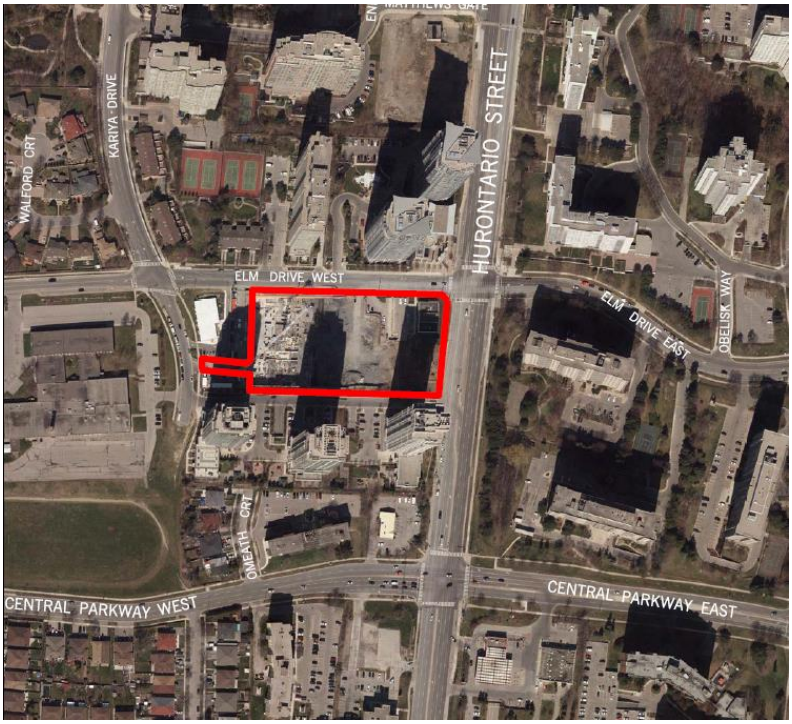
The remainder of the lands currently zoned **RA5-46** will retain that zone but will be amended to

reflect the changes to the regulations that apply to the subject site, such as number of units. Other regulations such as the overall FSI, landscaped area and amenity area, will also need to be adjusted.

During the ongoing review of this application, staff may recommend different zoning category to implement the proposal.

Comments

The property is located southwest corner of Elm Drive West and Hurontario Street within the Downtown Fairview Character Area. The site is currently occupied by a one storey temporary sales centre and two apartments (35 and 40 storeys) that are currently under construction.



Aerial image of 16, 34 and 36 Elm Drive West



Applicant's Rendering

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS
Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of zone standards, addressing traffic concerns, ensuring compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

A. Whittemore

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

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Solmar (Edge 3) Corp.

16, 34 and 36 Elm Drive West

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D-1** (Development). **D-1** permits legally existing uses within existing buildings on the land.

- November 12, 2012 – Mississauga Official Plan came into force. The subject lands were designated **Residential High Density** in the Downtown Fairview Character Area.

- January 9, 2017 – Mississauga Official Plan Amendment No. 33 came into force. The subject lands were designated **Residential High Density – Special Site 1** in the Downtown Fairview Character Area.

- January 11, 2017 – Zoning By-law 0155-2016 came into force. The majority of the subject lands were zoned **RA5-46** (Apartments)**,** which permits an apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted.

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the southwest corner of Elm Drive West and Hurontario Street. The built form in this area is predominantly apartment buildings with a mix of commercial uses along Hurontario Street. The site is currently occupied by a one storey sales centre building and two apartment buildings (35 and 40 storeys) that are under construction.



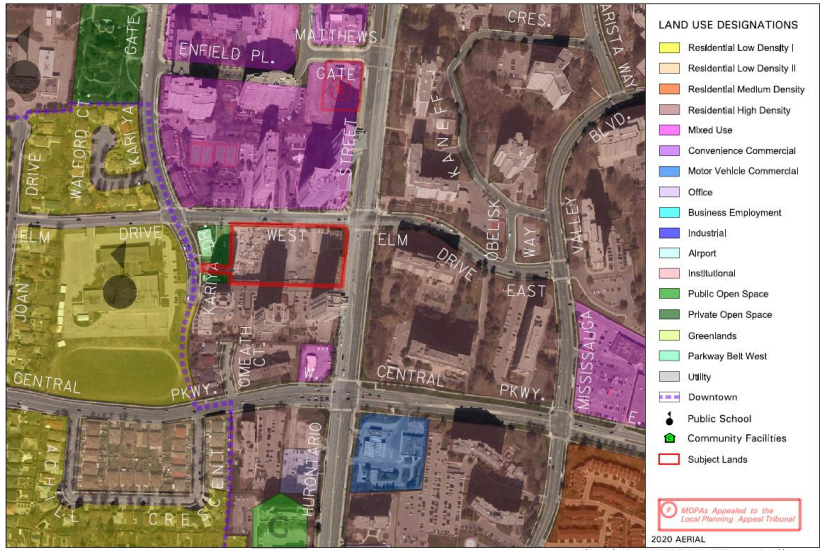
Image of existing conditions facing south

Property Size and Use	
Frontages:	38.0 m (124.7 ft.)
Depth:	84.0 m (275.6 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	One storey sales centre building and two apartment buildings (under construction).

Surrounding Land Uses

North of the subject lands is a 31 storey apartment building. To the east are two apartment buildings that are 19 and 24 storeys in height. To the south are three apartments ranging in height from 31 to 33 storeys. To the west is an elementary school that is under construction.

The surrounding land uses are:
North: Apartment building
East: Apartment buildings
South: Apartment buildings
West: Elementary school



Aerial Photo of 16, 34 and 36 Elm Drive West

The Neighbourhood Context

The subject lands are located in the Downtown Fairview Character Area. The surrounding area contains a number of 19 to 33 storey apartment buildings with a mix of ground related commercial uses along Hurontario Street.

Demographics

Based on the 2016 census, the existing population of the Downtown Fairview Character area is 16,680 with a median age of this area being 39 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 19,900 and 20,600 respectively. The average household size is 3 persons with 86% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,960 units (45%) owned and 3,655 units (55%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare (427 persons plus jobs per acre).

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

Other Development Applications

There are five active planning applications in the vicinity of and on the subject lands, as follows:

- SP 13/219 W7 – 30, 38, 44, 50, 58 and 64 Elm Drive West – 35 storey apartment building with ground floor day care use (under construction)
- SP 19/86 W7 – 34 Elm Drive West – 40 storey apartment building (under construction)
- OZ 20/007 W7 – 3575 Kaneff Crescent – official plan and zoning by-law amendment applications to permit a 29 storey apartment building
- OZ 20/001 W7 – 1 Fairview Road East – official plan and zoning by-law amendment applications to permit a 34 storey apartment building
- HOZ 13/006 W7/SP18-96 W7 – 185 Enfield Place – lifting of 'H' provision and site plan for 36 storey rental apartment building

An official plan and zoning by-law amendment was recently approved to permit a 36 storey apartment building at 3480 Hurontario Street.

Community and Transportation Services

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

The area is well served by community facilities such as Stonebrook Park, Kariya Park and a future park at the southeast corner of Kariya Drive and Elm Drive West, Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a 0.9 km (0.6 miles) radius of the subject land. The Mississauga Valley Community Centre is also approximately 1.2 km (0.7 miles) from the subject land.

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 miles) from the subject land. The following major Miway bus routes service the site:

- Route 2 – Hurontario
- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 103 – Hurontario Express

There is a primary on-road bicycling route on Hurontario Street.

3. Project Details

The application is to permit a 12 storey apartment building on the subject land, which will be attached to a permitted 50 storey apartment building on the adjacent property to the north. Both properties are owned by the applicant. 102 additional dwelling units and ground floor commercial uses are proposed.

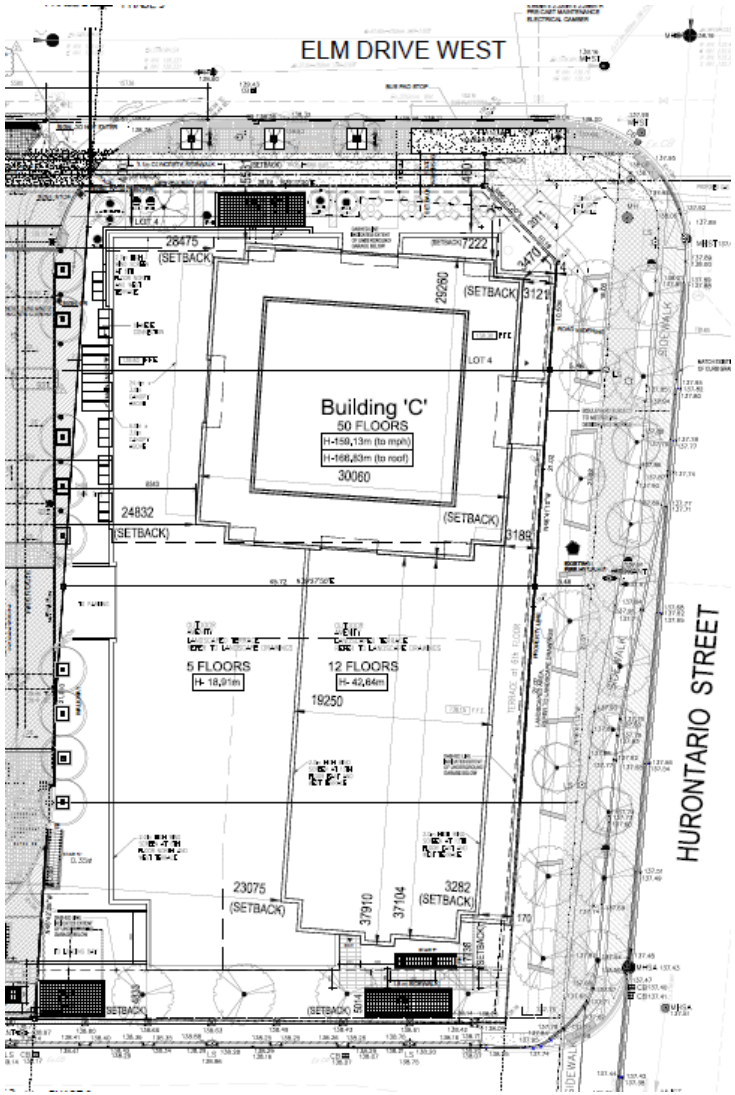
Development Proposal	
Application submitted:	Received: September 11, 2020 Deemed complete: October 13, 2020
Developer/ Owner:	Solmar (Edge 3) Corp.
Applicant:	SGL Planning and Design Inc.
Number of additional units:	102 units
Proposed additional Gross Floor Area:	8 000 m^2 (86,111.28 ft^2)
Height:	12 storeys / 42.6 m (139.9 ft.)
Anticipated Population:	245* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	• Stormwater Retention • Bicycle parking • Green roofs

Supporting Studies and Plans

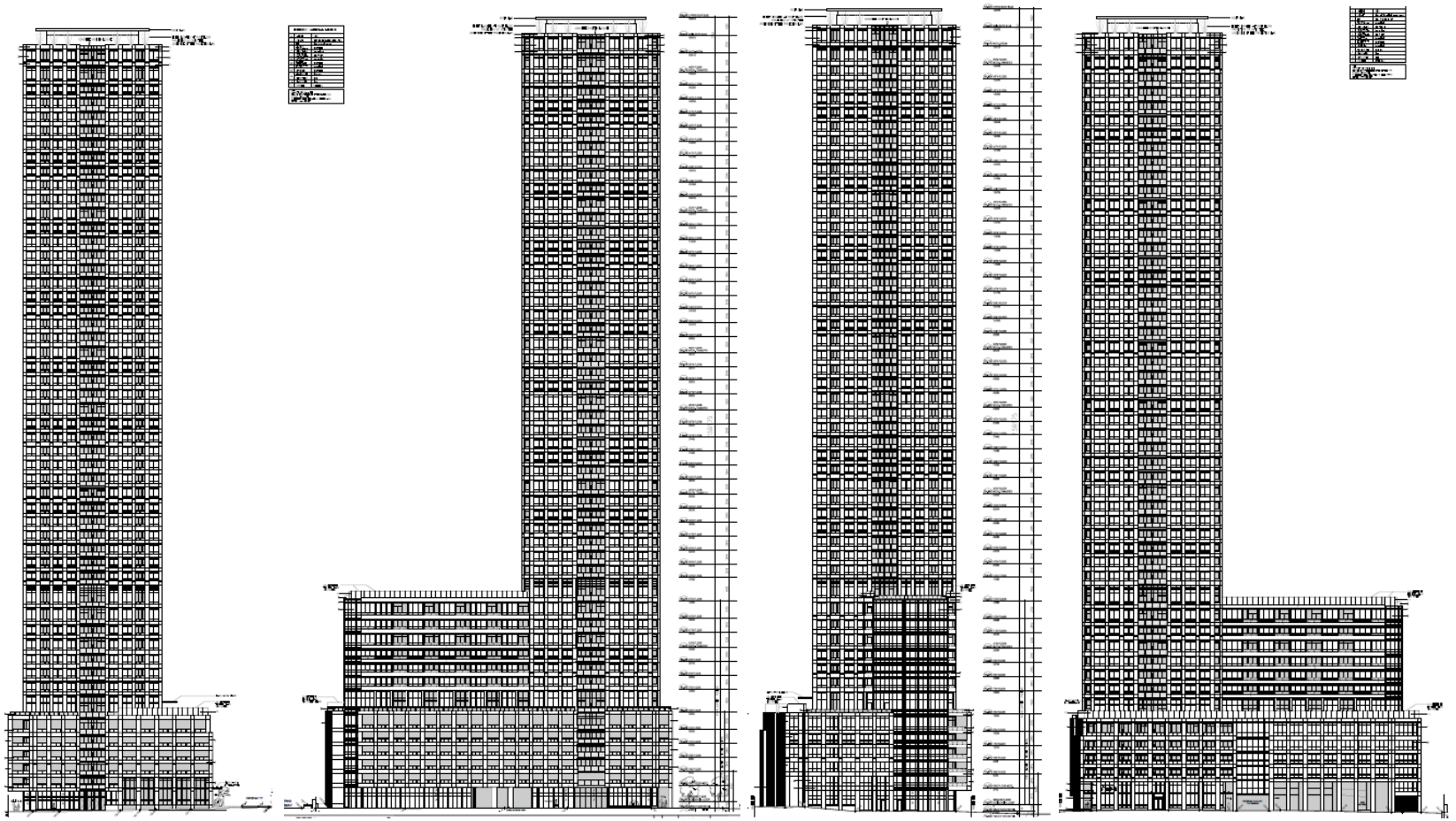
The applicant has submitted the following information in support of the applications which can be viewed at http://www.mississauga.ca/portal/residents/development-applications:

- Architectural Plans
- Planning Justification Report
- Arborist Report and Tree Preservation Plan
- Electrical Plans
- Functional Servicing and Grading Plans
- Stormwater Management Report
- Housing Report
- Landscape Plans
- Noise and Vibration Study
- Phase 1 Environmental Site Assessment
- Shadow Study
- Survey
- Traffic Impact Study
- Operations and Safety Assessment
- Transportation Demand Management
- Urban Design Brief
- Wind Study

The application was reviewed by the Urban Design Advisory Panel (UDAP) on October 29, 2019 and scheduled to return in early 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.



Concept Plan



Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

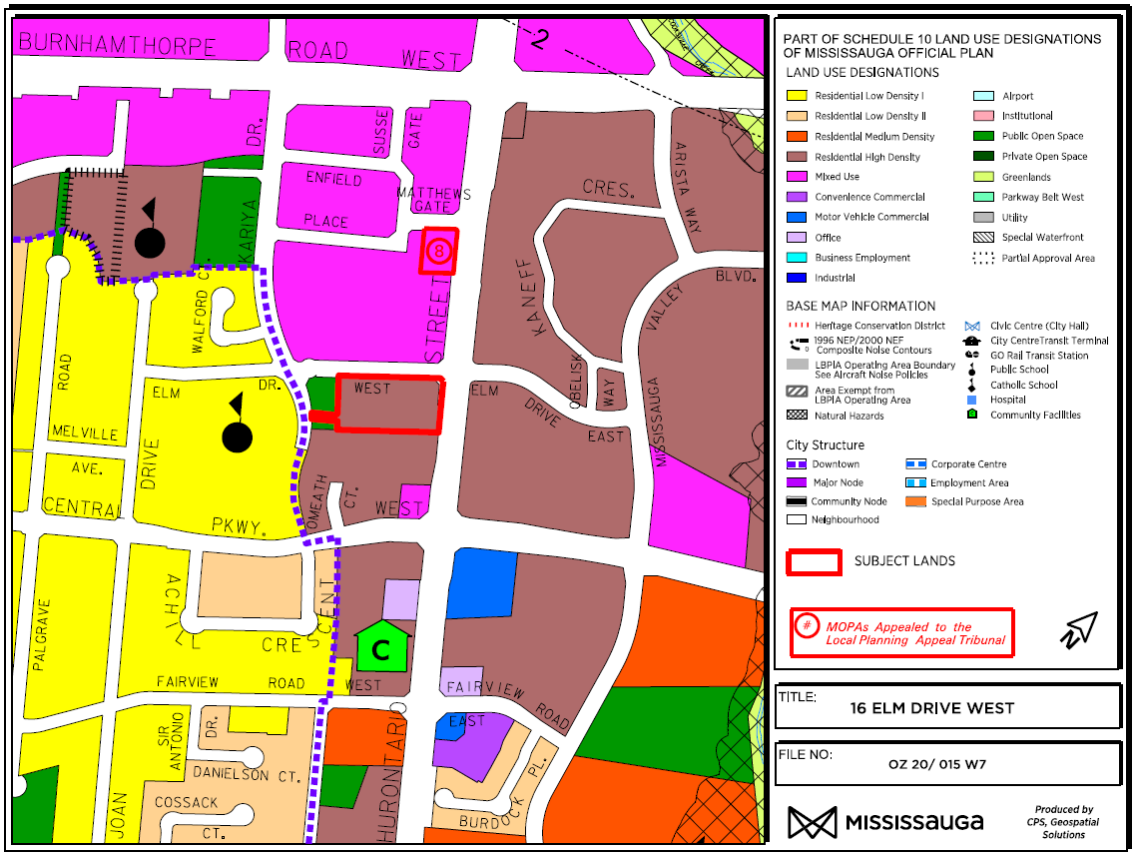
Existing Designation

The site is designated **Residential High Density – Special Site** 1, which permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys and a total FSI of 8.2. Commercial uses are also permitted. Access to the site will only be permitted from Kariya Drive and Elm Drive West.

An official plan amendment application is not required.

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

Excerpt of Downtown Fairview Character Area



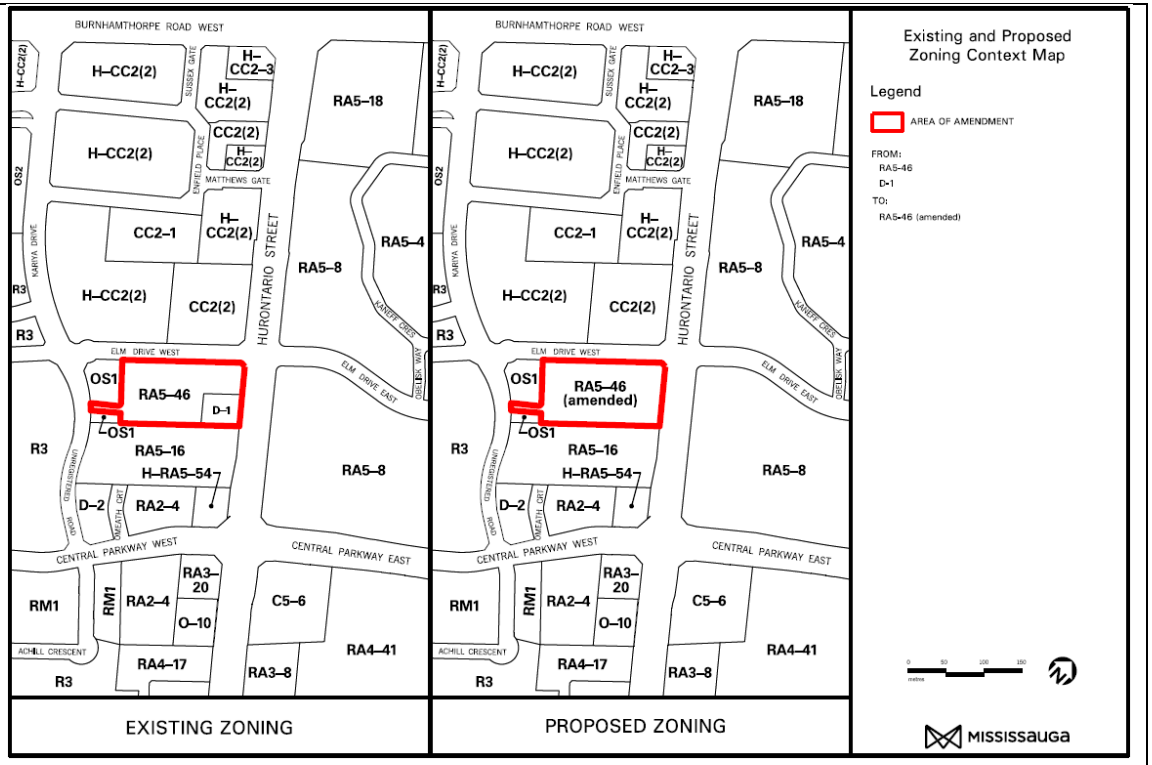
Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **RA5-46** (Apartments) and **D-1** (Development). The **RA5-46** zone permits apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted. The **D-1** zone permits legally existing uses within existing buildings on the land.

Proposed Zoning

A rezoning is proposed from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone, to permit a 12 storey apartment building on the subject property, which will be attached to a permitted 50 storey apartment building on the northerly half of the lands. 102 additional dwelling units and ground floor commercial uses are proposed.



Proposed Zoning Regulations

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
Additional permitted uses	**Retail Store** **Day Care**	**Retail** **Day Care** **Financial Institution** **Personal Service Establishment** **Office**
Maximum number of **dwelling units**	In Buildable Area 'A' identified on Schedule RA5-46: 350 In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522	In Buildable Area 'A' identified on Schedule RA5-46: 350 In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522 In new Buildable Area 'C3' to be identified on Schedule RA5-46: 102
Maximum total **gross floor area – apartment zone**	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m^2 (26,3177.6 ft^2) In Building Area 'B' identified on Schedule RA5-46: 28 500 m^2 (306,771.4 ft^2)	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m^2 (26,3177.6 ft^2) In Building Area 'B' identified on Schedule RA5-46: 28,500 m^2 (306,771.4 ft^2)

Zone Regulations	**RA5-46 Zone Regulations**	**Proposed Amended RA5-46 Zone Regulations**
	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36 000 m^2 (387,500.8 ft^2)	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36,000 m^2 (387,5000.8 ft^2) In new Buildable Area 'C3' to be identified on Schedule RA5-46: 8 000 m^2 (86,111.3 ft^2)
Maximum **gross floor area – non-residential**	For a **retail store**: 675 m^2 (7,265.6 ft^2)	For a **retail store, financial institution, personal service establishment and office**: 675 m^2 (7,265.6 ft^2)
Maximum Tower Floor Plate	In Building Area 'C1' on Schedule RA5-46: 750 m^2 (8,072.9 ft^2)	In Building Area 'C1' on Schedule RA5-46: 865 m^2 (9,310.8 ft^2)
Minimum Height of Podium	In Building Area 'C2' on Schedule RA5-46: 9.1 m (29.9 ft.) and **2 storeys**	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.0 m (65.6 ft.) and 5 **storeys**
Maximum Height of a Podium	In Building Area 'C2' on Schedule RA5-46: 20 m (65.6 ft.) and 5 **storeys**	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 45 m (147.6 ft.) and 12 **storeys**
Maximum **landscape area**	35% of **lot area**	30% of **lot area**
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform to the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement **(PPS)**	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)
Growth Plan for the Greater Golden Horseshoe **(Growth Plan)**	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform to this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official	The Region of Peel approved MOP on September	The ROP identifies the subject lands as being located within Peel's Urban

Policy Document	Legislative Authority/Applicability	Key Policies
Plan (ROP)	22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *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 8 of this Appendix.	System General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms to the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is located within a Major Transit Station Area (MTSA).

The lands are located within the Downtown Fairview Character Area and are designated **Residential High Density – Special Site 1.** The **Residential High Density – Special Site 1** designation permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum Floor Space Index (FSI) of 8.2, and commercial uses.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	**General Intent**
Chapter 5 **Direct Growth**	Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6) The Downtown is an Intensification Area. (S.5.3.1.3) The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4) The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6) The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9) Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11) The Downtown will be developed to support and encourage active transportation as a mode of

	Specific Policies	General Intent
		transportation. (S. 5.3.1.13) Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2) Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3) Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4) Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8) A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7) Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)
Chapter 7 **Complete Communities**	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1) In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6) 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

	Specific Policies	General Intent
		Mississauga residents. (S.7.2.1) Mississauga will provide opportunities for: a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)
Chapter 9 **Build A Desirable Urban Form**	Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2	Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2) Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5) A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4) Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10) Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17) Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21) Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25). Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28) Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29) Development 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. (S.9.2.1.31 and 32) Developments should minimize the use of surface parking in favour of underground or

	Specific Policies	General Intent
		aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37) Private open space and/or amenity areas will be required for all development. (S.9.3.5.5) Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6) Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7) Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2) Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3) 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 microclimate conditions are mitigated. (S.9.5.1.9) New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11) 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; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2) Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5) Buildings must clearly address the street with 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

	Specific Policies	General Intent
		sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)
Chapter 11 General Land Use Designations	Section 11.2.5	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
Chapter 12 Downtown	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.2.2	Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1) Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

In support of the application, a Housing Report has been submitted. The applicant is proposing to provide 10% (i.e. 10 units) affordable housing units within the 12 storey apartment addition.

6. School Accommodation

The Peel District School Board	**The Dufferin-Peel Catholic District School Board**
Student Yield: 69 Kindergarten to Grade 8 9 Grade 9 to Grade 12 School Accommodation: Elm Drive Public School Enrolment: 261 Capacity: 412 Portables: 0 T.L. Kennedy Secondary School Enrolment: 841 Capacity: 1,275 Portables: 0	Student Yield: 10 Kindergarten to Grade 8 9 Grade 9 to Grade 12 School Accommodation: Bishop Scalabrini School Enrolment: 323 Capacity: 240 Portables: 12 Father Michael Goetz Secondary School Enrolment: 1,202 Capacity: 1,593 Portables: 0

7. Community Comments

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 2020. Ten residents attended the meeting virtually.

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.

- Elm Drive already has too much traffic and the proposed development will make it worse
- The podium seems too high along Hurontario Street
- Will the applicant be providing affordable housing units

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 9, 2020)	The Region's 400 mm (15.7 in.) watermain and 375 mm (14.8 in.) sanitary sewer have been installed and commissioned. A functional servicing report is required to determine the adequacy of the existing services for the proposed development prior to approval.
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 30, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.
City Community Services Department – Park Planning Section (November 18, 2020)	In comments dated November 18, 2020, this Department indicated that the subject site is located 447 m (1,466 ft.) from Kariya Park (P-231) which contains a Japanese Garden, a covered shelter and a bridge. The Park is zoned **OS2** (Open Space - City Park). Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Transportation and Works Department (November 24, 2020)	Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows: Stormwater A Functional Servicing Report, prepared by Schaeffers Consulting Engineers, dated August 11, 2020, and a Storm Water Management Report, prepared by Schaeffers Consulting Engineers, dated August 2020, were submitted in support of the

Agency / Comment Date	Comments
	proposed development. The purpose of these reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure, as well as on-site stormwater management controls for the post development discharge. The applicant is required to provide further technical information to: • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. Traffic A Traffic Impact Study (TIS), prepared by Poulos and Chung and dated August 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the traffic impact study and require further clarification on this. The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department: • an updated Traffic Impact Study addressing all staff comments; • review the driveway access to ensure both Elm Drive West and the internal driveway can operate efficiently; • the Traffic Impact Study does not consider the extension of Kariya Drive and the trip distribution that may impact the development; • further clarification on peak hour analysis and trip distribution methodology; • further clarification regarding the Horizon Year; • the addition of further information and tables to be included in the body of the report; • land dedication towards the ultimate 50 m (164 ft.) right-of-way; and • address any traffic concerns from the Community related to the proposed development. Environmental Compliance A Phase One Environmental Site Assessment (ESA) (1906-E138) dated November 4, 2019, prepared by Soil Engineers and a Record of Site Conditions (RSC # 226656) have been received. The applicant is required to provide further documentation prior to recommendation report, including: • a reliance letter for the ESA reports;

Agency / Comment Date	Comments
	• clarification regarding land dedication; and • a Temporary Discharge to Storm Sewer Commitment Letter. Noise A Noise and Vibration Feasibility Study prepared by HGC Engineering (Ltd), dated July 24, 2020, was submitted for review. The Noise and Vibration Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and future HuLRT traffic. Further information is required to assess the impacts of noise levels from existing and proposed stationary sources on this development. Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Light Rail Transit Office - City Fire Prevention - Greater Toronto Airport Authority - City Community Services Department – Heritage - City Community Services Department – Arborist - Trillium Health Partners
	The following City Departments and external agencies were circulated the applications but provided no comments: - Alectra Utilities - Enbridge Gas - Go Transit – Metrolinx - Canada Post - Rogers Cable - Bell Canada

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 proposal?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Does the proposal address concerns relating to traffic?

Development Requirements

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

Recommendation Report
Detailed Planning Analysis

Owner: Solmar (Edge 3) Corp.

16, 34 and 36 Elm Drive West

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1. Community Comments

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

Comment
The approval will cause traffic congestion along Elm Drive West.

Response
In support of the proposed development, a traffic impact study (TIS) was submitted, which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network can be managed and accommodated within the original planned capacity. Further, a road widening has been dedicated to the City along Elm Drive West, as part of the approval of previous applications affecting these lands.

Comment
The proposal is too high and too dense.

Response
The previous rezoning application (OZ 13/022 W7) permitted, three apartment buildings of 35, 40 and 50 storeys with 1283 dwelling units. Since the application was approved, the applicant purchased two additional lots along Hurontario Street on the south side of the subject land. This application is seeking to rezone the two lots to permit a 12 storey apartment building on the subject land, which will be attached to the 50 storey apartment building permitted on the adjacent property to the north. An additional 92 dwelling units and ground floor commercial uses are proposed within the 12 storey tower. Staff consider this apartment tower to be an appropriate built form along Hurontario Street and compatible with the adjacent uses.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was initially circulated to all City departments and commenting agencies on October 13, 2020. A resubmission was received and circulated to all on July 15, 2021. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated October 6, 2021, state that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

A Noise and Vibration Feasibility Study prepared by HGC Engineering (Ltd), dated June 15, 2021 was submitted for review. The Noise and Vibration Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures required to meet the Ministry of Environment, Conservation and Parks sound levels. Noise sources that may have an impact on this development include road and future HuLRT traffic. Noise mitigation will be required, including air conditioning in all units and upgraded materials for the building façade, the details of which will be confirmed through the Site Plan and Building Permit processes.

Stormwater

A Storm Management Report and Functional Servicing Report both prepared by Schaeffers Consulting Engineers, and dated June 2021, were submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls, i.e. infiltration trenches, stormwater re-use for landscape irrigation and/or permeable pavers.

The applicant is proposing a storm sewer connection to Elm Drive West to service the development lands, with an outlet to the Cooksville Creek, as well as on-site stormwater management controls for the post-development discharge. The applicant will provide further details during the Site Plan process about how the groundwater will be managed on-site.

Traffic

An update to the Transportation Impact Study (TIS) has been requested, and any additional conditions arising from the updated study will be required for inclusion in the development agreement prior to the passing of the Zoning By-law for this development. Any mitigation measures, if required, could be included in the future Site Plan Agreement for the Phase 3 lands.

Environmental Compliance

The Phase One ESA (1906-E138) dated November 4, 2019, prepared by Soil Engineer, indicates that no further investigation is required. The site meets applicable Ministry of Environment, Conservation and Parks standards and is suitable for the intended land use.

Transportation and Works is satisfied that the information reviewed to date is sufficient to proceed with the Recommendation Report to the Planning and Development Committee, and in accordance with City requirements. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement prior to By-Law enactment. Any outstanding items required to facilitate the implementation of the

zoning by-law including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works will be dealt with through the Site Plan and Building Permit review processes.

School Accommodation

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

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

In comments, dated October 16, 2020, the Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, in accordance with the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 20, satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated December 18, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.
The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

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.

The proposed development conforms to the Growth Plan as it is completing the development pattern on two remnant parcels of land by incorporating these into an existing high density site along an intensification corridor and utilizing existing municipal infrastructure.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 18, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The

subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented, transit supportive and context appropriate.

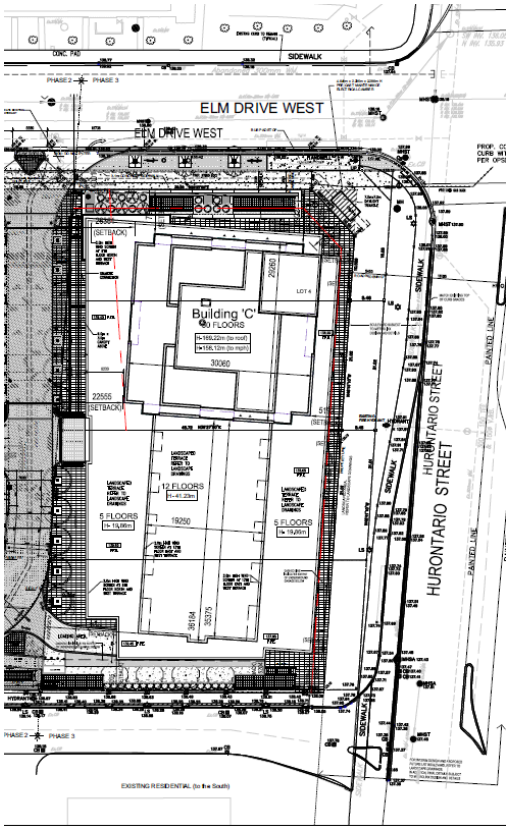
The proposed development conforms to ROP as it is an appropriate development that efficiently uses land to contribute to the development of the Downtown.

7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan policies for the Downtown Fairview Character Area. Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP during the review of the subject development application.

8. Revised Site Plan and Rendering

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


ELM DRIVE WEST
ELM DRIVE WEST
SIDEWALK
Building 'C'
20 FLOORS
HURONTARIO STREET
HURONTARIO STREET
12 FLOORS
6 FLOORS
5 FLOORS
SETBACK
SETBACK
EXISTING RESIDENTIAL (to the South)



9. Zoning

The subject site is currently zoned **RA5-46** (Apartments - Exception) and **D-1** (Development - Exception). A zoning by-law amendment is required from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone, to permit a 12 storey apartment building on the subject property, which will be attached to a permitted 50 storey apartment building on the northerly half of the lands. An additional 92 dwelling units and ground floor commercial uses are proposed.

The proposal is characteristic of a **RA5** (Apartments) zone. The amended **RA5-46** (Apartments) zone is appropriate to accommodate the proposed development of the site.

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

Proposed Zoning Regulations

Zone Regulations	**RA5-46 Zone Regulations**	**Proposed Amended RA5-46 Zone Regulations**
Additional permitted **uses**	**Retail Store** **Day Care**	**Retail Store** **Day Care** **Financial Institution** **Service Establishment** **Office**
Maximum number of **dwelling units**	In Buildable Area 'A' identified on Schedule RA5-46: 350	In Buildable Area 'A' identified on Schedule RA5-46: 350
Maximum total **gross floor area – apartment zone**	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m^2 (263,177.6 ft^2) In Building Area 'B' identified on Schedule RA5-46: 28 500 m^2 (306,771.4 ft^2) In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36 000 m^2 (387,500.8 ft^2)	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m^2 (263,177.6 ft^2) In Building Area 'B' identified on Schedule RA5-46: 28,500 m^2 (306,771.4 ft^2) In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36,000 m^2 (387,5000.8 ft^2) In new Buildable Area 'C3' to be identified on Schedule RA5-46: 6 500 m^2(69,965.4 ft^2)
	In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522	In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522 In new Buildable Area 'C3' to be identified on Schedule RA5-46: 92

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
Maximum **gross floor area – non-residential**	For a **retail store**: 675 m^2 (7,265.6 ft^2)	Regulation removed
Maximum **Tower Floor Plate**	In Building Area 'C1' on Schedule RA5-46: 750 m^2 (8,072.9 ft^2)	In Building Area 'C1' on Schedule RA5-46: 803.9 m^2 (8,653.1 ft^2)
Maximum **Building Height**	In Buildable Area 'A' identified on Schedule RA5-46: 118 m (387.1 ft.) and 35 **storeys** In Building Area 'B' identified on Schedule RA5-46: 134 m (439.6 ft.) and 40 **storeys** In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 176.4 m (578.7 ft.) and 50 **storeys**	In Buildable Area 'A' identified on Schedule RA5-46: 118 m (387.1 ft.) and 35 **storeys** In Building Area 'B' identified on Schedule RA5-46: 134 m (439.6 ft.) and 40 **storeys** In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 176.4 m (578.7 ft.) and 50 **storeys** In new Buildable Area 'C3' to be identified on Schedule RA5-46: 47 m (154.2 ft.) and 12 **storeys**
Minimum Height of Podium	In Building Area 'C2' on Schedule RA5-46: 9.1 m (29.9 ft.) and **2 storeys**	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.0 m (65.6 ft.) and 5 **storeys**
Maximum **Height** of a Podium	In Building Area 'C2' on Schedule RA5-46: 20 m (65.6 ft.) and 5 **storeys**	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.7 (67.9 ft.) and 5 **storeys**
Minimum **Exterior Side Yard**	3.0 m (9.8 ft.)	2.0 m (6.5 ft.)
Minimum **rear yard**	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)
Maximum **landscape area**	35% of **lot area**	33% of **lot area**
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application was submitted concurrently with the rezoning application.

This is the third and final phase of a larger development proposal, the first two phases were already approved through a separate rezoning application. During the initial stage of development, staff worked with the applicant to obtain land for a much needed public park at the west end of the property. The remainder of the land is to accommodate three development

parcels, two of which are under construction and this rezoning application represents the final phase of the development.

Staff have worked with the applicant throughout the rezoning process to design a built form that meets the intent of the original zoning and incorporates important design principles but responds to the specific Hurontario Street and Elm Drive West context. These design principles mitigate negative impacts on the surrounding uses; acknowledge the importance of the future HuLRT; meet the intensification polices of MOP; and create a pedestrian friendly podium that activates the Hurontario Street frontage with retail uses.

The tower maintains a slender proportion that lessens shadow impacts on the surrounding residential uses, amenity areas and park spaces. The tower is set back from the five storey podium and this provides a pedestrian friendly streetwall along Hurontario Street and Elm Drive West. The proposal incorporates a seven storey mid-rise building above the podium. The tower element is set back from the podium in order to reduce its visual impact. With the tower and mid-rise building setback, the podium serves to break-up the building's massing, mitigate wind impacts, and contribute to the open sky view-angle from both Hurontario Street and Elm Drive West.

The building's main façades are set back from both the Hurontario Street and Elm Drive West street lines and this will accommodate a continuous glass canopy. The canopy will encourage and support the ground floor retail uses, assist in pedestrian comfort and mitigate wind impacts. The retail uses are designed to spill out and activate the Hurontario Street and the Elm Drive West streetscapes. The main residential entrance is conveniently located along the Elm Drive West frontage to support and encourage transit usage while not interrupting the continuous retail frontages.

Staff will continue to work with the applicant through the site plan approval process to: ensure a building expression that highlights its prominent location; include a corner podium feature to acknowledge the important intersection; and, ensure a pedestrian friendly Elm Drive West podium elevation and a streetscape design that maximizes pedestrian walkability.

11. Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that

the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

Based on the above requirement, the applicant has committed to provide approximately 10 affordable housing units within the development, which represents 10% of the total additional unit count. The provision of affordable housing units will be secured by way of a Development Agreement and voluntary statutory declaration. All of the above will be required prior to the passing of the amending zoning by-law.

12. Conclusions

In conclusion, City staff have evaluated the application to permit a 12 storey apartment building on the subject lands, which will be attached to a 50 storey apartment building permitted on the adjacent property to the north, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify a vacant parcel within the Downtown Fairview Character Area. The proposal is compatible with adjacent uses and provides for a built form that is transit supportive and supports a mix of housing choices in the city. The proposed building will provide an active façade on Hurontario Street and upgraded boulevards that will contribute to the walkability in the Downtown area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments. Staff has no objection to the approval of this application, subject to the recommendations provided in the staff report.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: October 1, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.06-MEA

Meeting date:
October 25, 2021

Subject

RECOMMENDATION REPORT (WARD 9)

Recommendation Report – Mississauga Official Plan Amendment for the Meadowvale Neighbourhood Character Area

File: CD.06-MEA

Recommendation

1. That the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Meadowvale Neighbourhood Character Area" dated October 1, 2021 from the Commissioner of Planning and Building, be received for information.

2. That the proposed Mississauga Official Plan amendments contained in the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Meadowvale Neighbourhood Character Area" dated October 1, 2021 from the Commissioner of Planning and Building, be adopted.

Background

Recently there has been increased development interest in the Meadowvale Neighbourhood. In response, the City initiated a character study in 2018 to create new urban design guidelines and update Mississauga Official Plan (MOP) policies for the area. The study included multiple community engagement opportunities, and resulted in 6 key policy moves which were considered at a public meeting of the Planning and Development Committee on June 14, 2021.

The 6 key policy moves are: an updated vision for Meadowvale; maximum heights (12 storeys) and densities (2.0 floor space index) for potential development sites; design requirements for taller buildings; enhancing housing choice and affordability; preserving the park, open space and trail network; and maintaining retail in the Neighbourhood. The rationale for the 6 policy

moves are contained in the Public Meeting Information Report attached as Appendix 1. A table of detailed policy changes and their rationale is contained in Appendix 2.

Comments

The purpose of this report is to summarize and address the comments received on the proposed MOP policy changes. Based on these comments, revisions are proposed to the draft MOP policy changes presented at the public meeting. These revisions are generally minor in nature, with the exception of a new height transition control policy for planned developments measured at a 45 degree angular plane from abutting properties. In addition, the updated wording of the podium policy reflects its intent as an important urban design standard rather than a strict zoning regulation. The draft MOP amendment, with the new wording and proposed height transition control policy, is contained in Appendix 3.

PUBLIC MEETING

The statutory public meeting was held on June 14, 2021. The public meeting was advertised on the City's "Have Your Say" webpage, in the Mississauga News newspaper on May 20, 2021 and by email to approximately 100 residents who participated in the Meadowvale Neighbourhood Character Area Study. The public meeting minutes are contained in Appendix 4.

At the public meeting, Councillor Saito spoke to the background and extensive community engagement involved in developing the proposed MOP policy changes. Councillor Saito requested that staff consider stronger height transition requirements for new developments. Reference was made to the recommendation from the character study that new buildings should have heights that fall within a 45 degree angular plane measured from abutting properties. No other comments were made at the public meeting.

Staff Response: Existing MOP policies require that development demonstrate an appropriate transition in height and built form to the surrounding context. Sun/shadow impact studies are required for taller buildings as part of the development approvals process to address possible shadow impacts on abutting properties and public open spaces.

To further strengthen height transition requirements in MOP, staff propose the addition of an angular plane policy and a requirement for generous setbacks to parks and open spaces to address privacy and sun/shadow concerns stemming from new development. These policies will help strike a balance between facilitating new development opportunities and maintaining Meadowvale's existing open and green character.

WRITTEN SUBMISSIONS

A single written submission was received from an associate from Glenn Schnarr and Associates representing the property owners of 6719 Glen Erin Drive. The property is subject to an ongoing development application which proposes a new 12 storey rental apartment building and 5 blocks of rental townhouses in addition to the existing rental apartment building. The letter requested

confirmation that the development will not be subject to the 40 metre building separation distance and the requirement for a podium. The comment letter is contained in Appendix 5.

Staff Response: The development will continue to be reviewed independently of this MOP amendment with an opportunity for comment from the public through the development approvals process. While the application is currently under review, the proposed building configuration and building separation distance are considered to be generally acceptable from a planning standpoint.

PROVINCIAL AND REGIONAL POLICY CONFORMITY

The proposed amendments to MOP are consistent with the *Provincial Policy Statement*, and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. Appendix 6 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

Financial Impact

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

Conclusion

Amendments are proposed to MOP which will help ensure that development contributes to the qualities that continue to make Meadowvale Neighbourhood an attractive place to live, work and play. Further refinement of the amendments serve to better define an appropriate level of height transition between new developments and the surrounding built form context. These amendments are reflective of community and stakeholder input received during multiple engagement events held with the community since 2018.

Attachments

Appendix 1: Public Meeting Information Report
Appendix 2: Detailed Planning Rationale
Appendix 3: Draft Mississauga Official Plan Amendment
Appendix 4: Public Meeting Minutes
Appendix 5: Written Submission
Appendix 6: Summary of Applicable Policies

A. Whittemore

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

Prepared by: Christian Binette, Policy Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: May 21, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.06 MEA

Meeting date:
June 14, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 9)

Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment
File: CD.06 MEA

Recommendation

1. That the report titled "Meadowvale Neighbourhood Character Study Directions Report", dated April 2021 from DTAH and Gladki Planning Associates, be received for information.

2. That the report titled "Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment" dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

3. That the submissions made at the public meeting held on June 14, 2021 to consider the report titled "Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment" dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

Executive Summary

- With recent development interest in Meadowvale, there is a need to refresh existing land use policies. Since 2018, the City of Mississauga has worked with a consultant team to deliver a new vision and set of land use policies for Meadowvale.
- This Report presents the final Directions Report from the Meadowvale Neighbourhood Character Study and proposed changes to Mississauga Official Plan (MOP). The

proposed policy changes will implement the major policy recommendations from the Directions Report.

- Staff propose six key moves for policy changes: an updated vision for Meadowvale; maximum heights (12 storeys) and densities (2.0 floor space index) for potential development sites; design requirements for taller buildings; enhancing housing choice and affordability; preserving the park, open space and trail network; and maintaining retail in the Neighbourhood.
- The Directions Report and proposed policy changes will help ensure that new development contributes to the qualities that continue to make Meadowvale an attractive place to live, work and play.

Background

Recent development applications are proposing taller buildings in the Meadowvale Neighbourhood near the Community Node. In response to this development interest, the City is introducing new MOP policies for Meadowvale. As an established Neighbourhood in Mississauga, Meadowvale is not identified as an area targeted for substantial growth and intensification in MOP. This report presents the policies that will help shape growth in a manner that is appropriate for the Meadowvale Neighbourhood.

Meadowvale was planned to contain a range of uses and building types – all connected by an extensive network of parks, open spaces and trails. The neighbourhood comprises mostly low-rise buildings, with the tallest buildings located where they are most appropriate, near Lake Aquitaine and the Meadowvale Community Node. In these locations, a mix of amenities and services, including parks, a community centre and library, retail stores and service establishments, support the neighbourhood. The resulting built form contributes to an overall green and open character with generous sky views and access to sunlight.

Initiating a Character Study of the Meadowvale Neighbourhood

In 2018, the City initiated a study to create new urban design guidelines and update MOP policies for Meadowvale. The study area was between Winston Churchill Boulevard and the Meadowvale Employment Area, stretching from Britannia Road West in the south, to Tradewind Drive in the north (see Appendix 1).[1] The intent of the study was to provide clear guidance on where and how change should occur in the Meadowvale Neighbourhood. DTAH was retained as the lead consultant, providing urban design expertise, with Gladki Planning Associates as a sub-consultant to provide planning analysis where needed.

[1] Meadowvale Town Centre and the surrounding properties, which are referred to as the Meadowvale Community Node, are not included in the study area, as these lands were considered through the City's Reimagining the Mall project.

The study focused on the following types of sites: existing rental apartment and townhouse properties, retail commercial properties, and places of worship. Other parts of the Meadowvale Neighbourhood where substantial change is not anticipated, including areas with low-rise housing forms under individual ownership, were not included as part of the study. In total, the study considered a refined list of 33 opportunity sites for more in-depth analysis.

Testing Infrastructure and Service Capacity in Meadowvale

In 2020, the City undertook a capacity review of municipal and community infrastructure in the study area. Potential impacts on the following infrastructure and services were examined: schools, water and wastewater, parkland, library, recreation, fire and transportation capacity. The review tested two scenarios considering moderate and high growth. Assuming full-build out of all the opportunity sites and the adjacent Meadowvale Community Node, the review concluded that capacity is available for the majority of infrastructure and services under both scenarios.

Implementing the Outcomes of the Study

This report is the culmination of extensive engagement with the community, analysis of existing conditions, review of best practices, creation of development concepts and testing of those concepts with the community. The result is the Meadowvale Neighbourhood Character Study Directions Report, herein called the Directions Report, and a proposed amendment to MOP to implement the key policy recommendations of the study. The Directions Report provides a full account of the study process and outcomes, with a detailed list of design and policy recommendations to implement the community's vision for future development (see Appendix 2).

Comments

City Staff propose 6 key policy moves in order to implement the major policy recommendations of the Directions Report. staff will work to implement other recommendations through additional planning tools such as the Zoning By-law and urban design guidelines. No changes to Schedule 10 Land Use Designations, which identifies permitted land uses, are proposed through this amendment.

A draft of the proposed policies are contained in Appendix 3. Policy changes implemented through this Amendment will apply to the Meadowvale Neighbourhood Character Area as shown in Appendix 4.

1. Define a Vision for Future Development in Meadowvale

Through the study's engagement process, the community helped define a vision for Meadowvale. The vision included in the Directions Report encapsulates the positive attributes of

the Meadowvale community. The vision is supported by 8 guiding principles, which are intended to provide overall direction for future development.

MOP Policy Changes: Based on this feedback, Staff propose adding the following vision for Meadowvale into MOP.

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a self-contained, master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

2. Establish Maximum Heights and Densities for New Development

The Directions Report recommends allowing a maximum height of 12 storeys and a floor space index (FSI)[2] of 2.0 on lands designated Mixed Use (MU) and Residential High Density (RHD) – subject to transition and separation distance requirements. Opportunities for buildings with heights of up to 8 storeys should also be explored for sites designated Residential Medium Density (RMD). In the Meadowvale context, the Directions Report defines mid rise buildings as between 5 and 8 storeys. Expanding permissions for mid rise buildings to the most appropriate RMD sites near amenities and services would enhance Meadowvale's existing diverse housing options. The results of the capacity study, built form modelling, existing precedents and the context of the Neighbourhood in relation to the Community Node, informed the final recommended maximum heights and FSI.

MOP Policy Changes: Staff propose policy changes on sites designated MU, RHD and RMD to implement the height and FSI recommendations. For RHD and MU sites, the proposed policy changes permit a maximum height of 12 storeys and a maximum FSI of 2.0 for new development, subject to key design controls that maintain the open and green character of Meadowvale. For RMD sites in proximity to the Community Node and the MU site at the northwest corner of Britannia Road West and Glen Erin Drive, a maximum height of 8 storeys is proposed. Redevelopment of RMD sites is contingent on maintaining at least one type of low rise dwelling to preserve existing family-friendly housing options.

3. Implement Design Requirements for Taller Buildings

To preserve the open and green character of Meadowvale and ensure access to sunlight, sky views and privacy, the Directions Report proposes several development controls for taller buildings between 9 and 12 storeys:

[2] FSI is a measure of density and refers to the amount of floor area of a building, or group of buildings, over the total area of a development site.

- a minimum separation distance of no less than 40 metres from an adjacent taller building measured on the portion of the building located above the podium[3];
- a podium that is no less than 3 storeys and no greater than 6 storeys; and,
- transition requirements that ensure ultimate heights are within a 45-degree angular plane taken from the rear and side property lines with adjacent low-density residential, parks and open spaces.

MOP Policy Changes: The proposed policy changes include the requirement for a podium condition and a minimum separation distance requirement of 40 metres for taller buildings. In addition to the general transition policies proposed through this amendment, strong transition policies also exist in MOP Chapter 9: Build a Desirable Urban Form.

4. Enhance Housing Choice and Affordability

Through the engagement process, members of the community emphasized the continued importance of a mix of housing options. Meadowvale has a good mix of housing by type, unit size and affordability that should be preserved and strengthened through new development. The Directions Report recommends new policies that expand on the range of housing availability to meet community needs.

MOP Policy Changes: Staff propose new policies for Meadowvale that will ensure development contributes to the Neighbourhood's existing diverse housing stock. In particular, new developments will be required to:

- incorporate a mix of housing forms on site;
- consider unit sizes which address the needs of young families and provide opportunities to age in place; and,
- encourage the provision of affordable housing.

5. Preserve Meadowvale's Park, Open Space and Trail Network

The park and trail system in Meadowvale provides a safe and convenient means for travelling by foot or bike to nearby services and amenities. The Directions Report recommends development integrate new connections to this existing network of parks and trails where feasible. To preserve views to parks and maintain a sense of openness, sites immediately adjacent parks and open spaces should provide generous setbacks.

MOP Policy Changes: The policy changes will ensure generous setbacks and transition requirements for taller buildings immediately adjacent to parks and open spaces, including on

[3] The podium of a taller building functions similar to a mid rise building with fewer setback and transition requirements than the portions of a building above the podium.

the RHD sites adjacent to Lake Aquitaine. Development will also be required to consider opportunities for new connections to the existing park, open space and trail network.

6. Maintain the Retail Function of Commercial Sites

The original planning for Meadowvale identified key locations where non-residential uses would best serve the community. The Community Node, which lies outside the study area and is centred around the mall, is the focal point. Within the Neighbourhood, there are three key locations where a mix of retail uses are concentrated adjacent to major roads. In the low rise areas of Meadowvale, several convenience commercial sites offer another scale of retail within walking distance of many residents. To preserve their important function to the community, the Directions Report recommends retention of retail uses through any redevelopment.

MOP Policy Changes: The proposed vision and policies reference the continued importance of a mix of uses to the walkability and liveability of the Meadowvale Neighbourhood. Should development occur on a site designated MU, existing retail retention policies in Chapter 5: Direct Growth of MOP will help ensure the retention of commercial uses. No development or policy changes are contemplated for smaller convenience commercial sites in Meadowvale.

Engagement and Consultation

The recommended policy changes reflect the feedback received through the multiple engagement activities undertaken with the community since 2018. The following is an overview of some of those engagement activities:

- **Community Meetings:** A total of four community meetings were held, including a community design charrette with a neighbourhood bus and walking tour, and a 3D modelling exercise with the community of four demonstration sites

- **Stakeholder and Landowner Meetings:** The consulting team and staff met with key stakeholders to receive their insights regarding possible development of their properties

- **On-line Surveys and Community Intercept Interviews:** To supplement what we heard from participants during the four community meetings

- **"Have Your Say" webpage:** A dedicated web page was launched containing project information, background documents, and a frequently asked questions section (please visit https://yoursay.mississauga.ca/meadowvale)

Feedback Received to Date

During engagement events with the community, participants repeatedly emphasized the need for context-sensitive development in Meadowvale. At the same time, there was recognition of

possible benefits for the community from new development, such as the building of age-friendly housing units and improved connections to the trail network. In general, participants in the various engagement events valued the following:

- open and green character of Meadowvale;
- affordability and ability to age in place;
- network of parks, open spaces and trails; and,
- ability to walk or bike safely to many community destinations.

Financial Impact

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

Conclusion

The Meadowvale Neighbourhood, similar to other Neighbourhoods in the City, will experience a modest degree of change over time. Recent development interest suggests that infill and redevelopment is possible on certain sites in Meadowvale. Since 2018, the City has worked with the community, DTAH and Gladki Planning Associates to affirm the vision and enhance the land use policies for Meadowvale. This has now culminated in a final Directions Report and proposed policy changes to MOP. These two documents will help ensure that development contributes to the qualities that continue to make Meadowvale an attractive place to live, work and play.

Attachments

Appendix 1: Map of Meadowvale Character Study Area
Appendix 2: Meadowvale Neighbourhood Character Study Directions Report
Appendix 3: Proposed Changes to Meadowvale Policies of Mississauga Official Plan
Appendix 4: Map of Meadowvale Neighbourhood Character Area and Land Use Designations

A Whittemore

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

Prepared by: Christian Binette, Planner


STUDY AREA
MEADOWVALE COMMUNITY NODE
HIGHWAY 401
DERRY RD.
AQUITAINE AVE.
TENTH LINE
GLEN ERIN DR.
BATTLEFORD RD.
MILLCREEK DR.
WINSTON CHURCHILL BLVD.
ERIN MILLS PKWY.
BRITANNIA RD.
N



DRAFT

MEADOWVALE NEIGHBOURHOOD CHARACTER STUDY

Directions Report

City of Mississauga
DTAH + Gladki Planning Associates
April 2021

MISSISSAUGA

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CHAPTER 1.0
Introduction

Meadowvale Neighbourhood
Character Study
April 2021

1.0 INTRODUCTION

The Meadowvale Neighbourhood is the result of a community master plan developed in the 1960s and 70s with a distinct character. As it evolves, change should happen in a manner that is sensitive to this context.



Figure 1.1 Apartment buildings.



Figure 1.2 Townhouses and Apartment buildings with Lake Aquitaine Park in foreground.

1.1 Study Purpose

Largely unchanged since its initial construction, the Meadowvale Neighbourhood has recently seen several development proposals that have sought to intensify sites by adding new buildings or replacing existing ones.

This recent development interest raises questions such as: How can redevelopment be done with sensitivity? How has it been done elsewhere? And what are the elements of Meadowvale's character that should be protected or enhanced?

The study will assess the Meadowvale Neighbourhood's physical character to develop a policy framework consisting of land use and urban design policies/guidelines to guide future change and compatible infill development in the community.

To provide input to the Character Study, an examination of locations where redevelopment is most likely to occur, called opportunity sites, will be undertaken. Opportunity sites include tower sites, townhouse complexes under single ownership, commercial properties, and a few institutional sites, such as places of worship, with ample green space.

Although these sites represent locations where development could most reasonably occur, many of these locations may not redevelop due to other considerations such as economic viability.

1.2 Study Area

The study covers the area between Winston Churchill Boulevard to the west and the Meadowvale Employment Area to the east, stretching from Britannia Road West in the south to Tradewind Drive and Windrush Woods Park in the north. Meadowvale Town Centre and the surrounding properties, referred to as the Meadowvale Community Node, are not included in the study area. These lands are part of the ongoing Reimagining the Mall project.

The study area did not include parts of the Meadowvale Neighbourhood west of Winston Churchill Boulevard where there are few opportunity sites for development.

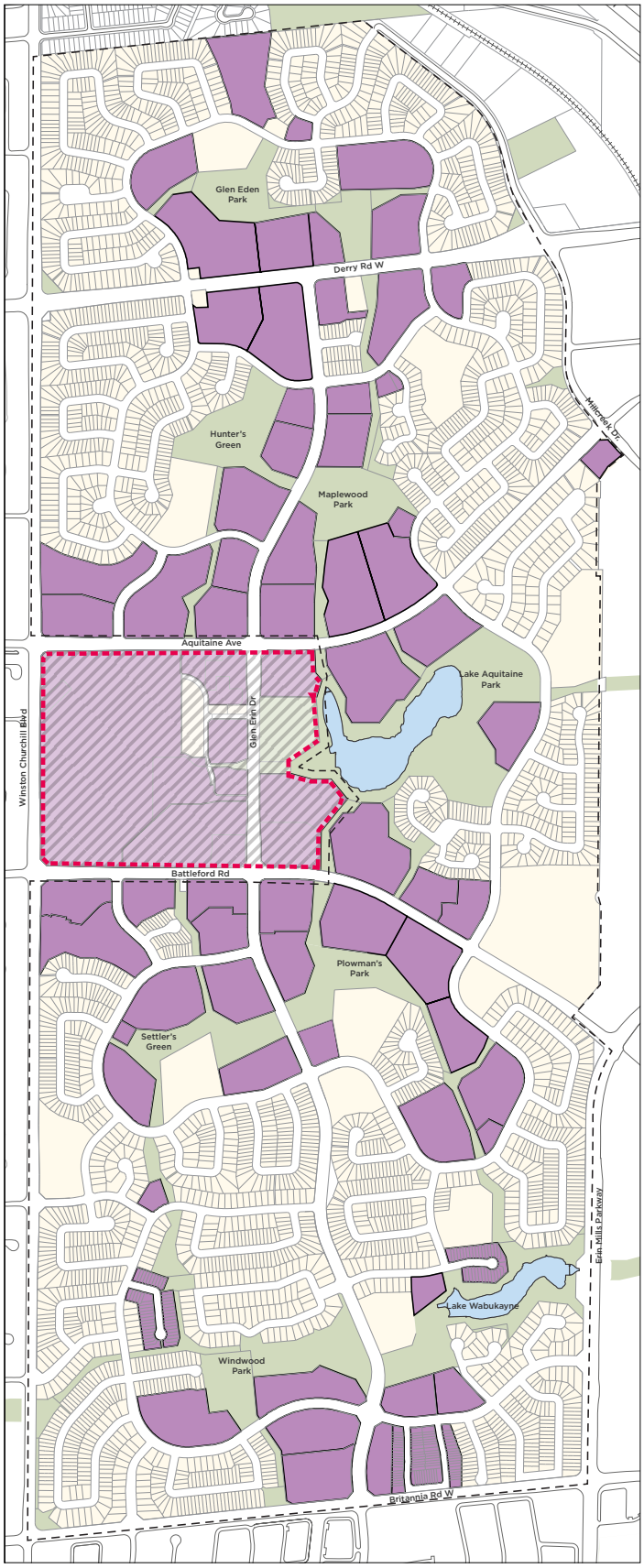

Figure 1.3 Study area.

1.3 Other Area Studies and Parallel Initiatives

Reimagining the Mall

The goal of the Reimagining the Mall (RTM) project is to guide the long-term evolution of five areas anchored by indoor shopping malls, one of which is the Meadowvale Community Node. The Meadowvale Community Node includes the Meadowvale Town Centre and surrounding lands. The study aims to ensure that future intensification in these areas occurs in a way that fosters healthy, mixed-use communities. A final community meeting was held for the project in June 2019, with the study's recommendations presented to Council in the same month. The implementing Official Plan Amendment By-law was enacted in 2020 and is currently under appeal.

Back to Back and Stacked Townhouses Study

The City of Mississauga recently completed a study on Back to Back and Stacked Townhouses. Amendments to the Official Plan, Zoning By-law and Urban Design Guidelines (which apply citywide) have been approved by City Council and are in effect. The study is further described in Chapter 03, under City Guidelines and Standards.

Tower Renewal

The Tower Renewal Partnership is a non-profit initiative which works through research, advocacy and demonstration. Their goal is to transform postwar towers and their surrounding neighbourhoods into more sustainable, resilient and healthy places, fully integrated into their growing cities.

Mississauga, along with Toronto, Ottawa and Hamilton, is participating in the Inter-municipal Tower Platform to enable information sharing and collective action surrounding their tower neighbourhoods. The City has identified towers which would benefit from innovative strategies for transitioning aging apartment towers.

Most of the apartments within the Meadowvale Neighbourhood Character Study are identified.

Making Room for the Middle: A Housing Strategy for Mississauga

In October of 2017 the City approved a Housing Strategy for Mississauga titled Making Room for the Middle. This initiative aims to foster a supportive environment for housing that is affordable for all. It includes 4 goals and 40 actions that were developed with the assistance of a group of experts from all levels of government and the private and non-profit sectors. It is bold, innovative and practical and sets a new course for Mississauga. Since the approval of the Strategy the City has enacted a Rental Housing Protection By-law and Demolition Control By-law. Both By-laws work to maintain the existing rental housing stock in Mississauga. Additionally, the Strategy supports the development of new purpose built rental housing and upgrades to existing rental stock.

Future development should contribute to this initiative to strengthen the Meadowvale Neighbourhood as a complete community.

Urban Structure and Capacity Study

As part of the background work for the Official Plan review, a Urban Structure and Capacity Study (USCS) has been initiated. Still in its preliminary stages, the study will inform an update to the City's urban structure and the framework for heights and densities in the city. The Meadowvale Character Area Study will provide input to the USCS.

1.4 Recent Development Activity

There are three recently approved development applications within the study area.

6719 Glen Erin Drive:
Approved by Council (2015). Approved addition of 83 townhouses and retention of existing 13-storey apartment building.

2700 Aquitaine Avenue:
Approved by the Ontario Municipal Board (2017). Approved redevelopment of combined townhouse and tower site. The plan includes adding new buildings of 7, 9, and 12-storeys to replace several low-rise townhouse blocks, and retaining the existing 15-storey apartment building and townhouse blocks along Aquitaine Avenue.

6550 Glen Erin Drive:
Approved by Council (2020). Approved addition of a 12-storey building within a surface parking area next to an existing 15-storey apartment building.



Figure 1.4 6719 Glen Erin Drive: Architectural rendering of new development.

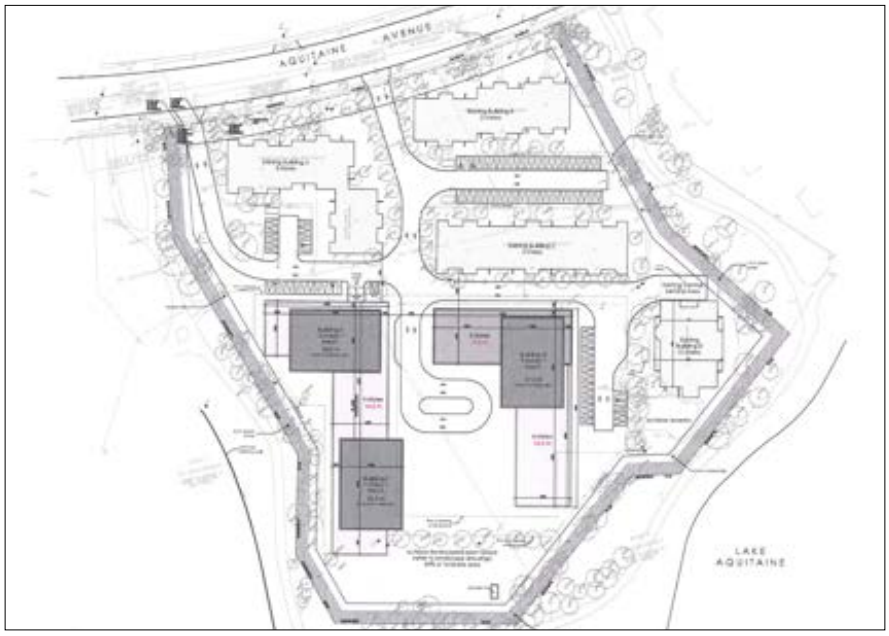

Figure 1.5 2700 Aquitaine Ave: Site plan showing proposed development.



Figure 1.6 6550 Glen Erin Drive: Applicant's rendering of the proposed apartment building from Battleford Road.

1.5 Infill Opportunities and Pressures

The development applications described above indicate that there is both pressure and opportunity for infill development in the study area.

The proposed infill developments are all on sites with rental apartment buildings and propose both condominium units (6719 Glen Erin Drive) and rental units (2700 Aquitaine Avenue and 6550 Glen Erin Drive).

All three proposals requested additional densities and heights than permitted in the Official Plan. Through the approvals process of 6719 Glen Erin Drive, 6500 Glen Erin Drive and 2700 Aquitaine Avenue, the Floor Space Index (FSI) and heights were scaled back from the original proposals but still incorporated additional densities and heights.

The proposed heights and densities are increasing with each development application. The first approved development (6719 Glen Erin Drive[1]) permits density of 1.4 times the lot area (FSI) and 3-storey townhouse dwellings. The second approved development (2700 Aquitaine Avenue) permits an FSI of 1.6 times the lot area and apartment buildings ranging from 7 to 12 storeys in height. The third approved development at 6550 Glen Erin Drive permits FSI of 2.12 times the lot area.

Through preliminary discussions, several other property owners within the Meadowvale Neighbourhood study area have expressed an interest in redevelopment.

Respect for the Mississauga Official Plan Policies and Meadowvale Character Area is a Key Concern.

One of the key planning and urban design issues highlighted throughout the approvals process focused on the need to respect the character of the area. Specifically, transitions, shadow impacts and setbacks to parks and green spaces were raised as concerns in both the 6719 Glen Erin Drive and 2700 Aquitaine Avenue applications.

[1]The City has recently received a development application for 6719 Glen Erin Drive which would replace the proposal approved in 2015. The preliminary plans for the development proposes the addition of a 12-storey apartment building and 33 townhouses with a total FSI of 1.98.



CHAPTER 2.0
Study Process

Meadowvale Neighbourhood
Character Study
April 2021

2.0 STUDY PROCESS

This study began in August of 2018. Background work with extensive and well attended public consultation activities were key aspects of this study. Stakeholders and the community at-large contributed to the overall vision and helped to inform the outcome.

2.1 Study Phases

The overall project was conducted in three phases.

The first phase included background research, introducing the project to the community, understanding the local context and issues, and developing a vision and guiding principles for the study area.

In the second phase, a community bus/walking tour and design charrette were held. This phase focused on informing and learning about urban design concepts. The activities provided hands on opportunities to discuss a range of options regarding how infill and redevelopment could occur in Meadowvale and to explore, test and confirm these options.

In the third and final phase a capacity study was undertaken to provide direction for appropriate Floor Space Index (FSI) and maximum height, the draft recommendations were presented, and input received through the entire process was synthesized and documented in the final report.

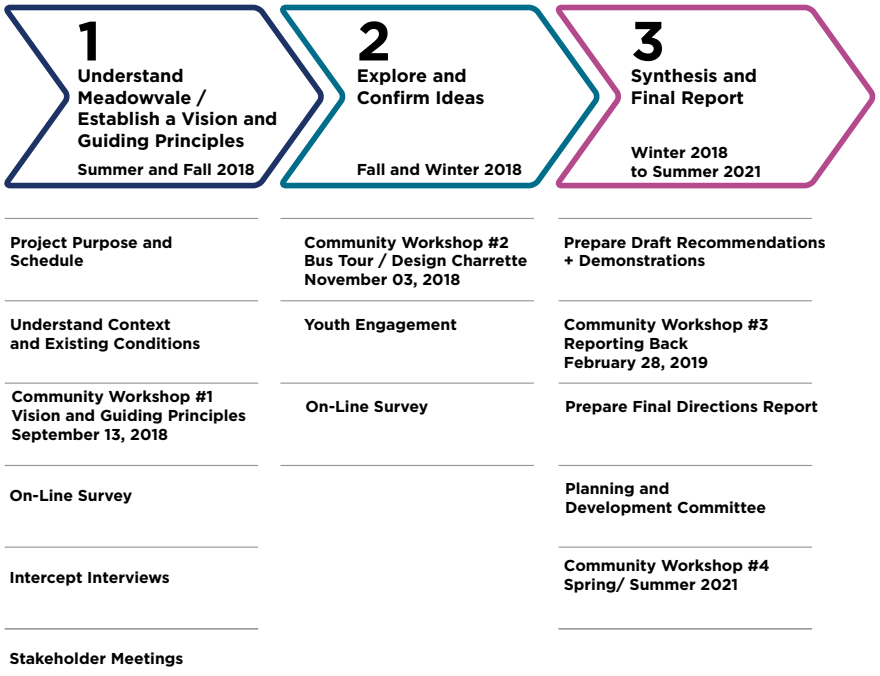

Figure 2.1 Project Schedule.

A fourth community meeting will present the final recommendations of the study followed by a City Council meeting to endorse the Directions Report.

2.2 Community and Stakeholder Consultation

Stakeholders and the community were involved in all phases of the Study process, which included:

- Four community meetings, including a community design charrette with neighbourhood bus/walking tour
- Stakeholder and landowner meetings
- On-line surveys and community intercept interviews to supplement what we heard from meeting participants.

The consultation program was designed to ensure a meaningful process where all participants saw a strong rationale to be involved, understood their role, and contributed throughout. During each phase, the Study team met with the public to present the purpose and scope of the Study, discuss and confirm the key findings, and solicit feedback from participants to inform the next stage of work.

To further support the consultation program, a project website was established to share information, materials and communications, the ward councillor shared updates through her newsletter, and updates were provided through the City of Mississauga's social media. All materials posted to the City's website were AODA compliant.

A full account of all public engagement events and the messages received are contained within the Appendices of this Report.



Figure 2.2 Community Workshop #1.





Figure 2.3 Bus/Walking Tour.



Figure 2.4 Design Charrette.

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CHAPTER 3.0
Planning and Policy Context

Meadowvale Neighbourhood
Character Study
April 2021

3.0 PLANNING AND POLICY CONTEXT

The study area is affected by various layers of policy and guidelines. This includes the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel's Official Plan, the City of Mississauga's Official Plan, Zoning By-law 0225-2007 and several guidelines including the recently approved Back to Back and Stacked Townhouses Urban Design Guidelines.

The section below summarizes the policies, plans and guidelines pertaining to the Meadowvale Neighbourhood Character Area.

3.1 Provincial Policy

Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) provides the policy foundation for regulating the development and use of land in Ontario. It acknowledges that Ontario's long-term prosperity, environmental sustainability and social well-being is dependent on the ability to manage land use change and promote efficient development patterns. The PPS indicates that Settlement Areas shall be the focus of growth and development (1.1.3.1) and that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment (1.1.3.3).

Further key policy direction includes:

- Growth will feature densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation (1.1.3.2, 1.6.7.4).
- Communities should accommodate an appropriate mix of residential types, employment such as commercial, institutional such as places of worship, recreation, park and open space, and other uses to meet long-term needs (1.1.1)
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4)
- An appropriate range and mix of housing types and densities, including affordable and market-based housing, must be provided to meet the needs of current and future residents (1.1.1, 1.4.1, 1.4.3).
- Safe, connected public spaces will provide opportunities for social interaction, recreation, and active transportation (1.5.1).
- Reducing the number and length of vehicle trips and supporting the use of active transportation and public transit are important goals. (1.6.7.4,).
- Planning should encourage a sense of place through well-designed built form and cultural planning, and conserving features that help define character (1.7.1).
- Effective land use planning requires coordination and integration between municipalities, other levels of government, Indigenous communities, boards, and agencies (1.2).

Growth Plan 2019

The Growth Plan informs growth management and environmental protection in the Greater Golden Horseshoe (GGH) through to 2041. The Growth Plan works with other Provincial Plans (Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan) to manage growth, achieve complete communities, curb unmanaged growth, protect the natural environment, support economic development, and ensure that there is enough land available to accommodate forecasted population and employment growth, today and in the future.

As an alternative to unmanaged growth, the Growth Plan's growth management regime emphasizes intensification within Delineated Built-Up Areas, with a key focus on Strategic Growth Areas, as well as areas with existing or planned transit, particularly higher order transit (2.2.1.2.c, 2.2.2). Strategic Growth Areas are areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a compact built form. These include Urban Growth Centres (2.2.3) and Major Transit Station Areas (MTSAs) (2.2.4).

The Meadowvale Neighbourhood is not identified as an area in which intensification is to be focused. However, a Potential Mobility Hub and an Existing GO Station (Meadowvale GO Station) are identified near the study area in Schedule G, Rapid Transit Corridors in Peel Region (Long Term Concept). Mobility Hubs are MTSAs that are significant areas for intensification given the level of transit service that is planned for them (5.3.3, 5.9.5.2.10). Draft Regional MTSA policies indicate Meadowvale GO Station is a future planned MTSA and no portion of the Meadowvale Neighbourhood will be included within an MTSA as part of the Region's current municipal comprehensive review. Although Strategic Growth Areas will be the focus of intensification, the Growth Plan indicates that municipalities will encourage intensification generally throughout the Delineated Built-up Area (2.2.2.3).

Other Growth Plan policy objectives, as related to the study area, include goals to create active and healthy complete communities for all ages, achieve efficient development and land use by promoting compact built form, co-locate community facilities and assets, provide a diverse mix of uses and housing options, and foster a vibrant public realm that supports active transportation, transit and high quality of life (2.2.1, 2.2.2, 2.2.5, 2.2.6, 3.2.3, 4.2.10).

Intensification is identified as an important opportunity to diversify the range and mix of housing options and densities and to establish targets for affordable ownership housing and rental housing. Municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6). Intensification also includes retail and service uses within compact built form, encouraging the integration of those uses with other land uses to support the achievement of complete communities (2.2.5.15).

3.2 Municipal Policy

Region of Peel Official Plan (Office Consolidation, December 2018)

The Region of Peel is an upper-tier municipality that consists of three lower-tier municipalities: the City of Brampton, City of Mississauga, and Town of Caledon. The Region of Peel Official Plan (ROP) is a long-term planning framework to guide growth and development, while having regard for protecting the environment, managing renewable and non-renewable resources, and outlining a regional structure that manages change within Peel in the most efficient manner. Sustainability is a central theme of the ROP.

The policies in the ROP direct the region to work collaboratively with, encourage, and support the lower-tier municipalities in implementing the Growth Plan policies and

achieving regional goals. The study area (and all lands within the 2031 Urban Regional Boundary) is located within the Urban System, where, according to the ROP, development and redevelopment should be directed to meet population and employment targets (5.3.2).

In line with the Growth Plan, the ROP promotes complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (5.5.1.6, 5.5.2.1).

The ROP identifies Urban Growth Centres and the Regional Intensification Corridor as major locations for intensification (5.3.3). The ROP also requires area municipalities to identify, where appropriate, Intensification Corridors, Major Transit Station Areas, and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development (5.3.3.2.5). In addition to reference to Urban Growth Centres, Intensification Corridors, Nodes and Major Transit Station Areas, policy 5.5.3.2.3 indicates that intensification will be accommodated in any other appropriate areas within the built-up area. The ROP provides direction for municipalities to develop strategies for these Intensification Areas to support a mix of uses where appropriate, to ensure development of a viable transit system and to identify the type and scale of development within their official plans (5.5.3.2.7, 5.5.3.2.9).

A Potential Mobility Hub and an Existing GO Station (Meadowvale GO Station) are identified near the study area in Schedule G, Rapid Transit Corridors in Peel Region (Long Term Concept). Mobility Hubs are MTSAs that are particularly significant areas for intensification given the level of transit service that is planned for them (5.3.3, 5.9.5.2.10). The Region of Peel, in conjunction with the City has started a comprehensive study to review the delineation of MTSAs. Draft proposed MTSA boundaries released in April 2020 indicate that only a small portion of the study area falls within the Meadowvale GO Station MTSA (the south-east corner of Millcreek Drive and Aquitaine Avenue). The study area is also adjacent to a Community Node. However, except for the small portion that falls within the MTSA, the study area has not been identified as an area in which intensification is to be focused.

In addition to policies on growth management, ROP policies on the importance of long-term planning of housing in Peel are pertinent to this study. They include:

- An important goal is the provision of an appropriate range, density, affordability and tenure of housing to meet the diverse needs of Peel Region residents (5.8.1.1, 5.8.1.2, 5.8.2.3).
- The region will work to address socioeconomic and other barriers to housing such as discrimination, language, transportation and poverty (5.8.7.1, 5.8.7.2) and explore incentives to promote the development of affordable housing (5.8.3).

City of Mississauga Official Plan

The Mississauga Official Plan (MOP) was adopted by City Council in 2010, partially approved by the Region of Peel in 2011, and partially came into effect in November 2012 when the Ontario Municipal Board approved the MOP with some modifications and except for those areas still under appeal. The MOP implements the Planning Act at the local level through comprehensive, integrated, and long-term planning that reflects the principles and requirements of the Planning Act, PPS, Provincial Plans, and the ROP. The MOP contains policies to protect and enhance the natural environment, direct growth to benefit the urban form, support a strong public transportation system and address long-term sustainability.

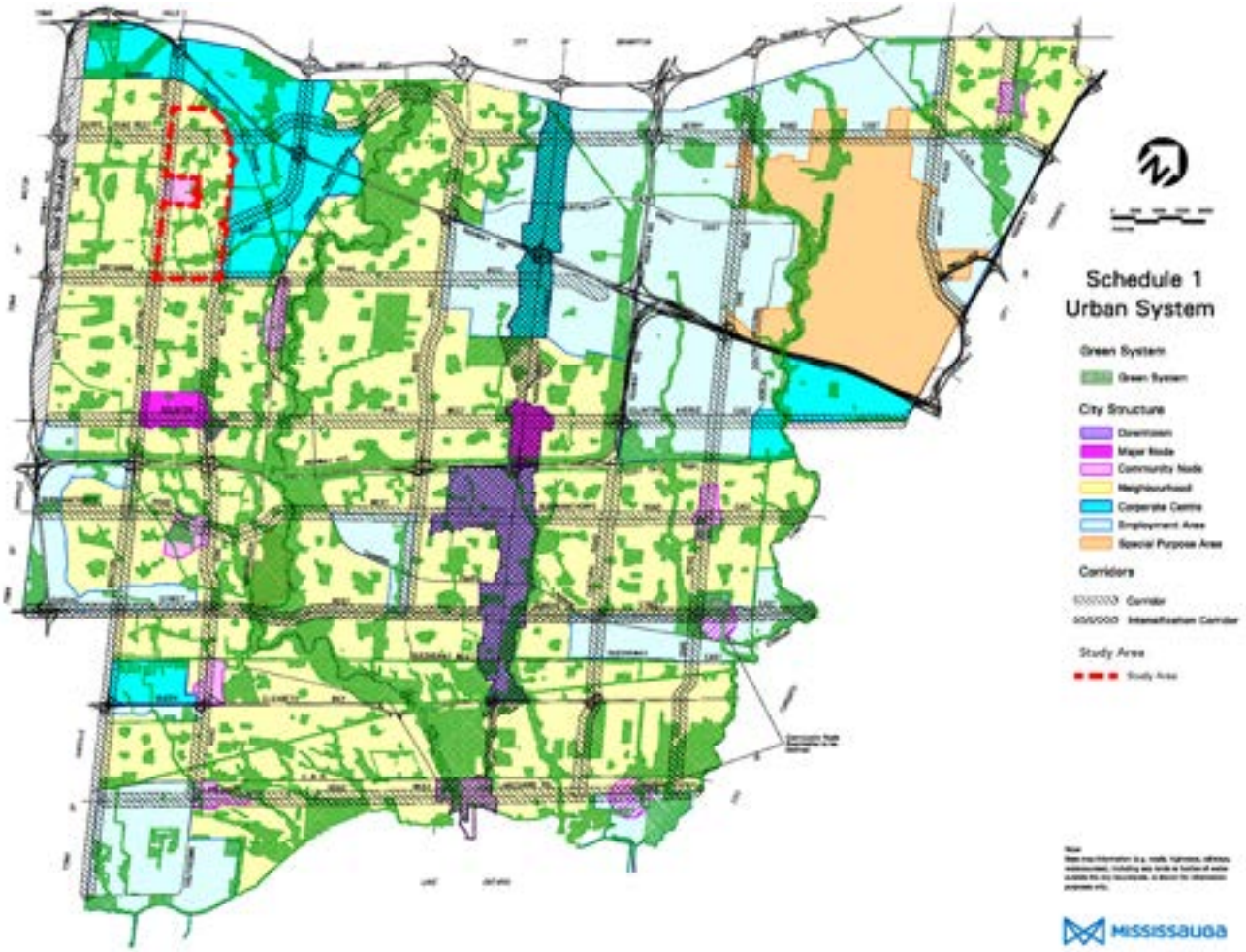

Figure 3.1 Schedule 1- Urban Structure

Urban System
Chapter 5 – Direct Growth establishes the City's Urban System, comprised of the following components:
- Green System;
- City Structure; and
- Corridors.

As shown on Schedules 1 and 1A, the Green System runs throughout the study area, its elements including the Natural Heritage System, Urban Forest, Natural Hazard Lands and Parks and Open Spaces.

The City Structure has seven elements: Downtown; Major Nodes; Community Nodes; Corporate Centres; Neighbourhoods; Employment Areas; and Special Purpose Areas. In Schedule 1, the study area is identified as a Neighbourhood, and is identified as the Meadowvale Neighbourhood on Schedule 9. Schedules 1 and 1C show Corridors and Intensification Corridors. The study area is bounded by four Corridors: Derry Road West to the north, Britannia Road to the south, Winston Churchill Boulevard to the west and Erin Mills Parkway to the east.

Intensification Areas
The MOP states that Mississauga is at the end of its greenfield growth phase. As such, new growth will be accommodated through redevelopment and intensification within developed areas. The chapter further indicates that most future growth will be directed to Intensification Areas (5.1.4). Schedule 2 shows Intensification Areas, which include elements of the City Structure and Corridors – Downtown, Major Nodes; Community Nodes; Corporate Centres, Intensification Corridors – plus

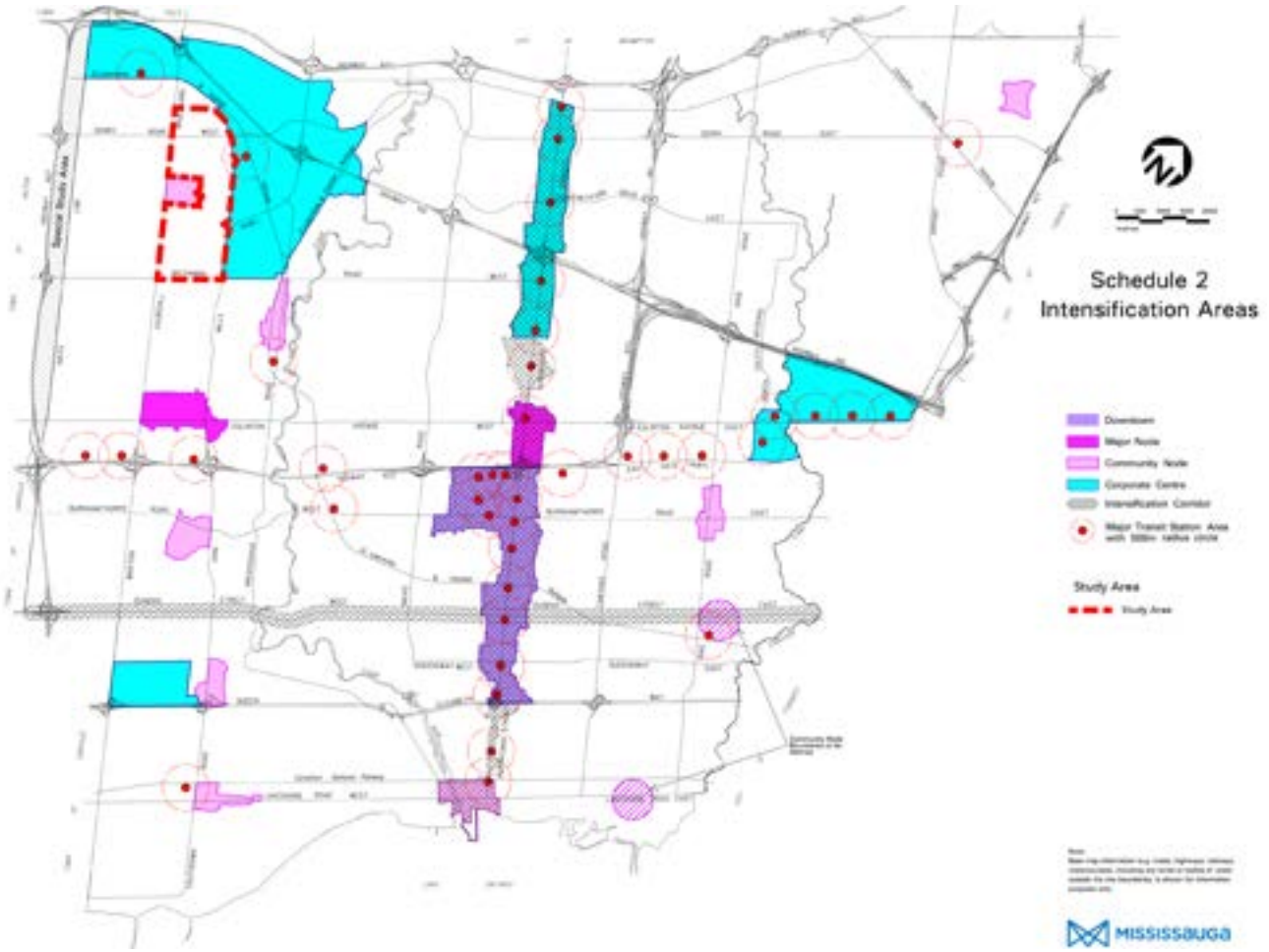

Figure 3.2 Schedule 2- Intensification Areas

Major Transit Station Areas with a 500m radius circle.
With the exception of a small portion of the study area included within a 500m radius of the Major Transit Station Area centred on the Meadowvale GO Station, the study area is not shown as an Intensification Area. The study area abuts two Intensification Areas: the Meadowvale Community Node and Meadowvale Business Park Corporate Centre.

Neighbourhoods
The study area is a Neighbourhood. The MOP establishes that Neighbourhoods will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities (5.3).

For the most part, Neighbourhoods are regarded as stable and are not the focus of intensification (5.3.5.1). However, Section 5.3 also provides policies and direction for residential intensification that does occur within Neighbourhoods, with specific regard for heights, densities, transition and scale to surrounding areas. The policies include the following:

- Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan (5.3.5.5);
- Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (5.3.5.6);

- Residential intensification will occur through infilling and the development of existing commercial sites as mixed-use areas (5.3.5.2);
- Higher densities within Neighbourhoods should be located along Corridors, or in conjunction with existing apartment sites or commercial centres (5.3.5.3); and
- Intensification of commercial sites that result in significant loss of commercial floor space will be discouraged (5.3.5.4).

Land Use Designations and Policies for Neighbourhood Character Areas

Schedule 10 shows land use designations for the study area. The majority of the Meadowvale Neighbourhood Character Area is comprised of residential designations: Residential Low Density I, Residential Low Density II, Residential Medium Density and Residential High Density. There are several other land uses permitted within the Meadowvale Neighbourhood including Schools and Community Facilities, Open Space, Greenlands, Mixed Use and Convenience Commercial.

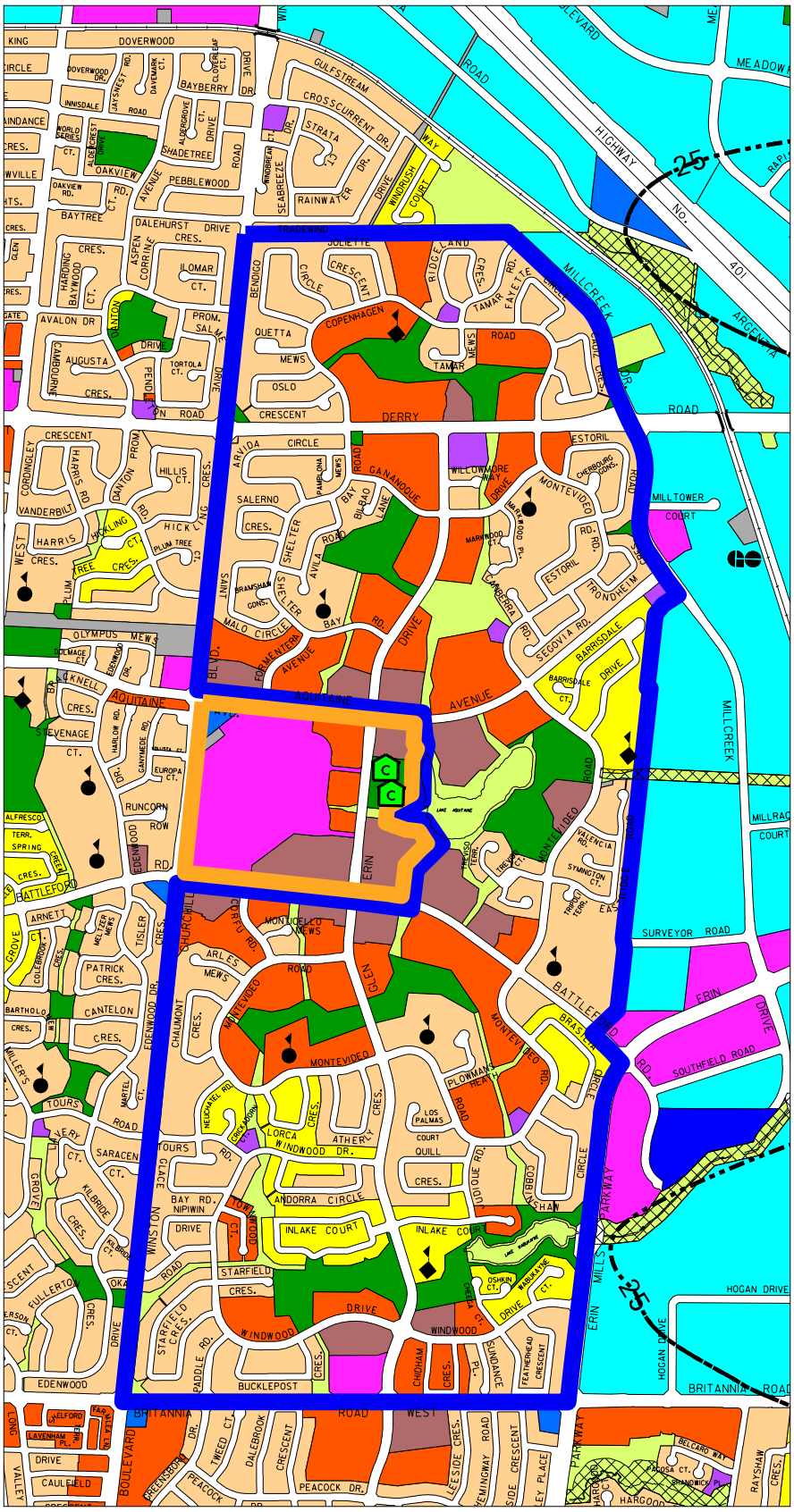

Figure 3.3 Schedule 10- Land Use Designations

General policies for land use designations applicable city-wide are included in Chapter 11 – General Land Use Designations. General policies pertaining to all Neighbourhood Character Areas are found in the introduction of Chapter 16 – Neighbourhoods. In addition to general policies found in Chapter 16, there are policies specific to each Neighbourhood Character Area, including Meadowvale (16.16). The applicable general Neighbourhood Character Areas policies include the following:

- A maximum building height of four storeys will apply within Neighbourhoods unless Character Area policies specify otherwise (16.1.1.1);
- Proposals for additional height must ensure appropriate transition in heights to the surrounding context, enhance the existing or planned development, maintain the City Structure hierarchy and be consistent with the MOP policies (16.1.1.2);
- Low-rise apartment dwellings within the Residential Medium Density designations will be encouraged to locate on Corridors (16.1.2.3); and
  - » Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transitions to adjacent low density residential uses (16.1.2.4).

The applicable area specific policies for the Meadowvale Neighbourhood located within Section 16.16 provide additional guidance regarding density, height and land use. These take precedence over City-wide policies and include the following:

- In addition to the general Residential Medium and High Density development policies, the following apply:
  - » The Meadowvale Neighbourhood Character Area policies establish Floor Space Index (FSI) ranges for specific locations, as shown on Map 16-16. The FSI ranges reflect existing development.
  - » In order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing should be limited to three storeys. Where low density housing is separated from high density development by a public road or other open space feature, four to five storeys may be compatible (16.16.1.1);
- Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages are not permitted in Residential Low Density areas (16.16.1.2);
- Lands designated Residential Medium Density will also permit low-rise apartment dwellings (16.16.1.3);
- There are also Special Site Policies (SSPs) within the study area that permit townhouse dwellings, multiple horizontal dwellings and higher FSIs than the rest of the area at 1.4 and 1.6. These SSPs are a result of OPAs from development applications (16.16.3).

Corridors

The Corridors bordering the study area, as identified above, are not identified as Intensification Corridors. Policies relevant to development on Corridors include: Development on Corridors should be appropriate to the context of the surrounding Neighbourhood, providing appropriate transitions in height, built form and density to the surrounding lands (5.4.4; 5.4.5). There is a minimum building height of two storeys along Corridors (5.4.8).

Complete Communities

The MOP states that "complete communities meet the day-to-day needs of people throughout all stages of their life." The MOP further establishes that residents living in one of the city's many Neighbourhoods may need to travel some distance to work. However, other services such as schools, shopping facilities, recreation centres or libraries should be available either within the Neighbourhood or in a nearby Major Node or Community Node.

Complete Communities policies encourage land use planning practices conducive to good public health (7.1.2 to 7.1.5) and are intended to ensure housing mix to accommodate diverse housing preferences and socioeconomic characteristics and needs (7.1.6). Specifically, the policies set out to ensure housing choice in terms of tenure, type, quality and quantity (7.2.2; 7.2.4; 7.2.7).

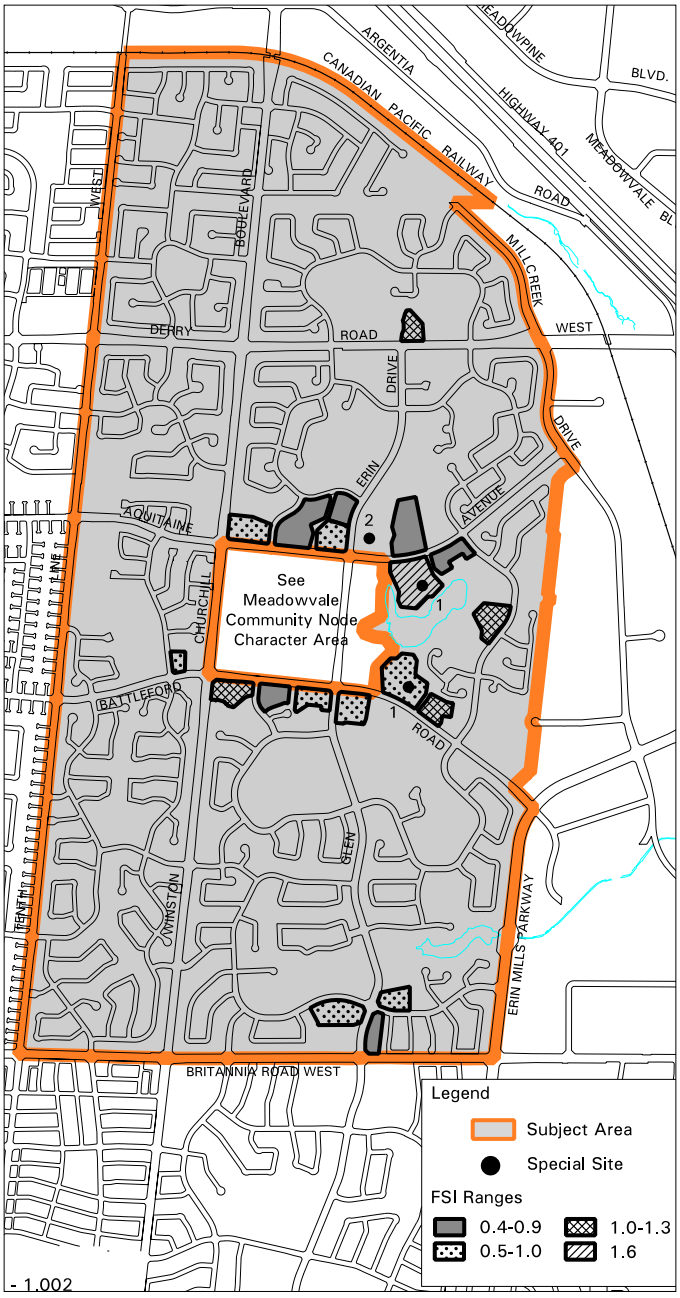

Figure 3.4 Map 16-16: Meadowvale Neighbourhood Character Area

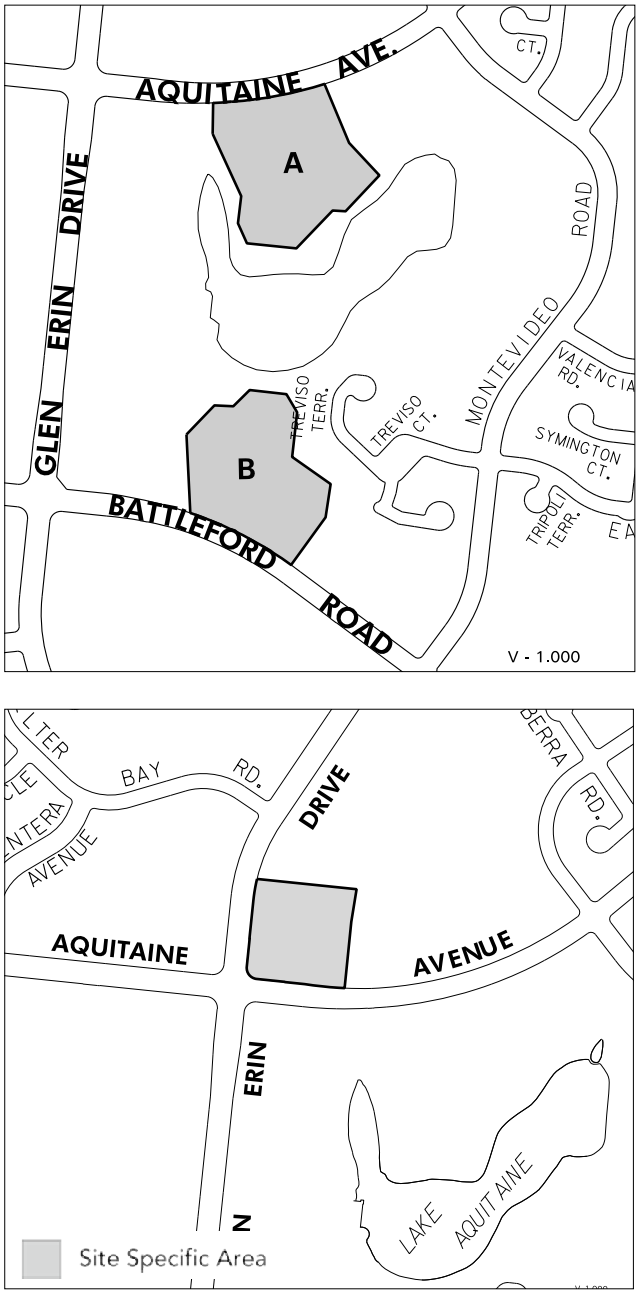

Figure 3.5 Special Site Policies

Urban Form

Chapter 9 – Build a Desirable Urban Form sets out built form policies that aim to ensure sustainable urban form, high quality design and a strong sense of place. Policies applicable to the study area include the following:

- Infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3);
- Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses (9.1.5);
- MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaces to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions (9.2.1.9 to 9.2.1.17)
- Section 9.2.2 sets out specific policies for Non-Intensification Areas, which include similar direction as per the Neighbourhood-specific policies:
  - » Heights in excess of four storeys will be required to demonstrate appropriate transition in height and built form to surrounding sites (9.2.2.1);
  - » Tall buildings will generally not be permitted (9.2.2.2);
  - » Development in Neighbourhoods must respect the character of the existing lot patterns, setbacks and scale; provide privacy and minimize shadow; incorporate stormwater best management practices and preserve existing tree canopy and design buildings to respect the scale, massing, character and grades of the area (9.2.2.3);
  - » Development on Corridors will be encouraged to assemble small land parcels; face the street; support transit and active transportation modes (9.2.2.6).
- Section 9.3 provides built form policies with respect to the public realm and Section 9.5 includes policies regarding site development and buildings. Both sections provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.

The Environment, Green System and Natural Heritage Features

According to the MOP, "the Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions." Specifically, the MOP includes policies aimed to establish strategies that protect, enhance and expand the Green System, restore natural form, functions and linkages and enhance opportunities for enjoyment of the system (5.2.1to 5.2.3). In addition, Chapter 6 provides further direction on the protection and enhancement of natural heritage features and the environment more broadly.

Within the study area, Lake Aquitaine Park, Maplewood Park, Windwood Park and Lake Wabukayne Park are designated Significant Natural Areas and Green Spaces as per Schedule 3. In addition, Schedule 4 outlines several private and public open spaces. Any intensification within the study area located adjacent to these sites, must consider policies outlined in Section 5.2 and Chapter 6.

Implementation

City Council will consider applications for site specific OPAs within the context of the policies and criteria set out throughout the MOP. Section 19.5.1 states that proponents of OPAs must provide a rationale for the amendment which addresses the following questions:

- Will the proposal adversely impact the intent, goals and objectives of the OP?
- Will the proposal adversely impact the development or functioning of the remaining lands that have the same designation, or neighbouring lands?
- Is a municipal comprehensive review of land use designations or a five year review required?
- Are the lands suitable for the proposed uses and are the uses compatible with existing and future uses in surrounding lands?
- Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the application?

- Have a planning rationale and other necessary studies been provided?

In order to consistently apply planning and urban design principles to applications, Section 19.4.3 requires all development applications to address, among other matters, the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.

Zoning By-law

Mississauga City Council adopted City of Mississauga By-law 0225-2007 to regulate the use of land, buildings and structures and to implement the policies of the Mississauga Official Plan.

To provide input to the Character Study, examination of locations where redevelopment and intensification is most likely to occur, called opportunity sites, was undertaken. Opportunity sites include tower sites, townhouse complexes under a single ownership, commercial properties, and some institutional sites, such as places of worship, which have ample green space. An important part of the study methodology was to identify opportunity sites and complete a detailed review of their current policy status including existing zoning, Accompanying tables identified in Appendix 1 describe the existing zoning for each site.

City Standards and Guidelines

Back to Back and Stacked Townhouses

The Urban Design Guidelines for Back to Back Townhouses (BBT) and Stacked Townhouses (ST) were approved by the Planning and Development Committee on June 18, 2018, were considered by Mississauga City Council on July 4, 2018 and are in effect. According to the Urban Design Guidelines, BBTs and STs are typically three to four storeys tall, include units that are stacked vertically and/or horizontally, front onto streets, pedestrian mews or open space and include surface and/or underground parking.

The Guidelines provide direction on site design, building massing, orientation, height and grading relative to the street to ensure new developments are compatible with and sensitive to the context. A checklist of principles is provided for developers, the City, and the public to consider when designing a development that includes BBTs and STs. The following key issues are to be considered and are outlined in detailed in Section 2 of the Design Guidelines:

- Zoning by-law regulations/ compliance;
- Building height and appropriate transition;
- Building setbacks;
- Separation between buildings;
- Block length;
- Natural features;
- Grading and retaining walls;
- Below grade units;
- Building elevations;
- Exposed parking structures;
- Landscaped soft areas;
- Common outdoor amenity area;
- Private outdoor space;
- Pedestrian connectivity;
- Waste collection and storage;
- Surface parking;
- Utilities and services; and
- Property management and maintenance.

Additional Guidelines to be Considered

- Making Room for the Middle: A Housing Strategy for Mississauga (Oct 2017)
- Low-Rise Multiple Dwellings Urban Design Handbook (2015)
- New Dwellings, Replacement Housing and Additions Urban Design Guidelines (Sept 2014)
- Crime Prevention Through Environmental Design (Jan 2013, updated Nov 2014)
- Green Development Standards (Oct 2012)
- Standards for Shadow Studies Urban Design Terms of Reference (June 2014)
- Pedestrian Wind Comfort and Safety Studies Urban Design Terms of Reference (June 2014)
- Screening for Roof Top Mechanical Units Reference Notes
- Mississauga Cycling Master Plan (2018)
- Low Impact Development Stormwater Management Planning and Design Guide
- Healthy by Design

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CHAPTER 4.0
Existing Conditions Summary

Meadowvale Neighbourhood
Character Study
April 2021

4.0 EXISTING CONDITIONS SUMMARY

The Meadowvale Neighbourhood is the result of a community master plan developed in the 1960s and 70s with a distinct character. As it evolves, change should happen in a manner that is sensitive to this context.



Figure 4.1 1877 County Map showing future location of Meadowvale lakes in the context of the historic Streetsville community.



Figure 4.2 Historical image of the area as farmland from the 1950s.

4.1 Historical Analysis

Early Historic Context

Mississauga is the traditional territory of the Mississaugas of the New Credit, an Ojibwa First Nation, and thus, Meadowvale's human history dates back millennia. Starting in the early nineteenth century, Meadowvale became largely agricultural land, with strong pastoral and farming roots established through European settlement. The area remained farmland until the late 1960s, when Mississauga undertook substantial plans for development and population growth.

Meadowvale New Town

Meadowvale, as it exists today, was a pre-planned "New Town" community developed in conjunction with Erin Mills.

The Meadowvale community should not be confused with the nearby historic Meadowvale Village, which was established in the 1830s and is Ontario's first Heritage Conservation District. Meadowvale was planned in three parts: Meadowvale South, West and North. Meadowvale West roughly aligns with the current study area (in addition to the Meadowvale Community Node). Meadowvale South was completed in 1970, while Meadowvale West followed a few years later in the mid-1970s to 1980s, followed by Meadowvale North in the 90s.

Brian Magee, president of Meadowvale Development Limited as well as Lepage Realty, had begun assembling land in 1954. The intention was to create three residential areas around a central business park, while retaining natural elements. The assembled lands were over 1,200 hectares in area, with development costs at approximately $1.7 billion.

The project leader was Peter Langer (1916-2009), the Executive Vice President of Operations for Markborough Properties Limited, and Vice President at Lepage Realty. Langer is often referred to as "the man who built Meadowvale." In 2003, a street in the Meadowvale business park was named Langer Drive in his honour. Along with Marco Muzzo, of Erin Mills Developments, and Bruce McLaughlin, who built Mississauga Valley and Mississauga Meadow communities, Langer was known as one of the "Big Three" developers in Mississauga.

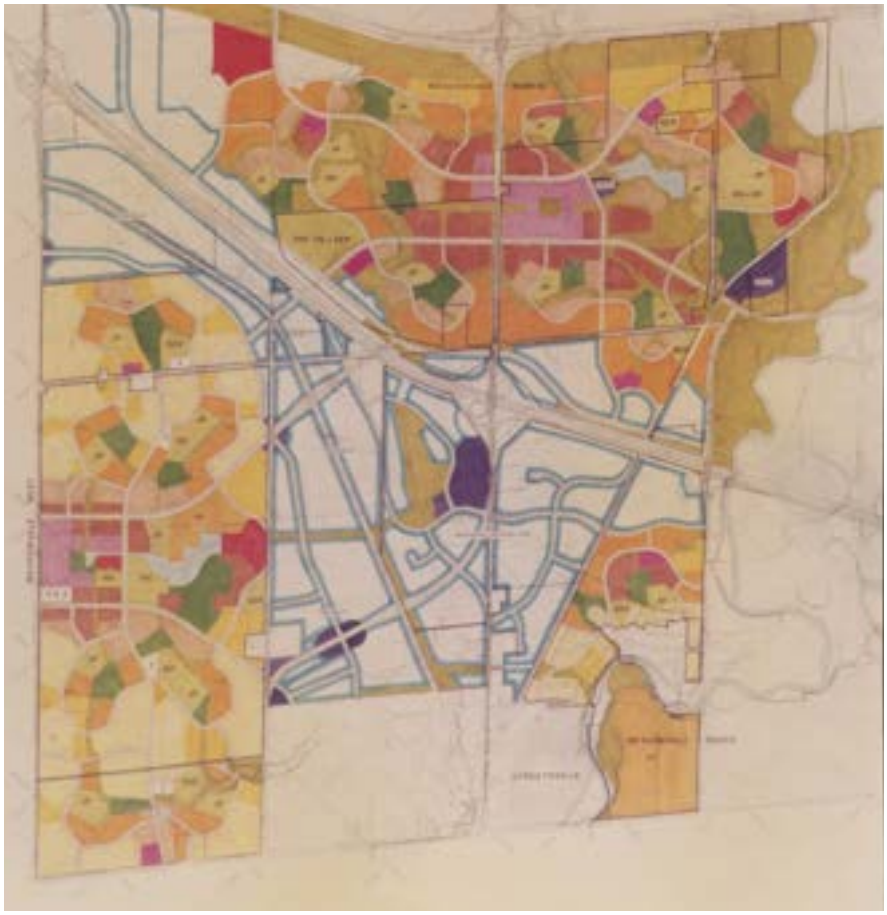


Figure 4.4 Meadowvale land use plan (with Meadowvale West at left).



Figure 4.3 Meadowvale marketing logo.



Figure 4.5 Original developer Peter Langer (second from right), poses with Peel Regional Chairman Frank Bean, local Councillor Ken Dear and Mayor Hazel McCallion, 1974.

Initial concepts and planning for the Meadowvale communities were overseen by Project Planning Associates, led by Order of Ontario recipient Macklin Hancock, who had previously designed Don Mills. Markborough Properties Limited revealed its development plans for Meadowvale on April 25, 1969, in a joint effort with the Don Mills Development Corporation. Construction started on December 14, 1970.

The development emphasized social, recreational, natural, educational, commercial and employment aspects of the planned community. With a mix of land uses including schools, a community centre, a major retail centre, and parks with lakes, Meadowvale is a product of the 1960s and 70s urban planning philosophy. It was conceived of as a self-contained community where people would live, work, shop and play.
Of its three parts, Meadowvale West contains the largest array of housing, from single and semi-detached housing, to townhouses and high-rise apartments, in a variety of tenures. Meadowvale North was initially planned as a residential area but was largely redesigned to employment lands in the late 1980s.

In some instances, restrictive covenants were put in place, preventing “visual pollution,” such as front yard parking of pick-up trucks or painting houses in colours other than earth tones. This occasionally created controversy, such as not allowing satellite television antennae to be placed on roof tops.

In 1978, Meadowvale Town Centre shopping complex, was opened by Markborough Properties Limited to serve the new community. The original Meadowvale Community Centre officially opened its doors on January 23, 1982. Overlooking Lake Aquitaine, the community centre featured a swimming pool, squash courts, weight room, cardio machines, a group exercise studio, a racquetball court, a sauna and a child care room. In 2014, the Meadowvale



Figure 4.6 Recreation around the Lake Aquitaine, early 1980s.

Community Centre underwent a total reconstruction to modernize the facilities and add a library.
The Meadowvale Theatre was opened in 1989, under the management of Paul Eck. It was Mississauga's first performing arts facility and home to community-based music, dance, drama, comedy performances. Designed by Rod Robbie, architect of the Rogers Centre (formerly the SkyDome), it had a seating capacity of 395. The theatre has been an important City facility and cultural asset for over 25 years.

When the master plan for Meadowvale was developed, it was decided to include two large parks with artificial ponds for environmental and flood control purposes. The locations of the ponds were strategically chosen, based on existing natural features. Lake Aquitaine and Lake Wabukayne Parks form anchors of an open space system, with multi-use trail connections and recreational facilities for residents to enjoy. Trails link the ponds to Windwood Park, Settler's Green, Plowman's Park, Maplewood Park, Hunter's Green and Glen Eden Park.

The Lakes

The name Wabukayne is believed to have originated from Chief Wabukayne (also spelled "Wabukayn" and "Wabukanyne") which means "white snow." He was a Mississauga Ojibwa Chief of the Eagle Clan at the Credit River and responsible for co-signing Treaties 13 and 13-A in 1805 (the Toronto and Head of Lake Purchases).
At the time of development, Lake Wabukayne was located on what was the Peter Cooke farm, which had been owned and maintained by various Cooke family members for generations. It was originally a cattle pond created by the Cooke family in 1946 but was also used for swimming and boating. The pond was enlarged by damming Wabukayne Creek, which flowed through the property at that time. Constructed in the mid-1970s, the 1.8 hectare stormwater management pond continues to play an important environmental role.



Figure 4.7 Recreation around the Lake Aquitaine, early 1980s.

Remnants from the farm, including tree lines, fence lines, old wells and apple orchards, can still be found around the park today.

Lake Wabukayne is home to different species of birds and wildlife, with mature trees, scenic views of the pond and naturalized areas. In 2010, residents formed the Friends of Lake Wabukayne Stewardship Committee to protect the natural environment, educate people about the natural spaces and to foster community spirit. Much like Lake Wabukayne, Lake Aquitaine was developed to provide parkland and focal point for the newly planned Meadowvale community. The park is located on the former Isaac Wylie farm site, which was selected because there was a small creek that flowed just south the apple orchards on the property. By 1975, Isaac Wylie's house was removed, and the property was subsequently prepared for the park's development.

Excavation of Lake Aquitaine began in September 1976 and continued until November 1977 when the new landscape was substantially completed. Water could flow into the pond in the spring of 1977 and normal water levels were reached on August 16, 1977. The artificial pond, surrounded by the park, contains millions of gallons of water that serve environmental benefits and the settling pool helps remove pollutants before local run-off water is released into the lake.

Lake Aquitaine is home to aquatic and wildlife species, as well as hatching grounds for bird species. When the park was nearing completion there was a massive landscaping effort to plan over 1,000 trees and about 15,000 shrubs.
The official grand opening of Lake Aquitaine Park took place on June 24, 1978. The park offered a range of active and passive recreational opportunities (children's amenities, sports fields and courts, seating/resting areas, pond lookout, amphitheatre, etc.) and was connected to the Meadowvale Community Centre to create a central community space.

Over time, park amenities have been enhanced. Currently Lake Aquitaine offers basketball courts, soccer fields, multi-pad, splash pad and playground for children, lookouts and outdoor fitness equipment along the parkway loop (known as Lake Aquitaine Exercise Circuit). The park also hosts annual community events, such as live music in the park, which bring residents together.

Lake Aquitaine Park is listed in Mississauga's Heritage Directory to recognize it as an important cultural landscape. It was one of the first examples of utilizing a storm water pond as the central feature of an urban park in Canada. Similar facilities in other cities have been modeled after this example.

Historic Planning and Policy Context

Earlier official and secondary plans described Meadowvale as being primarily residential, but with a strong mix of dwelling types (detached, semi-detached, townhouses and a range of low-rise and high-rise apartments) and with a mix of supporting land uses in proximity, such as community facilities, schools, parks and open spaces, local shops, and larger commercial uses. Residential areas were connected to centrally located educational and recreational facilities. Higher density uses were located between Aquitaine Avenue and Battleford Road, due to their proximity to the Meadowvale Community Centre and the Meadowvale Town Centre. The residential uses were developed with a range of densities and the planning policy stated that "density decreased with distance from the Town Centre."

In February of 1981, City Council adopted the Official (Primary) Plan. That document was composed of the Primary Plan and 28 Secondary Plans prepared for individual Planning Districts. Two Secondary Plans, Meadowvale West (East Area) and Meadowvale West (West Area) covered the present day Meadowvale community. However, by that point the area's framework was already well established and construction largely complete. In March 1997, City Plan was adopted, coming into effect on July 8 1997. It joined the Meadowvale West (East Area) and the Meadowvale West (West Area) Secondary Plans and renamed the planning area to Meadowvale District Plan. City Plan described the area as predominantly residential and identified a Multi-Use Centre in the Meadowvale District. City Plan highlighted that the residential areas were oriented to major north/south open space and pedestrian systems which link the neighbourhoods to each other and to nearby uses.

Pursuant to the Planning Act requirement to review Official Plans every five years, City Council adopted Mississauga Plan, which replaced the 1997 City Plan.

Meadowvale has experienced considerable growth since the initial plans for the area were approved. The area underwent rapid urban development resulting in a stable residential community. At the time when Mississauga Plan was in effect, Meadowvale was described as a residential community with limited potential for development. The focus of the Policies was to recognize existing pattern of development and reinforce the approved 1970s concept. Any infill development that occurred was to recognize and enhance the scale and character of existing residential areas and be compatible and consistent with the surrounding area.

Today's planning context has evolved and recognizes that there is a range of opportunities for future intensification and redevelopment and continues to require compatibility with the surrounding neighbourhood. The current Mississauga Official Plan provides policy direction for Meadowvale in line with Mississauga's City Structure and urban hierarchy. It requires development to be sensitive to the existing and planned context and to include appropriate transitions in use, built form, density and scale.



Figure 4.8 Part of a 1973 series of advertisements for Meadowvale. Selling features for the community included its planned nature and contemporary design, the system of trails and lakes, and its contrast to the perceived dangers of urban living.

4.2 Demographics

Understanding the demographic profile of the Meadowvale Neighbourhood study area enables a more in-depth assessment of the context and valuable snapshot of the key characteristics of the area. The analysis of demographic information, including data on population, households, employment, education and immigration can highlight several characteristics that are relevant to the process of planning for change in the area.

Demographic Analysis Study Boundary

City staff compiled census data for two geographies: the study area and city of Mississauga as a whole. The demographic analysis relies on Dissemination Area data from the 2016 Census and the 2018 City of Mississauga Multiple Unit Inventory. As discussed earlier in the report, the Meadowvale study area does not include the Community Node, as itwas reviewed through the Reimagining the Mall project.

The Census Dissemination Areas do not exactly align with the study area. For the purposes of the Census information, three properties on the east side of Glen Erin Drive, which are within the Community Node, are included in the census data for the study area. These properties are 2770 Aquitaine Ave (180 units), 6599 Glen Erin Dr (232 units) and 2757 Battleford Rd (184 units).

2016 Census Data	Study Area		City of Mississauga	
Population, 2016	24,804		721,599	
0 to 14 years	4,070	16.4%	120,925	16.8%
15 to 64 years	17,065	68.7%	498,890	69.1%
65 years and over	3,690	14.9%	101,780	14.1%

Figure 4.10 Population by Age, Source: 2016 Census.

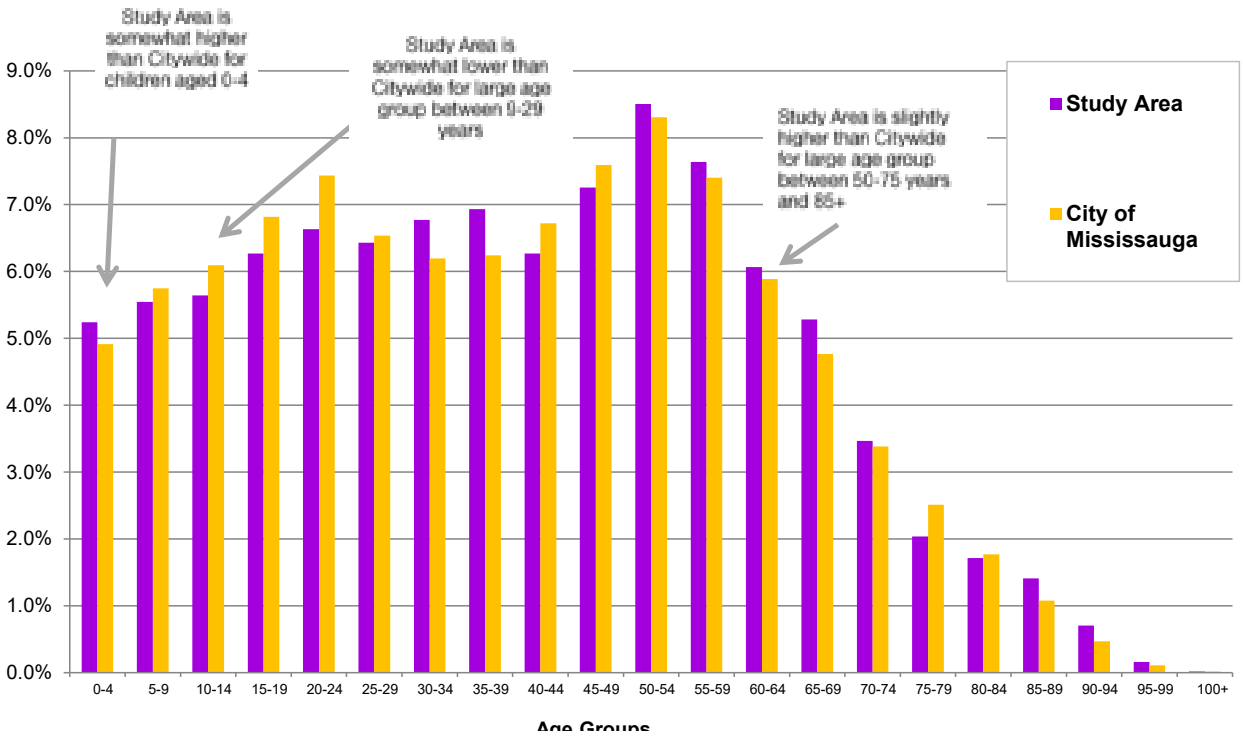


Figure 4.9 Population by Age. Source: Stats Canada, Census Data 2016

Population

According to 2016 Census data, approximately 25,000 people live in the study area. For the most part, the proportion of children, working-age adults and seniors within the study area is like the city of Mississauga as a whole. When separated by smaller cohorts, there is some differentiation. Compared to the city average, the study area has a somewhat higher number of children aged 0-4, a lower number of people aged 9-25, a slightly higher number of 30 to 39 year olds, and a slightly higher number of adults 50-75 and 85+ years.

Household Tenure and Size

The proportion of renters in the study area is higher (32%) than the city average (28%). The size of the households is, on average, slightly smaller than the city of Mississauga with higher numbers of single person and two person households.

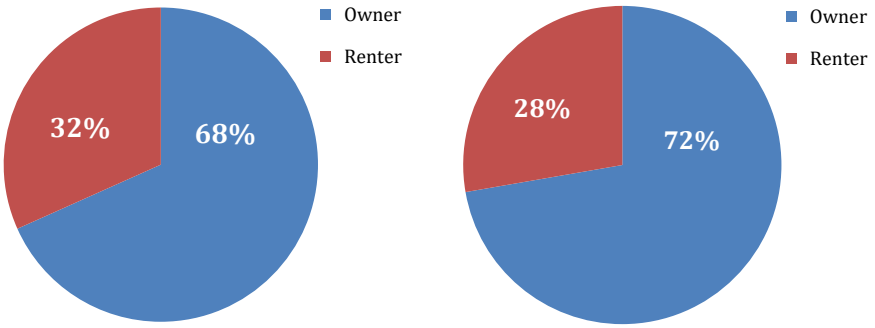


Figure 4.12 Housing Tenure-Study Area (Left) and City (Right) , 2016 Census

Census Data	Study Areas		City of Mississauga	
Owner	6,230	68%	174,130	72%
Renter	2,890	32%	66,785	28%

Figure 4.13 Housing Tenure

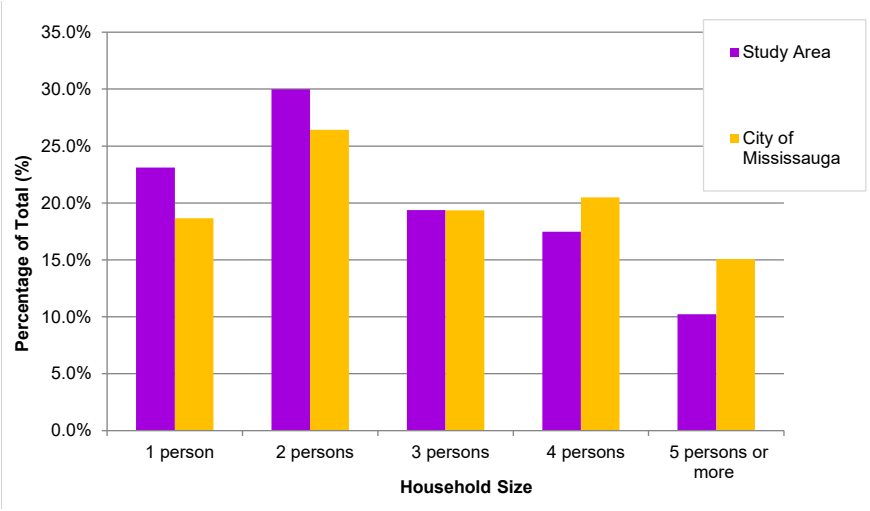


Figure 4.11 Household size. Source: Stats Canada, Census Data 2016

Household Size	Study Area		City of Mississauga	
	9190		240910	
1 person	2125	23.1%	44960	18.7%
2 person	2755	30.0%	63670	26.4%
3 person	1780	19.4%	46625	19.4%
4 person	1605	17.5%	49335	20.5%
5 persons or more	940	10.2%	36320	15.1%

Figure 4.14 Household Size, Source: 2016 Census

Dwelling Units by Structure

The study area has a greater mix of types of dwelling units then the overall city as a whole. There are far fewer single-detached units and considerably more townhouse and semi-detached type units. The proportion of units within apartment buildings is similar for the city and the study area.

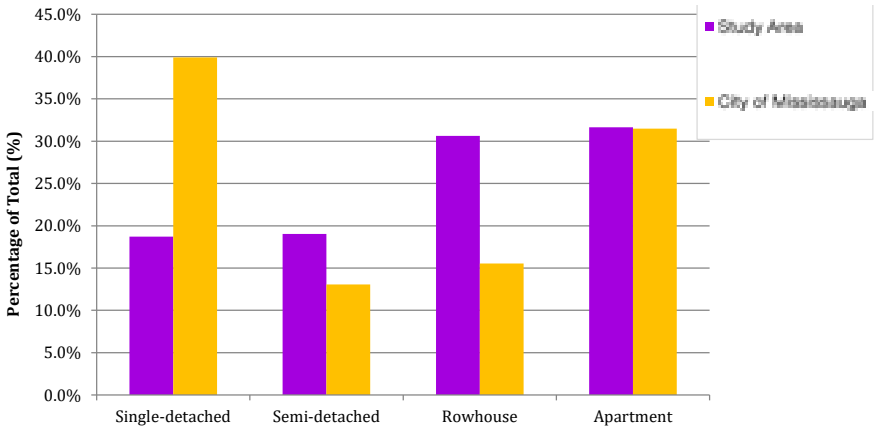


Figure 4.17 Dwelling Units by Structure Types.
Source: City of Mississauga, Multiple- Unit Inventory 2018

Level of Education

The study area has slightly more residents with secondary (high) school diplomas, apprenticeships and college or other non-university diplomas than the city as a whole and fewer residents with university certificates or diplomas.

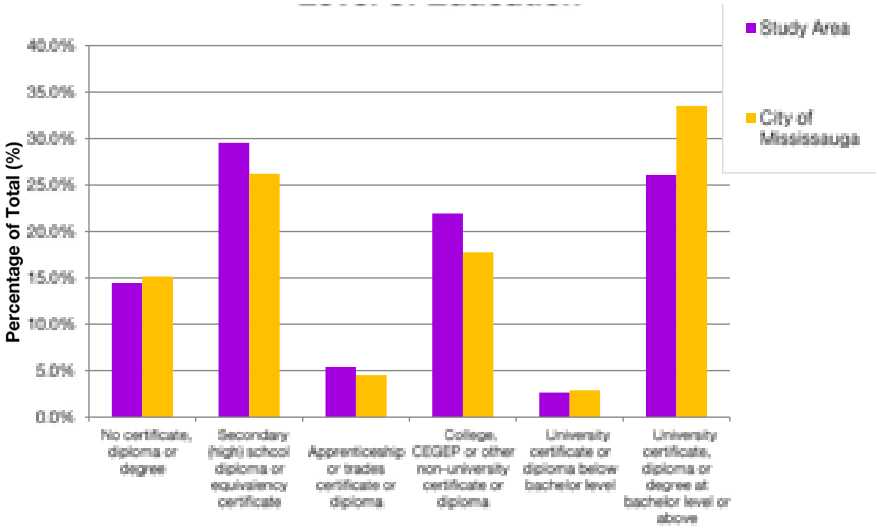


Figure 4.16 Level of Education.
Source: Stats Canada, Census Data 2016

Household Income (after-tax)

The incomes in the study area tend to fall in the middle-income brackets, making this a middle-income neighbourhood. The study area has fewer households earning less than $20,000 and earning more than $100,000 as compared to the entire city.

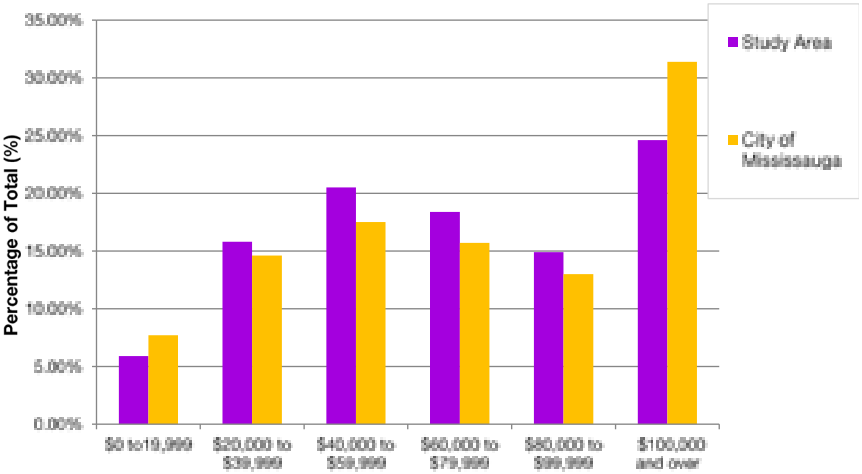


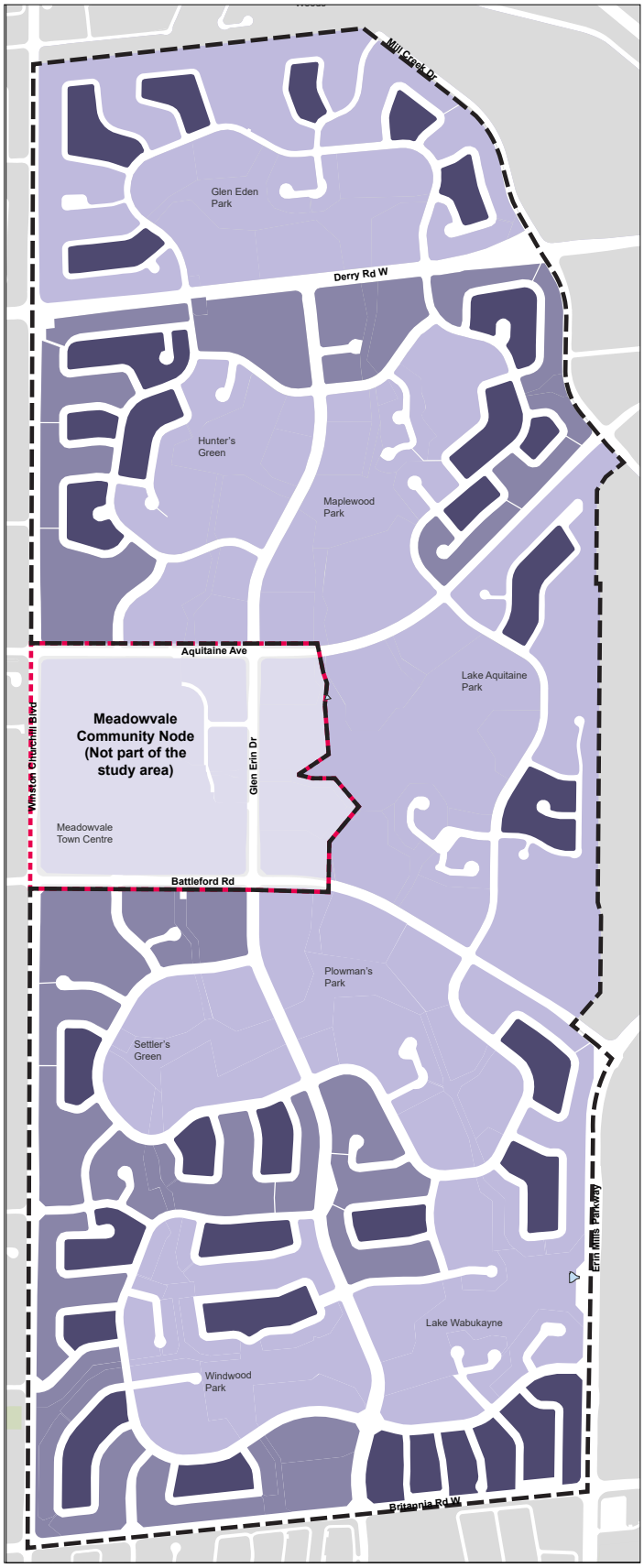
Figure 4.15 Household Income (after tax)
Source: Stats Canada, Census Data 2016

4.3 Physical Character

Future development should understand, respond to and respect the existing and planned context. This section summarizes the conditions which are important in defining the study area's physical character, with greater attention paid to the medium and high density areas in the neighbourhood. This along with the historical context, demographic profile, and planning and policy context, will help inform the planning framework for new and infill development in the neighbourhood study area.

Streets and Blocks

Blocks are contiguous land areas defined by public street network. The study area predominately consists of large suburban blocks defined by arterial and collector roads. The layout of the large urban blocks consists mostly of townhouse and/or apartment sites along the arterial and/or collector roads with the parkland concentrated in the centre of the block. The smaller block sizes are mainly shaped by the low density residential development.



Study Area

Block Sizes

- Small
- Medium
- Large

Figure 4.18 Block Structure

Land Use

Within the study area, there is a mix of uses including residential, community services such as schools, commercial and a network of open space and green lands.

Most of the apartments are surrounding the key focus areas of the community; the Meadowvale Town Centre, Community Centre and Lake Aquitaine. The townhouses are concentrated north and south of the apartments in the interior of the community, often adjacent to parkland. The well connected network of open and green spaces also provides an alternate network of movement within the study area.

There are a few pockets of retail distributed through the study area. While there are no office or industrial uses within the study area, there is some office space within the Meadowvale Community Node and industrial uses exist directly east of the study area within the Meadowvale Business Park.

- Residential Detached
- Residential Semi- Detached
- Residential Row Dwellings
- Residential Apartments
- General Retail Commercial
- Automative Service Commercial
- Office
- Industrial General
- Industrial and Commercial Multiples
- Open Space/ Greenlands
- Public/ Institutional
- Community/ Cultural
- School
- Places of Religious Assembly
- Public or Municipal Parking
- Utilities/ Public Works
- Vacant

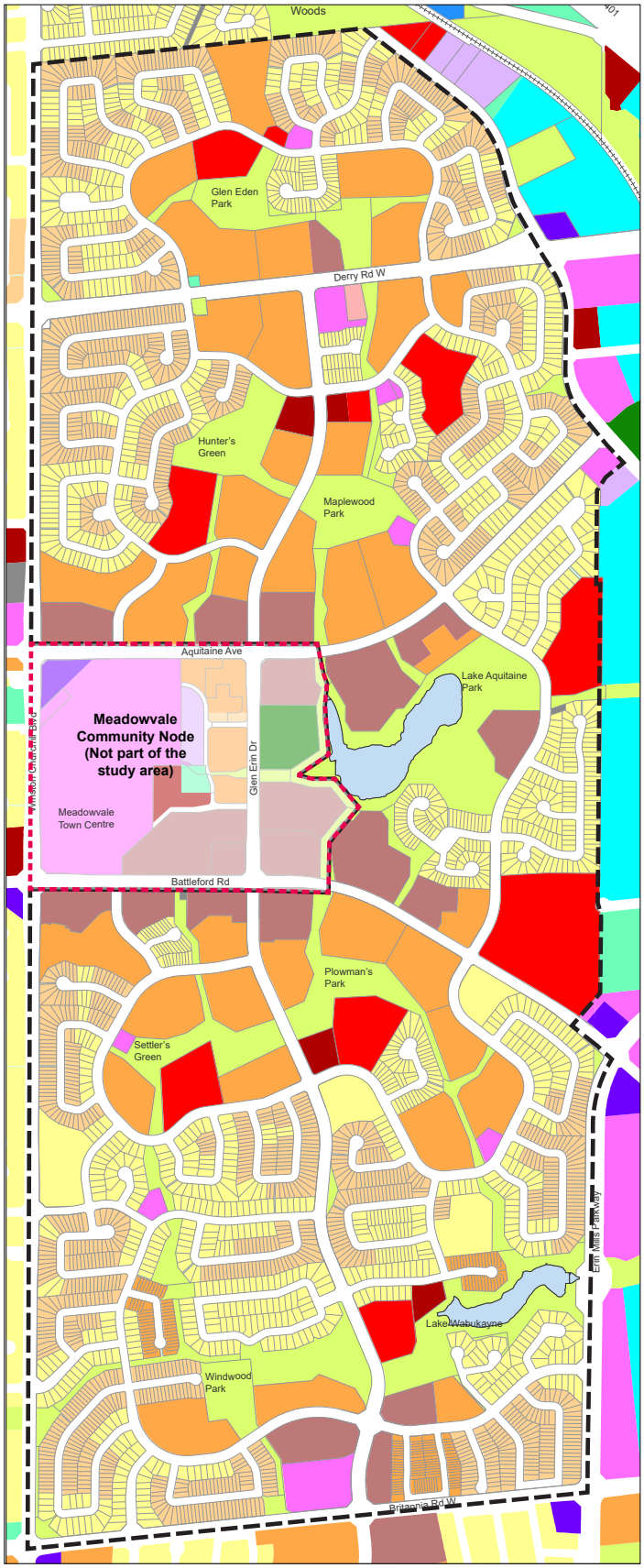


Figure 4.19 Land Use

Building Height

The study area is predominately low-rise buildings (4 storeys and less) in the form of detached, semi-detached and townhouse development. There are no mid-rise buildings (5-8 storeys) located within the study area, however there are a few located within the Community Node which are concentrated at the intersection of Glen Erin Drive and Battleford Road.

Existing tall buildings range from ten to eighteen storeys.

Institutional buildings, such as schools and places of worship, and small to mid-size retail buildings are also present.

Tall Buildings: Separation Distance

The original Master Plan specifically situated tall buildings in key locations, with a significant separation distance between tall buildings. The minimum current observed separation distance between two existing tall buildings within the study area is approximately 50m.

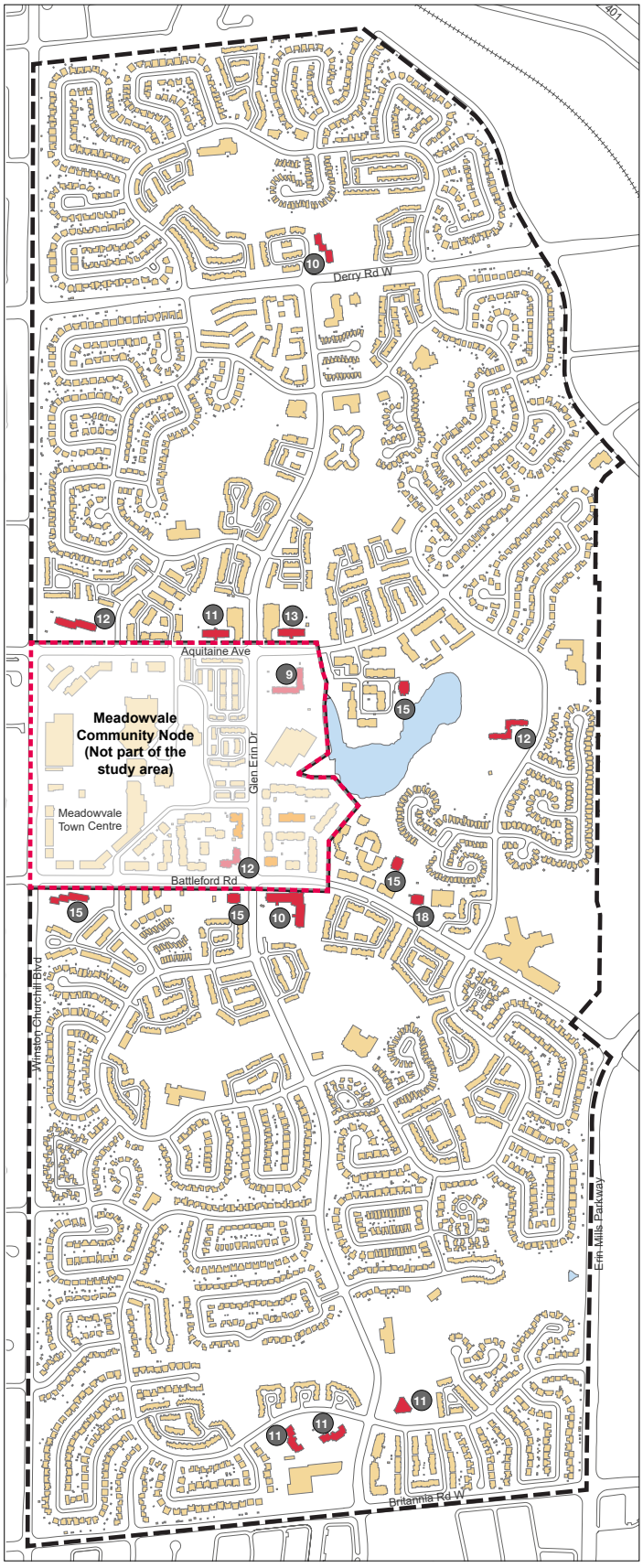


Figure 4.20 Building Height



Figure 4.21 Existing Tall Buildings around Lake Aquitaine

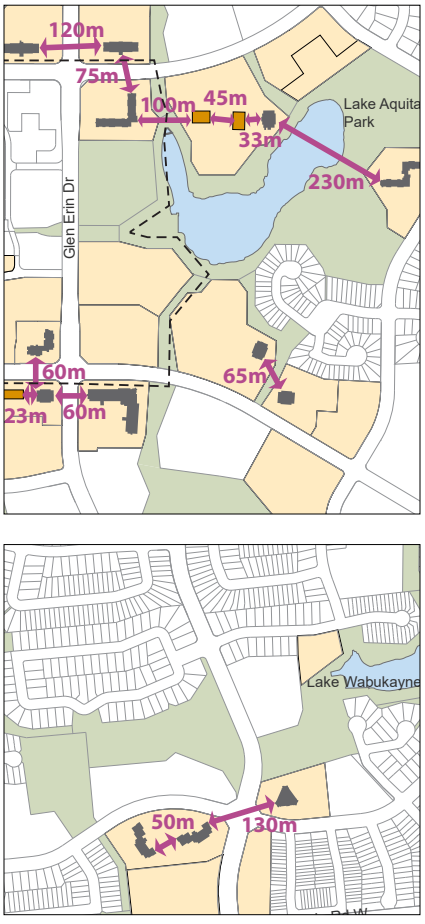


Figure 4.22 Observed tower separation distance between existing towers and between approved/proposed towers

Building Height in Mississauga and Meadowvale

The City of Mississauga promotes a rich and varied built form that includes a range of building types of different heights throughout the City.

The City of Mississauga Official Plan generally describes building heights. Tall buildings are defined as having a height greater than the width of the street on which they front (OP Glossary 20-9). Low-rise buildings are defined as having no more than four storeys (OP 9.2.2.1). Although not formally defined in the OP, it is generally assumed that mid-rise buildings in Mississauga have a lower height than the width of the street on which they front and are greater than four storeys. Of note is that Neighbourhoods and Non-Intensification Areas will primarily include low-rise buildings and that tall buildings are generally not permitted (OP 9.2.2.2)

In Meadowvale, there are a wider range of buildings beyond what is typically found within a Neighbourhood or Non-Intensification Area. As a result of the original community master plan, the current zoning provides for building height that have been part of the Meadowvale Neighbourhood from the beginning and one of the contributing factors to its character. The height regime was established to reinforce a distinct urban structure with a range of tall building heights located in specific parts of the Neighbourhood, with heights of 12, 15 and 18 storeys. The range of tall building heights are not defined by the size of the street on which they front. Low-rise buildings, as in the rest of Mississauga, are considered to be no greater than four storeys in height. Mid-rise buildings do not have a significant presence in the original Meadowvale Master Plan.

Building Types

The study area predominately has smaller residential building footprints around the perimeter. Larger footprints are generally concentrated around the intersection of Glen Erin Drive with Aquitaine Avenue and Battleford Road and around Lake Aquitaine Park. Meadowvale is characterized by a variety of building typologies, primarily residential, spread across the study area. Residential typologies include:

- Detached and semi-detached
- Townhouse (Traditional, Back to Back, Stacked)
- Low-rise (walk-up) apartments
- Tall Buildings (Tower apartments)



Figure 4.23 Detached and semi-detached typologies.



Figure 4.24 Low-rise walk up apartments.



Figure 4.25 Typical, Back-to-back and stacked townhouses.



Figure 4.26 Tower typology.



Figure 4.27 Institutional buildings.



Figure 4.28 Retail Commercial buildings.

Tall Buildings

The Tall Buildings in the neighbourhood generally follow a 'tower-in-the-park' style of development or a tower surrounded by lower rise buildings. Tower-in-the-park buildings which are built further from the sidewalk, leave room on the property around the edifice for parking, lawns, trees, and other landscaping.

The Tall Buildings in the study area also have varied floor plate sizes, which can be generally categorized into three types: Slabs, Stepped Slabs ad Point Towers.







Figure 4.29 Tall Buildings typology within the study area

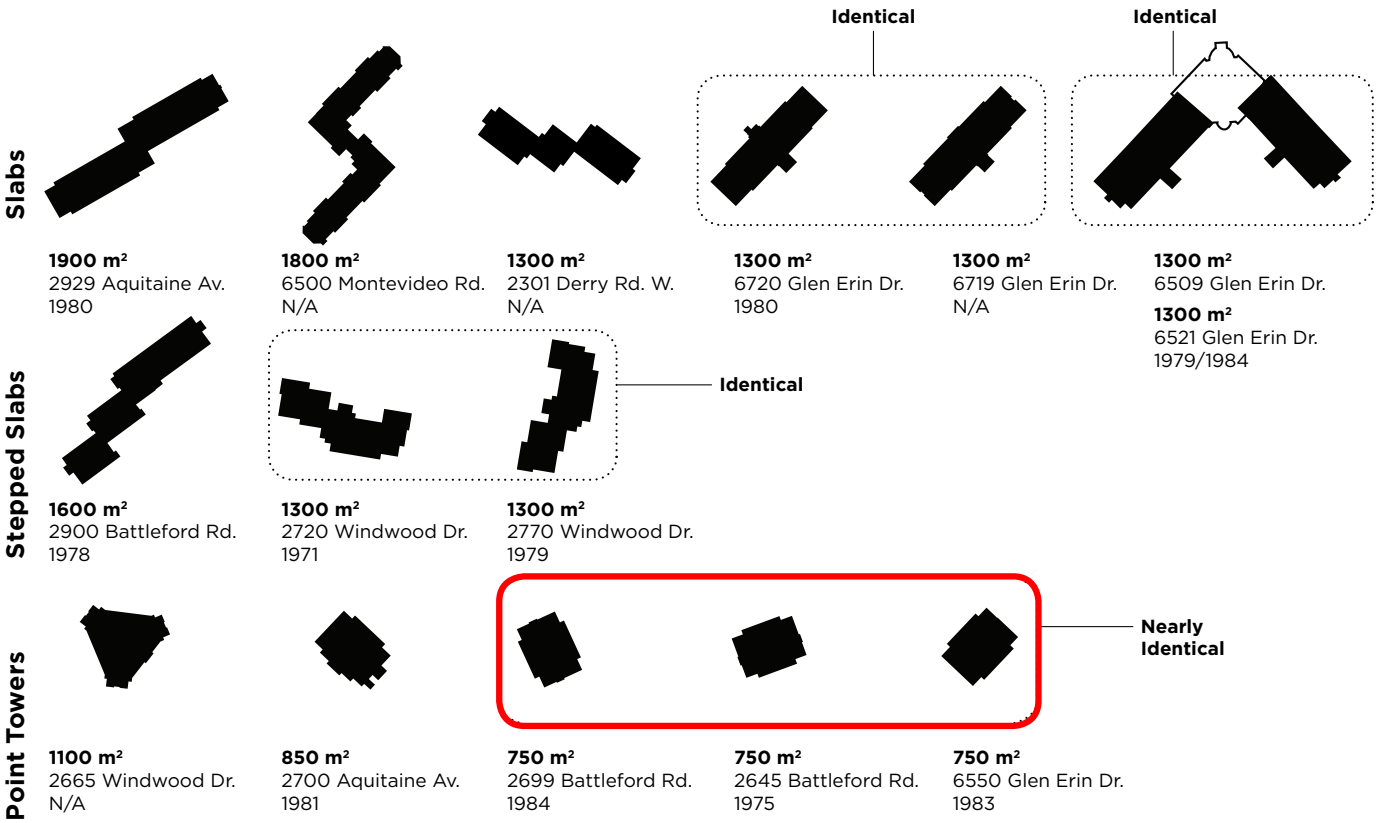


Figure 4.30 Typical floor plate sizes of various Tall Buildings within the study area

Density

The study area has an intentional distribution of density throughout, with the highest, associated with the streets surrounding the Community Node and Lake Aquitaine, and to the north and south as Glen Erin Drive intersects with two regional arterials, Derry Road and Britannia Road.

Density is measured as floor space index (FSI). The following page provides a definition of FSI.

Most of the townhouse development in the study area has an FSI of less than 0.5, with several exceptions ranging between 0.5 and 0.8.

Most of the apartment development in the study area has an FSI of between 0.8-1.0, with several exceptions ranging between 1.0-1.3.

Recent approvals for infill and redevelopment on three sites have FSI's ranging between 1.4 to 2.12.

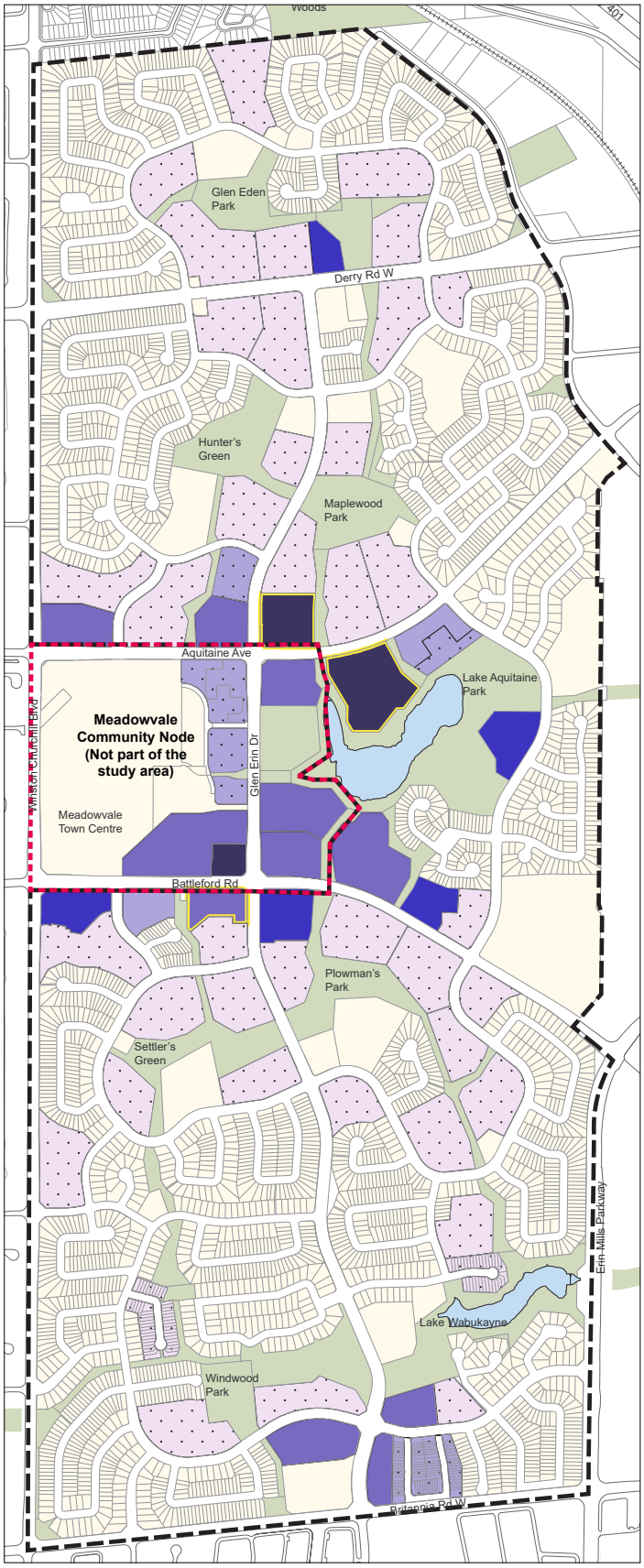
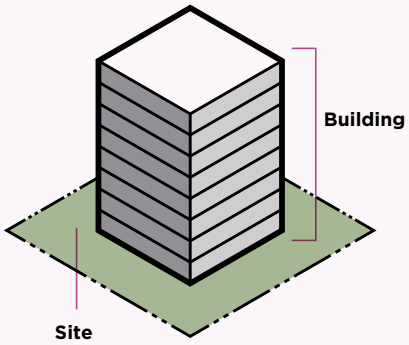


Figure 4.31 Density

Density and Floor Space Index (FSI)

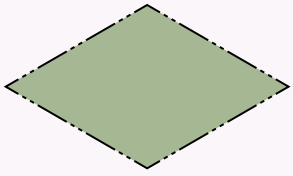
Density refers to the amount or floor area of a building (or set of buildings) over the area of its site. This measure of density is sometimes called Floor Space Index (FSI). The same density can produce very different types of buildings, depending on the arrangement on site. Basements, garages, balconies and patios generally do not count toward floor area.



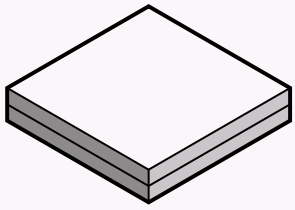
$$\text{Density} = \frac{\text{Floor Area}}{\text{Site Area}}$$

It is important to note that density does not determine built form. A building or buildings with the same density value can occupy all a site with little open space or portion of a site with a greater degree of openness.

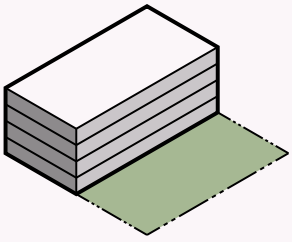
Density Does Not Equal Built Form



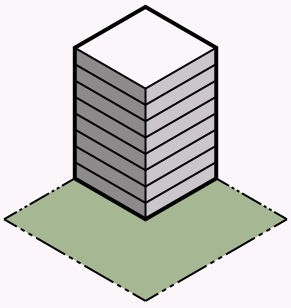
Site



2 Storeys
100% Coverage
2.0x FSI



4 Storeys
50% Coverage
2.0x FSI



8 Storeys
25% Coverage
2.0x FSI

Parks, Open Spaces, Community Facilities and Trails

The study area has approximately 56.8 ha (140.5 acres) of parkland including trails, contributing to an overall parkland provision of 1.7 ha/1000 people for the entire Meadowvale NHD Character Area. Considering the Mississauga Official Plan notes that "the minimum city-wide parkland provision is 1.2 ha/1000 population", the neighbourhood is fairly well served from a parkland provision perspective. As parkland provision standards are only one measure for determining parkland needs, a site-by-site analysis may identify opportunities for additional parkland to improve connectivity and adequate access to parkland and park facilities.

Macklin Hancock's approach was to separate vehicles and pedestrians. The parkland system consists of eight large community parks with linear greenbelts connecting all the open space from the north to the south end of the Meadowvale neighbourhood. A trail system offers an off-road circulation network which is continuous and facilitated by a series of tunnels and overpasses under and over roads. School children also use the trail systems as parks are almost always co-located with elementary schools.

Lake Aquitaine Park, Meadowvale Community Centre and Library are collectively one of the principal gathering areas for both the local neighbourhood and larger community of Mississauga.

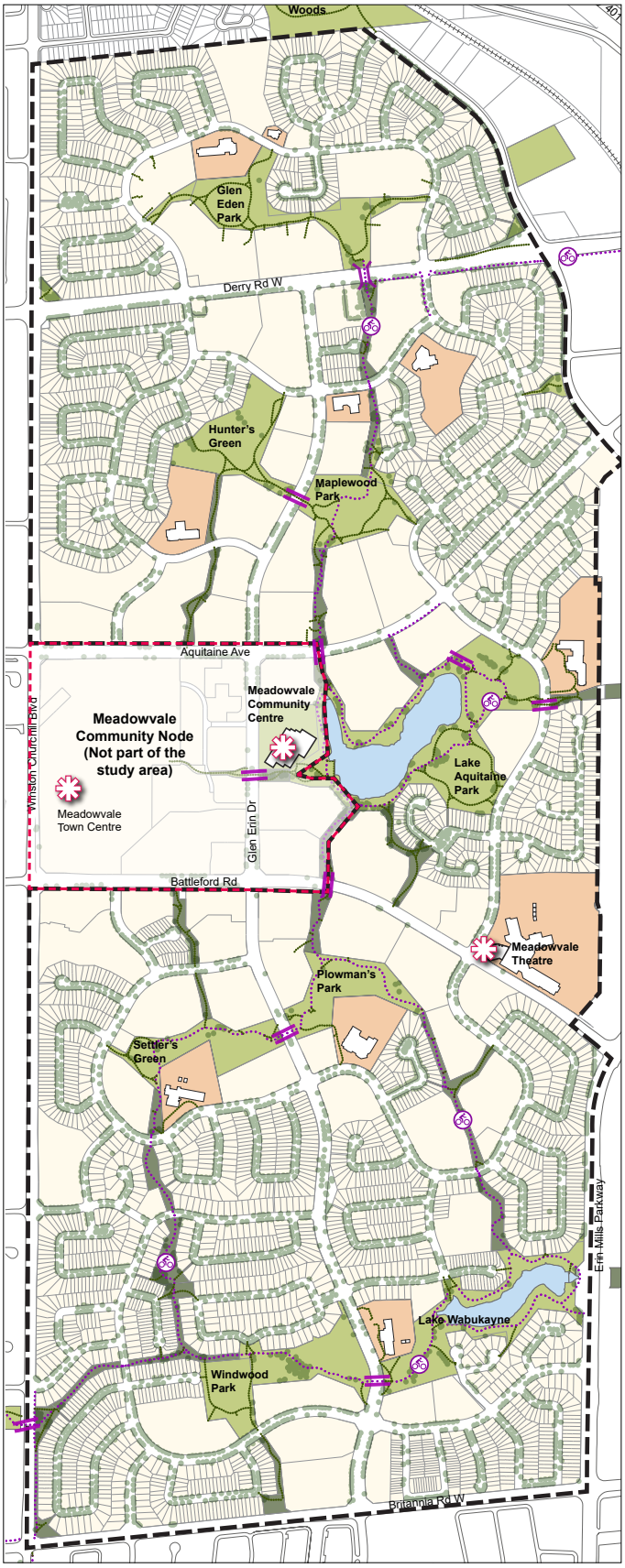
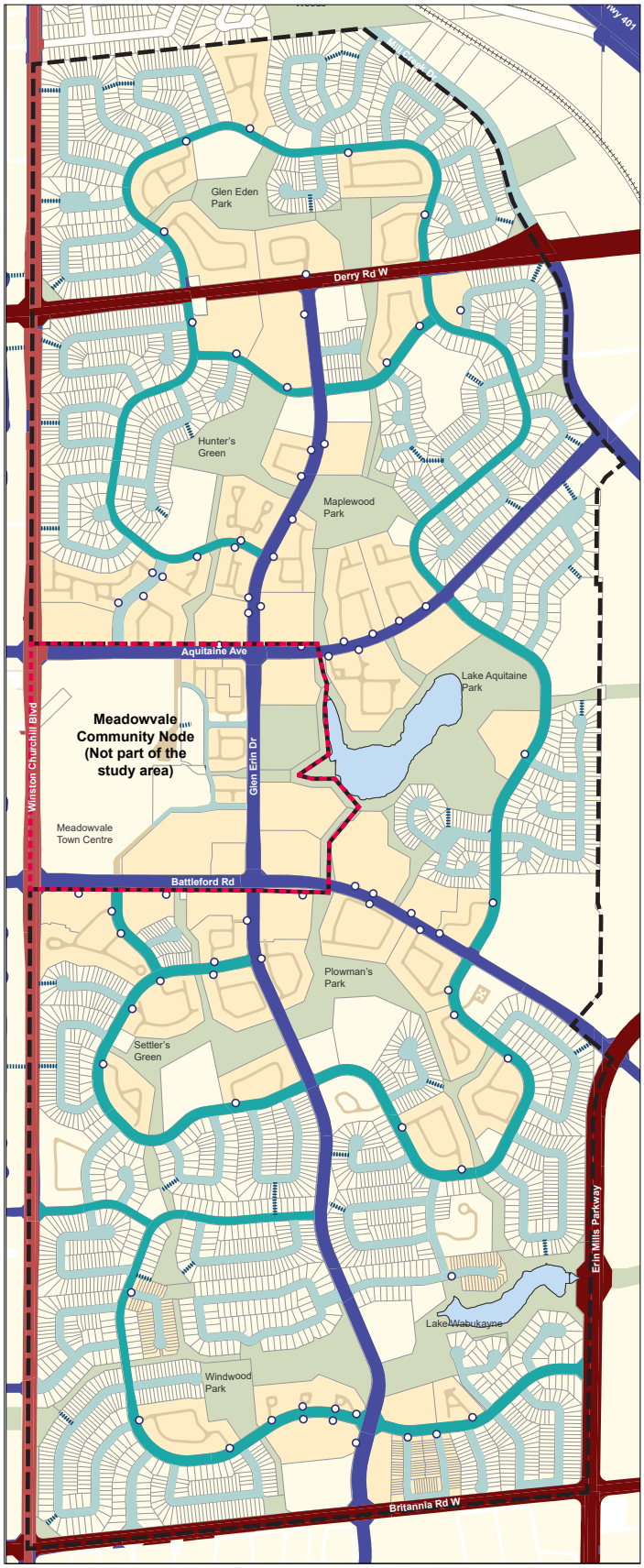


Figure 4.32 Parks, Open Spaces, Community Facilities and Trails

Vehicle, Access and Connectivity

Access to most of the townhouses and apartment sites is either from major and minor collector streets, whereas the lower density areas are generally accessed from network of local looped streets or cul-de-sacs.

Entry to properties directly from arterials is limited, with no vehicular access from Winston Churchill Boulevard and Erin Mills Parkway.



Parkland and Trails
Apartments and Townhouses
Regional Arterial
Arterial
Major Collector
MInor Collector
Local Street
Private Street
Pedestrian Walkways
Vehicular Access to Apartment and Townhouses

Figure 4.33 Access and

Streetscape

Street edge condition contributes significantly to the more suburban and soft landscaped character of the study area.

Setbacks, building frontage and the street edge condition vary across the area but mostly respond to the street hierarchy.

The public realm with major and minor collector streets often has either generous landscaped setbacks or in most stretches are abutted by 'back-lotted' or 'side-lotted' residential properties, with occasional mid-block connection or entry points to the green ways.

The substantial number of parks and open spaces and along the streets adds to the landscape frontage and reinforces the soft landscape character of the study area.

At the retail locations across the study area, the setbacks are larger, with a predominance of parking.

With the varying setbacks and building typologies, there is no significant street wall being formed along the arterials or collector streets.



Figure 4.34 Large setbacks.



Figure 4.35 Retail with larger setbacks with parking.



Figure 4.37 Landscaped setbacks.



Figure 4.38 Parks and Open Spaces reinforces the landscape frontage.



Figure 4.36 Side-lotted residential properties.



Figure 4.39 No significant street wall.

Synthesis/Summary

With a diverse mix of land uses including schools, a community centre, a major retail centre, mix of residential dwelling types and community parks with lakes, Meadowvale is a product of the 60's and 70's urban planning philosophy. Buildings generally either turned their backs to the street or were set well away from it. It prioritized parkland, recreation and networks of trails over the historic notion of main streets and active frontage. Although daily travel by foot, bicycle and transit are possible, the spatial distances between uses were designed to favour the automobile. At the time when Mississauga Plan was in effect, the focus of the policies was to recognize existing pattern of development and reinforce the approved 1970s concept.

Today's city building context has evolved to recognize that there are a range of opportunities for future intensification and redevelopment that require compatibility and fit with the surrounding neighbourhood. Many of the best practices reviewed in the next chapter have taken the approach that infill and redevelopment can happen in a sensitive manner that reinforces the greatest qualities of a neighbourhood, and repair those aspects that detract from it.

For a place like Meadowvale, its green open character and generous park space are qualities to build upon. Likewise, noteworthy is the intentional structure that was established with the original master plan where the greatest density and height were situated to punctuate specific areas in the neighbourhood. Aspects that would benefit from a revised and contemporary approach include street design and the way buildings address the streets.

This analysis and synthesis of existing conditions will contribute to the overall understanding of neighbourhood character that will serve as the basis for the study recommendations.

4.4 Opportunity Sites

Criteria for Preliminary Opportunity Site Selection

Substantial change is not anticipated for most of the study area as much of Meadowvale is made up of low-rise housing forms under individual ownership. Parks and the community centre are also unlikely to change in future. Schools are evaluated by the Boards of Education through accommodation review exercises. At this time no reviews are planned for school properties in Meadowvale. Thus, the remaining sites are the focus for this study. The potential sites for infill and redevelopment include the existing apartment and townhouse properties, retail commercial properties, and places of worship, all of which are distributed in a logical and intentional manner within the neighbourhood.

However, not all sites present the same characteristics that make them attractive for change, such as ownership and the form of tenure. For example, rental properties, usually with a single owner, provide greater opportunity to redevelop than those sites under condominium ownership, with multiple ownership.

Further, there are different types of redevelopment that are possible: infill, replacement, and comprehensive redevelopment. Each of these have their own requirements that make them attractive or more likely to occur. If a site has a large amount of open space or surface parking around an existing building, infill is quite attractive, but if a parking structure or existing building needs demolition before adding new buildings, it may not present the same opportunity. Comprehensive redevelopment becomes more attractive when the return on investment can support the business case.

The total area for all apartment and townhouse properties, retail commercial properties, and places of worship is 171 hectares. Applying the criteria noted above (property type, ownership, and potential redevelopment type) refines the understanding for how many sites may change over time.

There are in total 33 potential opportunity sites whose total area is far less at 38 hectares or 22% of the total study sites. It is important to note even through opportunity sites have been identified as more likely to experience growth, many are not expected to develop for various other consideration such as economic viability, however, for the purposes of this study all opportunity sites are being considered.
The process for refining the characteristics of an opportunity site was informed by the testing of options and a more fulsome understanding of the potential impacts to neighbourhood character.

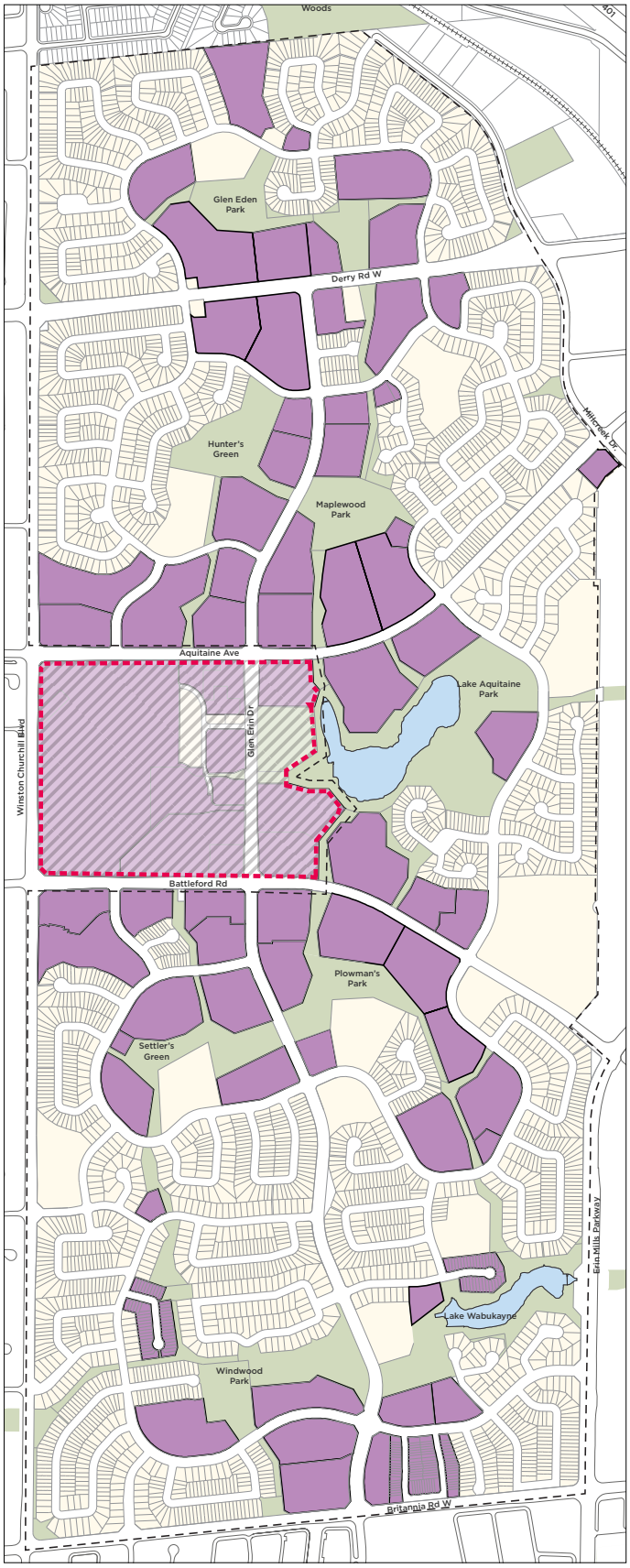


Figure 4.41 Study Sites (171 Ha)

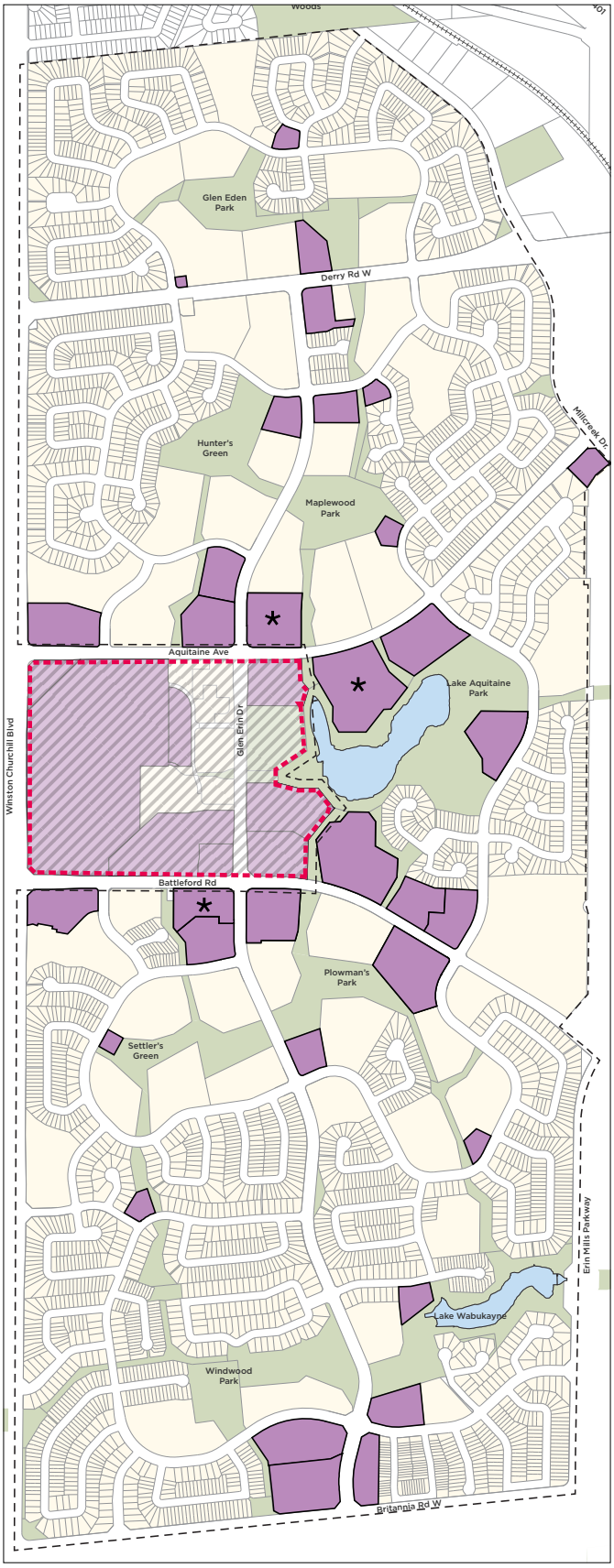


Figure 4.40 Opportunity Sites (38Ha, 22%)

* Sites with Approved Development

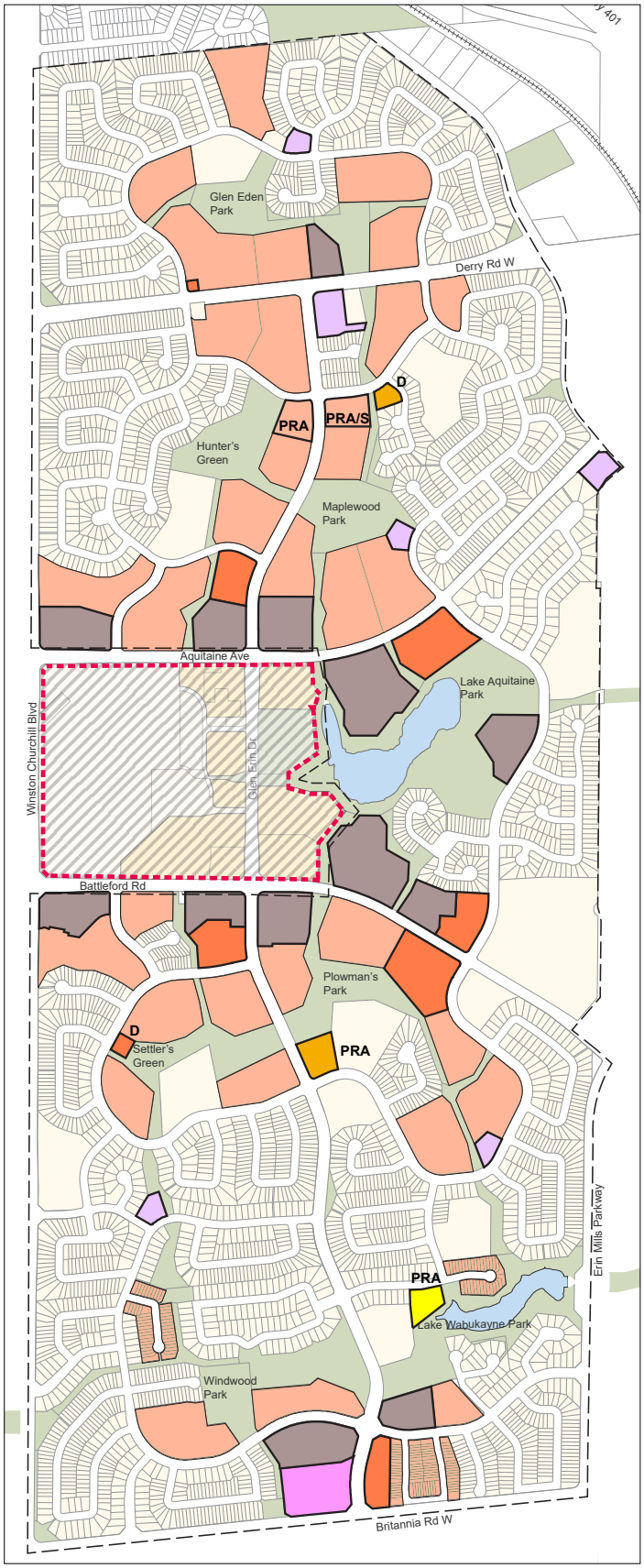
Official Plan Designations and Permissions

There are seven (7) Official Plan designations that apply to the Meadowvale Neighbourhood Study Area. The preliminary opportunity sites identified above represent six-of-the-eight. The requirements for these OP designations are generally described in the previous chapter:

- Residential Low Density I and II (Detached, Semi-detached and Duplex Dwellings, Places of Worship)
- Residential Medium Density (All forms of Townhouses and Low-rise apartments, Places of Worship)
- Residential High Density (Low and High-rise Apartments)
- Mixed Use (A variety of Commercial uses, Office and Residential (except detached and semi-detached)
- Convenience Commercial (A variety of Commercial Uses, Office and Residential.

In the study area Places of Worship are located on lands designated Residential Low and Medium Density.
In summary, the preliminary opportunity sites with Residential Medium and High Density designations have a maximum height ranging from 3 to 5 storeys, Mixed Use, Convenience Commercial and Residential Low Density sites have a maximum height of 4 storeys.

Some of the sites have defined maximum densities in the OP but not all. Where stated, Residential High Density sites have a maximum density ranging from 0.5x to 1.6x FSI. Residential Medium Density sites have a maximum density of 0.9x FSI. The densities noted in the OP generally coincide with the existing development on the site. There is no stated density maximum in the OP for Mixed Use, Convenience Commercial, or Residential Low Density.



Study Area

Meadowvale Community Node (Not included in the Study Area)

Opportunity Sites

OP Designations

Residential High Density (Apartment- Rental and Condominium)

Residential Medium Density (Townhouse and Low-Rise Apartment-Rental and Cooperative)

Residential Medium Density (Townhouse and Low-Rise Apartment-Condominium)

Residential Low Density II (Detached, Semi-Detached and Duplex)

Residential Low Density I (Detached, Semi-Detached and Duplex)

Mixed Use

Convenience Commercial

Overlays

PRA Places of Religious Assembly

D Day Care

S School

V Vacant

Figure 4.42 Official Plan Designations

Zoning By-law and Permissions

It is common for a municipal Official Plan and Zoning By-law to fall out of alignment over time. The Meadowvale Neighbourhood is no different. In many cases, the Zoning By-law is more specific and restrictive than the Official Plan, and in others more permissive. For example, some sites have an OP maximum height of 5 storeys, where the Zoning allows for 12 storeys. On other sites, the OP states a maximum height of 5 storeys, where the zoning limits the same site to 10.7m (2 to 3 storeys). For many of the Residential Medium Density and Residential Low Density sites there is no stated maximum density, but the amount of building is controlled by lot coverage requirements.

For the preliminary opportunity sites, the current zoning permits a range of heights and densities:

- Residential Medium Density (Zoning Categories: RM4, RA1): 3-4 storeys, only two sites have stated density maximums of 0.9x FSI
- Residential High Density (Zoning Categories: RA3, RA4): 10-18 storeys, 1.0x -2.12x FSI
- Convenience Commercial (Zoning Category: C1): 1-2 storeys, 0.11x -0.62x FSI
- Mixed Use (Zoning Category: C2): 4 storeys, 0.58x FSI
- Places of Worship (Zoning Categories: R3, RM4): 10.7m, no maximum density stated.

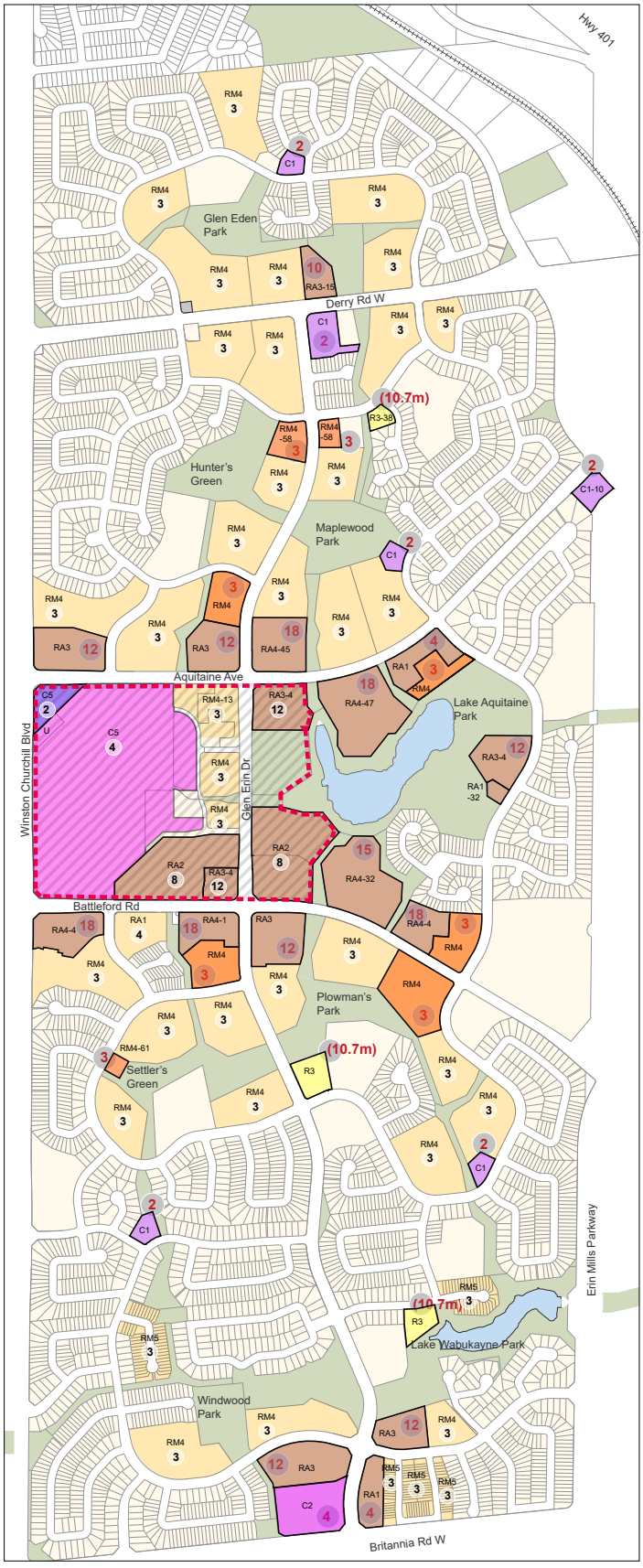


Figure 4.43 Zoning By-law

RA Zone (Apartments)
RM4 Zone (Townhouses)
C1 Zone (Retail Commercial)
C2 Zone (Retail Commercial)
R3 Zone
(2) Maximum Permitted Height (No. of storeys)
2 Maximum Height for Opportunity Sites (No. of storeys)



CHAPTER 5.0
Best Practices Review

Meadowvale Neighbourhood
Character Study
April 2021

5.0 BEST PRACTICES REVIEW

A review of best practices helped to understand how other places direct and guide neighbourhood infill and redevelopment.

The review included policies, guidelines, and studies from municipalities in Ontario (Toronto, Kitchener), Canada (Edmonton, Regina, Saskatoon, Winnipeg), and internationally (Portland OR, London UK).

For the most part, best practices focus on small scale infill in established neighbourhoods (i.e., replacing a house or developing a vacant residential lot). While modest intensification is possible through this process, the scale is far less than what is likely possible on larger sites such as those in the Meadowvale Neighbourhood.
Given that the intent of this Character Area Study is to focus on larger sites likely to redevelop, we also reviewed a selection of individual projects that represent alternate takes on large urban sites, either intensifying through comprehensive redevelopment, or selective infilling.
A more detailed review can be found in Phase 1 Background Report at the following website https://yoursay.mississauga.ca/meadowvale/documents.

5.1 Best Practices Review Summary

Toronto

Faced with similar planning and development pressures as Mississauga, Toronto has developed design guidelines for several building types, including Tall Buildings, Mid-rise Buildings, Townhouses and Low-rise Apartments. These documents provide overall guidance for how these building types should perform no matter where in the city the infill and redevelopment is contemplated.

To supplement and provide a more context-sensitive response, the City also prepares site specific guidelines for different neighbourhoods, including those with tall buildings like the Meadowvale Neighbourhood. These site-specific guidelines define local character and customize the higher-level guidance to the local study area.

Two examples are helpful precedents for this study: High Park Apartment Neighbourhood and Parkway Forest. Both neighbourhoods have existing tall buildings but are evolving with the addition of both towers and mid-rise buildings. Each example has a different mandate: the High Park guidelines set out to define the neighbourhood character so that new development fits within that context, while the Parkway Forest plan seeks to repair many of the site issues from the original scheme. Both efforts include site-specific guidelines that address performance standards such as site organization, angular planes and transition, height, parks and open space, and streetscape. Quite different from Meadowvale is that both Toronto neighbourhoods are on higher order transit routes (Bloor and Sheppard subway lines respectively) which influences the level of intensification that may be appropriate and the level of development interest.

Another example is Valley Woods, a comprehensive redevelopment of a townhouse community with low-rise, mid-rise and tall buildings. Like many of the townhouse blocks in the Meadowvale Neighbourhood, Valley Woods was a rental property which is easier to redevelop than one in a multiple ownership or condominium form



Figure 5.1 Parkway Forest infill underway, with new townhouses and mid-rises



Figure 5.2 The use of new buildings to frame and activate streets



Figure 5.4 Valley Woods, Toronto: Promotional rendering showing proposed tall buildings



Figure 5.3 Valley Woods, Toronto: Newly-constructed stacked townhouses, the first phase of development



Figure 5.6 Approved high rise infill at 70 High Park Avenue



Figure 5.5 Proposed infill, consisting of new point towers and low-rise townhouses

of tenure. The approved plan organizes buildings to provide large landscape frontages to retain the overall green and open character, with taller buildings set back from the streets and pathways like what currently exists in the study area.

Further, a non-statutory but widely-read "Tower Renewal Guidelines" document was completed in 2009 by a team at the University of Toronto. Efforts to promote tower renewal throughout the region, including infill on large tower-in-the-park sites, continue to be promoted by the private Tower Renewal Partnership. The City of Mississauga has already undertaken work to update its Mixed Use and Convenience Commercial Official Plan designations and associated zoning categories to accommodate tower renewal which could influence what happens in neighbourhoods like Meadowvale.

Kitchener

Kitchener completed a Residential Intensification in Established Neighbourhoods Study (RIENS). The policies in this document apply to small low-rise residential sites. While it does not focus on medium or high-density types of development, this document provided helpful direction for a possible framework for the Meadowvale Neighbourhood. Kitchener also has city-wide Urban Design Guidelines with infill considerations to supplement the Neighbourhood Study.

Edmonton

Edmonton has Design Guidelines for residential infill in mature neighbourhoods that also addresses mid-rise apartments (5-8 storeys) and high-rise apartments (9 storeys or greater). The City also has guidelines for different scales of infill and redevelopment (small, medium, large).

As Part of the Evolving Infill project, Edmonton completed a municipal tools review and in 2014 completed Edmonton's Infill Roadmap. Edmonton's Infill Roadmap is the City's work plan with 23 actions to advance residential infill as they work towards making changes to practices and policies and carry out new initiatives. The City has a dedicated web page for all things "infill" providing information to residents, builders and the broader community.

As an overall approach to infill and redevelopment as a city evolves and changes, the Edmonton example is a good one for Mississauga.

Regina

The City of Regina completed infill housing guidelines in September 2017. These guidelines apply to small-scale, low-density residential sites. This well organized report represents findings based on public and stakeholder feedback and Canadian best practice, provides an overview with planning rationale and key considerations, and includes general design guidelines for sites and buildings. The redevelopment pressures in Regina are not the same intensity as those in Mississauga but these guidelines are helpful to understand the key issues related to context sensitive design.

Saskatoon

The City of Saskatoon completed a Neighbourhood Level Infill Development Strategy in November 2013. The strategy focused on small low-rise residential sites. This document provides a background on Saskatoon development patterns, neighbourhood character preservation and recent development examples. The Strategy goes on to provide detailed design guidelines for sites and buildings, and recommendations for corner lots. The Strategy also provides site and building recommendations for garden and garage suites, and recommendations for implementation. Like the Regina guide, the Saskatoon strategy suggests a helpful document structure, key issues to consider, and a useful description of neighbourhood character.

Winnipeg

Winnipeg is currently undertaking a residential infill strategy. This strategy, like those in Saskatoon and Regina, will focus on small scale low-rise residential sites. Several recent infill proposals in Winnipeg have demonstrated a lack of consensus on how and where different forms of infill should occur, and the City does not currently have a comprehensive city-wide infill strategy to serve as a blueprint for development.

To date, the Winnipeg strategy has completed a best practises review from other jurisdictions, an evaluation of local trends and needs, and additional public consultation. Next steps include establishing Council adopted policy to support decision making that will provide consistency when evaluating development proposals and incorporating infill standards into the Zoning By-law. The Winnipeg initiative will ensure that new development in established neighbourhoods is compatible in form, scale and design, and will include density and intensification criteria.
.

Portland, Oregon USA

Portland has Infill Design projects that aim to improve design of multi-dwelling and row houses development and focuses on low to medium density developments. Portland also has an Infill Design Toolkit offering insight on how to integrate infill development onto surrounding neighbourhoods. These guidelines offer similar recommendations to the Canadian efforts, with a focus on elements such as character, site organization, height, and landscape.

London UK

The Greater Toronto area is unique in having amongst the largest number of tower blocks in North America. London is also known for its mid-century towers, although most were constructed as part of 1960s-era public housing schemes.

Public housing is typically under single ownership, and many are now coming up for redevelopment. One example of this is the Barlby and Treverton housing estate, originally constructed as a mix of tri-form towers of modest height (11 storeys) and three-storey townhouses. Currently approved plans for infill include the demolition of many of the townhouses (but not all) to provide room for mid-rise infill, below the height of the existing taller buildings. This infill will firmly frame internal and external streets, somewhat like Parkway Forest in Toronto noted previously.

Barlby and Treverton is a useful precedent for it represents another example of urban repair through redevelopment, in which a largely internally focused community is turned outward to more fully engage with its surroundings. Some internal open spaces remain, but they become much smaller and more formal in nature.

Like Barlby and Treverton, Meadowvale has some larger blocks that are under single ownership with either exclusively townhouses or mix of low-rise and tall buildings. An already approved development (2700 Aquitaine) proposes to replace townhouses with more intense forms with others likely to follow a similar path in time. With these types of larger redevelopment schemes comes the opportunity to not only increase density and make better use of local infrastructure, but to also improve the quality of the public realm.

5.2 Key Lessons Learned

A Best Practices Review is a useful exercise to understand how other places have responded to similar issues, but it does not provide all the answers. Meadowvale is a distinct place with characteristics that people understand and appreciate.

Following this review, a few key lessons come through that can inform the Study process and recommendations:

- Cities and neighbourhoods change over time. This is unavoidable and healthy. Other municipalities are faced with the same questions about how they should evolve and change, and how to reinforce the best qualities of their neighbourhoods as they mature.
- Master planned communities often have qualities and characteristics that residents' value, while some aspects are well suited for rethinking. A statement of neighbourhood character is necessary to define these components.
- Public engagement is essential to define character, inform the guidelines, and to confirm that the guidelines are clearly understood and respond to a shared vision.
- Local guidance should build upon city wide policies but customize and refine them for a smaller more specific geography.
- Guidelines should provide enough direction to ensure sympathetic built form but not restrict creativity or limit potential outcomes.
- Implementation recommendations could include changes to primary policy documents such as the Official Plan or an update to Zoning By-laws, and or simply use design guidelines in the review of development proposals. The degree and intensity of development pressure in a neighbourhood may influence the direction a municipality ultimately takes.



CHAPTER 6.0
What We Heard, Vision, Guiding Principles

Meadowvale Neighbourhood
Character Study
April 2021

6.0 WHAT WE HEARD, VISION, GUIDING PRINCIPLES

Informed by the Phase 1 Background Report and what we heard through the engagement activities, a vision statement and guiding principles was presented to the public for input and confirmation. Together, these study components provide clarity regarding what is important about Meadowvale today and what is anticipated of future projects.

6.1 What We Heard

Following is a high-level summary of the key messages from our conversations with residents and other stakeholders throughout the study. A full account of all public engagement events and the messages received are contained within the Appendices of this Report.

Maintain appropriate transitions to adjacent land uses.
Participants greatly value the primarily low-rise residential scale and sense of openness of Meadowvale. These qualities should be retained and reinforced with redevelopment.

Controls such as setbacks and landscape buffers were suggested to promote positive transitions between commercial and residential properties, as well as between various types of residential development (ie. townhouses, towers, and detached houses).

Additional controls such as building stepbacks and podiums within mid-rise and tall building designs were recommended to ensure appropriate transitions to lower density development, to parkland and green areas and, in some cases, to the street.

Further, there was a clear preference for new buildings to transition up away from the street to the middle of the site and back down to any adjacent existing lower density residential uses, and that heights should always transition away from adjacent parkland and green areas.

Maintain consistency with existing setbacks and separation distances between buildings.
Following from an appreciation for the open and green character that is partially informed by the broad landscape setbacks between buildings and the streets, participants desired consistency with existing setbacks and separation distances between buildings to maintain access to sky views and to limit shadow impacts.

Minimize shadow impact of all new development on existing development and open spaces.
Participants appreciate the amount of sunlight that they current enjoy and would like to minimize the amount of new shadow on streets, parks and open spaces, and adjacent properties to the highest degree possible with the understanding that some additional shading is likely at some point of the day and year.

Maximize access to sky views.
Today Meadowvale enjoys great access to sky between buildings. Most of the tall buildings in the neighbourhood are a substantial distance from one another. For future development, participants expressed preference in maintaining this quality and not to have tall buildings as close together as City Centre or other tall building neighbourhoods.



Figure 6.1 What We Heard- Summary

Maintain, protect, enhance and expand existing network of open spaces and trail network.
Participants highly value the amount of green open space they have and the trail network throughout the Neighbourhood. When new development is being considered, additional open space and an expanded trail network are desirable. Participants recognize that with redevelopment some of the on-site open, green areas will be lost. As a result, the remaining open space should be high quality, useable space, that adds value to the site and the neighbourhood.

Improve pedestrian and cycling connections throughout Meadowvale.
Participants want to ensure safe pedestrian and cycling access to and through the parks and trail system. They noted that the priority should be to enhance pedestrian and cycling access to residential and commercial properties and public amenities, and to incorporate pedestrian friendly designs that are accessible. Cycling infrastructure should be improved and expanded (e.g. new connections, bicycle parking)

Encourage mixed use development of commercial properties.
In the redevelopment of commercial properties, participants suggested that developments be designed with retail/office at grade and residential above. Maintain some of the retail function of the site in order to continue to provide goods and services to the local community.

Reduce the size and impact of parking.
Participants noted the visual and physical impact that parking has on the character of the Neighbourhood. Suggestions to improve this condition include adding underground parking for residents whenever possible. Although, surface parking is unattractive, it was acknowledged that some spaces should be maintained to provide access for visitors and for those with accessibility issues/mobility needs. It was also noted that if above grade parking structures are necessary, they should be screened from view. Further, it was stated that all developments should have enough parking but that surface parking lots could be potential sites for infill development.

Incorporate sustainable, green site and building features in all new developments such as green roofs, permeable paving, bio-swales and terraces.
Participants were keen to see more responsible development in Meadowvale, where the environmental impact of projects is reduced and can become more sustainable.

Improve access to affordable housing.
One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, the ability to age-in-place and housing opportunities for young families. People enjoy living in Meadowvale but are challenged as their households and lifestyles evolve and needs change. Participants noted that affordability requires a range of unit types and sizes, and different forms of tenure.

6.2 Vision

Informed by the Phase 1 Background Report and what we heard through the engagement activities, a vision statement and guiding principles was written presented to the public for input and confirmation. Together, these study components provide clarity regarding what is important about Meadowvale today and what is anticipated of future projects.

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies.

New development shall respect, fit within, and reinforce the qualities that make Meadowvale a unique and special place to live, work and play.









6.3 Guiding Principles

1. Strengthen Meadowvale's Identity

With every project seek to improve and reinforce the unique qualities and characteristics of the Meadowvale Neighbourhood as a special community in Mississauga.

As part of a master planned community, the Meadowvale Neighbourhood has a special identity that residents understand and appreciate.

Largely constructed as originally envisioned, the study area enjoys a well-established neighbourhood structure supported by an extensive parks and open space network.

Buildings are generously set back from streets, with an open green landscape character to properties. Taller buildings are situated in limited and well-defined locations to reinforce neighbourhood structure, and with a logical distribution of height.

Future redevelopment should carefully consider how to best fit within and reinforce what makes the Meadowvale Neighbourhood distinct.

It is understood that with infill and redevelopment the addition and arrangement of new buildings and other site elements will reduce the amount of available open space. It is in this condition that it becomes increasingly important that the remaining open space is of high quality, usable, and provides a positive contribution to the character of the site and the neighbourhood.

2. Foster a Walkable Complete Community

Every project should contribute to and reinforce the Meadowvale Neighbourhood as a complete community with walkable destinations along routes that are safe, accessible, comfortable and connected.

Walkable and complete communities provide choice, have safe and convenient pedestrian networks, and include a mix of uses, services and destinations such as retail commercial areas, schools, and community facilities that people can access and enjoy without the use of a vehicle. They have places where people can meet and celebrate, and that support and enhance social connections.

An important aspect of reinforcing Meadowvale as a complete community is to retain and strengthen the mix of uses in both the Community Node and Neighbourhood. The Meadowvale Community Node is the central location for retail and community







services—such as libraries, community centres and social services—and will continue to serve this function as future redevelopment takes place.

New public streets and spaces in the Community Node are anticipated to accompany new built form and a broader set of land uses.

Within the Meadowvale Neighbourhood, uses such as schools, parks, convenience retail and places of worship contribute to the walkability and completeness of the community.

As redevelopment takes place on non-residential properties, retaining a varied land use mix that includes retail and community supportive activities will ensure that the study area will continue to support and improve walkability and completeness.

3. Create Green, Safe and Attractive Streets and Public Places

Buildings and other works in the Meadowvale Neighbourhood must contribute to an active, animated, attractive, green and climatically comfortable public realm that includes streets, parks, and other public places.

The public realm, simply defined as the space between buildings, is the primary setting for public life in cities. A well-proportioned, connected, comfortable, safe and attractive public realm contributes to the quality of life for all. The relationship of buildings to streets, parks and other public spaces help to shape and provide containment to the activities within. The design of the public realm should focus on creating places to support a range of uses, provide physical and visual relief in an urban setting, and elevate environmental quality.

The Meadowvale Neighbourhood has an overall green character with an enviable parks and open space network. New development provides the opportunity to introduce new green spaces and an improved streetscape to encourage comfortable and pleasurable walking and enhance the aesthetic quality of the neighbourhood.

New development should respect the broad landscape frontages between buildings and streets, with a soft planted character to provide privacy for grade related residential uses and as an important character defining element for non-residential uses. New buildings should also be arranged and designed to maintain sunlight access at grade and skyviews, and provide comfortable wind conditions for streets, sidewalks, parks and open spaces. Further, the Meadowvale Neighbourhood has an intentional structure that thoughtfully situated parks and open spaces with buildings to create specific views and vistas.







New development should maintain, enhance and if possible introduce new views from the public realm to parks, open spaces, and other local landmarks.

The public realm of cities should also help to address the realities of climate change, making places like the Meadowvale Neighbourhood more sustainable and resilient. All projects, no matter the scale or location, should seek to minimize the effect of more frequent and intense storm events by managing stormwater in creative ways. Introducing green street techniques such as Stormwater Best Management Practices to surface parking areas and open spaces will encourage infiltration and groundwater recharge, improve water quality and reduce the load on municipal servicing infrastructure.

4. Improve Community Connections

Improve connectivity by expanding pedestrian and cycling networks within the Meadowvale Neighbourhood and ensure that circulation for new development is permeable and complete.

Like many communities that were planned and developed during the 70's and 80's, the Meadowvale Neighbourhood anticipated that most trips would take place by private automobile. The pedestrian and cycling networks are extensive but currently highly reliant on the paths and trails within the parks and open space system. These active forms of transportation are well connected throughout most of the study area but there are gaps and cycling network expansions that future development and public capital projects can help to resolve.

Current approaches to street design emphasize safety, equity and access for the most vulnerable users. Streets are now thought of as places as well as functional routes. This approach should inform future thinking about streets and networks in the Meadowvale Neighbourhood as well as the entire City of Mississauga.

With redevelopment and street reconstruction, there is an opportunity to provide an expanded and safer pedestrian network, improve intersection design, introduce safe cycling facilities, improve transit access and operations, and introduce measures to manage congestion. An integrated approach to transportation that works together with public health and climate change initiatives will lead to more livable and resilient cities and create better connected and self-contained communities.

With the redevelopment of the Meadowvale Community Node and the nearby Meadowvale GO Major Transit Station Area (MTSA), it is anticipated that transit service will improve. The design of Meadowvale streets and public realm should ensure that active transportation connections to transit are convenient, comfortable and equitable.







5. Develop a Context Sensitive Built Form

New development should respect, complement and be compatible with adjacent buildings and spaces and contribute to a strong sense of place within the Meadowvale Neighbourhood.

The Meadowvale Neighbourhood contains distinct patterns and forms that contribute to a clear local area character. This neighbourhood structure is the result of a comprehensive master plan that considered the framework of streets and blocks, composition of buildings and open spaces, and distribution of land uses and building height.

New development should consider and respect its setting within the Meadowvale Neighbourhood and respond to the prevailing built form character and building design. Not all parts of the study area are the same, and neither should all future buildings be of identical type, form, or style.

New development should avoid disrupting coherent sections of the study area and respond respectfully to the existing built resources around it. Every project should improve and enhance the Neighbourhood, no matter the scale or intensity.

Furthermore, taller buildings have a greater responsibility to achieve design excellence given the attention that they attract and the locations where they exist now and in the future.

6. Transition Between Adjacent Neighbourhoods, Parks and Open Spaces

All new development in the Meadowvale Neighbourhood should be sensitive to surrounding established parts of the community and minimize impacts to Neighbourhoods, Parks and Open Spaces.

Most of the potential opportunity sites are adjacent to well-established low-density residential neighbourhoods or closely related to parks and open space features such as Lake Aquitaine.

For many of the opportunity sites, development will come in forms more intense than what currently exists. These







larger buildings should relate to their surrounding context, with a sensitive and graceful transition in scale to adjacent uses, especially to existing low-rise and mid-rise residential buildings, and public spaces.

New development should mindfully transition down in scale and intensity by applying angular planes from adjacent property lines and providing ample setbacks from existing low-density residential neighbourhoods and existing parks and open spaces. The tallest buildings should locate the furthest away from the adjacent uses, with all mid-rise and tall buildings subject to height limits and angular plane controls.

7. Provide Diverse Housing Choice

New development should improve the offer of housing to support independent living, a range of income and household types, and aging in place within the Meadowvale Neighbourhood.

The Meadowvale Neighbourhood was originally planned and developed to include a range of housing types, including single detached, semi-detached, townhouse and low and high-rise apartments. Meadowvale also offers a broad range of tenure options from freehold, condominium, rental, cooperative and other forms of assisted and non-profit housing. As the Neighbourhood evolves, the types and offer of housing should respond and adapt, to further improve access to affordable housing.

One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, in particular the ability to age-in-place and housing opportunities for young families. This is a message heard throughout the city and across Canada. To address the issue of housing that impacts everyone, “Making Room for the Middle: A Housing Strategy for Mississauga” is an effort that aims to foster a supportive housing environment that is affordable for all. It is a bold, innovative, and practical undertaking prepared with the assistance of experts from all levels of government and the private and non-profit sectors. Future development should contribute to this initiative to strengthen the Meadowvale Neighbourhood as a complete community.





8. Enhance Parking Environments

Diminish the impact of parking on the quality of the built environment in the Meadowvale Neighbourhood by encouraging its location behind buildings and in structures above or below ground, including more planting, and providing pedestrian amenities in surface lots.

Overall, the Meadowvale Neighbourhood was planned and developed with the private automobile as the primary means of getting around. As a result, it was also planned to accommodate their storage. Some of the current parking supply is provided in at-grade surface lots that occupy, in some instances, a substantial amount of the site.

Future development in the Meadowvale Neighbourhood should always seek to minimize the impact of vehicle movements and parking to create a more pedestrian-supportive environment, improve microclimate, mitigate environmental impacts, and more efficiently use available land. When surface parking is provided it should be located behind or to the side of developments, include safe and equitable pedestrian routes, and incorporate trees and other vegetation along with Stormwater Best Management Practices.

As Meadowvale evolves, a lesser amount of parking supply is anticipated as transit service improves and transportation trends continue towards reduced individual car ownership. Other uses such as enhanced planting and improved outdoor amenity spaces can benefit from these changes and contribute to the entire community.



CHAPTER 7.0
Testing of Options

Meadowvale Neighbourhood
Character Study
April 2021

7.0 TESTING OF OPTIONS

The study team tested a range of potential development options. These explorations were informed by the identification of opportunity sites, analysis of existing conditions, public engagement activities, and the development of the vision and guiding principles.

7.1 Recommendations Process

Following the identification of opportunity sites, an analysis of existing conditions, public engagement activities, and the preparation of the vision and guiding principles, the study team tested a range of potential development options. This exercise helped to visualize how the draft recommendations could impact various sites. It involved comparing existing conditions to as-of-right zoning permissions, as well as to context-sensitive approaches specific to the Meadowvale Neighbourhood, informed by the City of Mississauga's design guidance and by best practices.

For discussion purposes, focus was put onto four opportunity sites, representing different Official Plan land use designations. Different types of redevelopment were tested on each opportunity site including comprehensive and infill. These included options to convert commercial sites to mixed use and to infill areas around existing towers. Two development options for each of the four selected opportunity sites were prepared and demonstrated using 3-D modelling.

Key factors in defining the development options included where the sites were located in the study area, the relationship of existing and potential built form to streets, parks and open spaces, and the different rear and side transition conditions.

The development options, presented to the public at the February 2019 Community Meeting, was an exercise to visualize how the first draft of the recommendations could impact various sites and provide an opportunity for staff and community feedback.

Based on feedback received, the study team considered and refined the design parameters to better reflect the vision and guiding principles. These investigations were useful to confirm that opportunities for modest intensification and change is possible within the Meadowvale Neighbourhood. They demonstrate ways in which new development can be successfully inserted through context-sensitive built form and good site design.

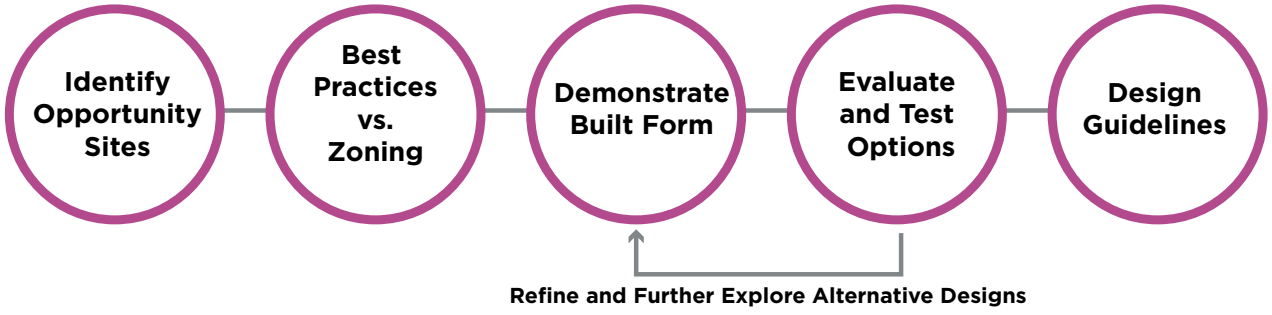


Figure 7.1 Recommendations process

Three examples of varied development options are illustrated to the right. The more detailed demonstrations are part of the appendix.

It is important to note that this process was not meant to be exhaustive. The development options are only examples of how the planning framework might be applied to individual sites. It could also be applied in a number of different ways, while still achieving the overall vision. As such, the options are meant for illustrative purposed only. Through the site development and review process, greater detail around building and public realm design will be determined.

The study team gained considerable insight through this iterative process. The need for a capacity study to provide guidance on overall height and density limits was identified, in addition to refining the urban design considerations. As a result of the process, the recommended Design Guidelines and changes to Official Plan policies are more detailed and advanced in nature, more context sensitive, and better reflect contemporary best practices.



Demonstration 1:
Infill around existing tower in a High Density Residential site.



Demonstration 2:
Commercial to Mixed-Use Redevelopment



Demonstration 3:
Comprehensive Redevelopment of a Medium Density site with a mix of Low-rise and Mid-rise buildings

Figure 7.2 The Demonstrations to the right shows new development within some of the selected opportunity sites as an example. It is presented for illustrative purposes only and are not the only potential outcome of the recommendations, which give flexibility for a number of different approaches.

7.2 Capacity Study

Following the initial testing of the design considerations on selected opportunity sites, a capacity study was undertaken to test servicing impacts on municipal and community infrastructure by the potential redevelopment of properties within the Meadowvale Neighbourhood. Potential impacts on the following infrastructure and services were examined: schools, water and wastewater, parkland, library, recreation, fire and transportation capacity.

Two scenarios considering moderate and high growth scenarios were tested. In order to consider a full built-out scenario, the redevelopment of the Meadowvale Community Node and all locations within the Neighbourhood that have potential for intensification (Opportunity Sites) was explored.

The study concluded that capacity is available for the majority of infrastructure and services under the moderate and high growth scenarios. In some cases, minor adjustments may be required such as school boundary changes and additions, upsizing or realigning existing local water mains and upgrading local sanitary sewers.

Both testing of the development options and the Capacity Study led to the final recommendations which resulted in additional height and FSI recommendations and the massaging of various urban design considerations.

Infrastructure Type		Moderate Growth Scenario	High Growth Scenario
Peel District School Board	Elementary	✓ Boundary changes and additions may be necessary.	✓ Boundary changes and additions may be necessary. In worst case situation, one new elementary school site may be needed within Community Node.
	Secondary	✓	✓
Region of Peel	Water	✓ Upsizing or realigning some existing local water mains may be necessary to address localized pressure issues.	✓ Upsizing or realigning some existing local water mains may be necessary to address localized pressure issues.
	Waste Water	✓ Sewer capacity sufficient within the Neighbourhood. For the Community Node, local sanitary sewer upgrades to may be required.	✓ Sewer capacity sufficient within the Neighbourhood. For the Community Node, local sanitary sewer upgrades to may be required.

Infrastructure Type		Moderate Growth Scenario	High Growth Scenario
Community Services	Parks	✓ The Neighborhood exceeds the standard parkland provision with a surplus of 11.78 hectares under the moderate growth scenario. The need for additional parkland will be assessed on a site-by-site basis to improve connectivity and ensure adequate access to parkland and park facilities.	✓ The Neighborhood exceeds the standard parkland provision with a surplus of 8.16 hectares for the high growth scenario. The need for additional parkland will be assessed on a site-by-site basis to improve connectivity and ensure adequate access to parkland and park facilities.
	Libraries	✓	An investigation into the need and community demand for additional library services would be triggered.
	Recreation	✓	✓
	Fire	✓	✓
Roads		Majority of intersections will operate at an acceptable level of service. 37 intersections analyzed – 1 in the morning peak and 4 in the afternoon peak are projected to experience high delays. In the afternoon peak, three out of the four intersections which are projected to experience high delays are as a result of traffic growth occurring in areas outside the study area, development of the three sites (2700 Aquitaine Ave, 6719 Glen Erin Drive and 6550 Glen Erin Dive) and the re-development of the Community node.	Majority of intersections will operate at an acceptable level of service. 37 intersections analyzed – 1 in the morning peak and 6 in the afternoon peak are projected to experience high delays. In the afternoon peak, three out of the 6 intersections which are projected to experience high delays are as a result of traffic growth occurring in areas outside the study area, development of the three sites (2700 Aquitaine Ave, 6719 Glen Erin Drive and 6550 Glen Erin Dive) and the re-development of the Community node.

Figure 7.3 Assessment Summary from Infrastructure Providers (August 2020)

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CHAPTER 8.0
Recommendations

Meadowvale Neighbourhood
Character Study
April 2021

8.0 RECOMMENDATIONS

The policies resulting from this study will apply to the entire Neighbourhood, although change is not anticipated to take place on all sites.

What Change Means for the Meadowvale Neighbourhood

The Meadowvale Neighbourhood, similar to other neighbourhoods throughout Mississauga, will experience a modest degree of change over time, such as infill, modifications to existing buildings, and comprehensive redevelopment at some locations. As defined in the City of Mississauga Official Plan, Neighborhoods differ from Intensification Areas (such as the Meadowvale Community Node), which speaks to where intensification and growth should occur. The policies resulting from this study will apply to the entire Neighbourhood, although change is not anticipated to take place on all sites. A few selected sites, called Opportunity Sites, were identified to evaluate the magnitude of change and the impact of proposed policies on development, where change was more likely to occur.

The Opportunity Sites were identified based on current land use and form of tenure These sites include apartments (rental and condominium), townhouses and low-rise apartments (rental and co-operative), places of religious assembly, and large and small commercial sites. Although these sites represent locations where development could most reasonably occur, it is important to note that many of these locations are not expected to redevelop due to other considerations such as economic viability, multiple ownership or other conditions.

Most of the change is anticipated on rental apartment and townhouse properties and larger commercial sites.

Where is Change Needed?

All neighbourhoods change and mature over time, which is healthy and anticipated to some degree. Today, the Meadowvale Neighbourhood is the result of a community master plan developed and built out over several years with clear design principles and a range of building types. The resulting built form contributes to an overall green and open character with generous sky views. It is currently made up of mostly low-rise buildings with tall buildings in specific locations in the study area and no mid-rise buildings. Recent development activity suggests infill and replacement of existing buildings with more compact forms in certain areas are possible.



Figure 8.1 The intent of this Study is to ensure that all development contributes to the Meadowvale Neighbourhood Character.

Mississauga's Zoning By-law and existing design guidelines provide adequate guidance for low and, for the most part, mid-rise buildings. Further, advice regarding creating a more sustainable, comfortable, safe and complete community is also available through existing design guidelines.

As Meadowvale continues to grow from its beginnings as a master-planned community, there is a need to define the next step in Meadowvale's evolution as a Neighbourhood with clear guidance on where and how change should occur. Updated and contemporary guidance for mid-rise and tall building design is important to ensure that taller and more compact building types positively contribute to the character of Meadowvale with minimal impact. Further, additional guidance is also required for subjects such as site design, pedestrian and cycling connections, and green design.

8.1 Character Sub-Areas

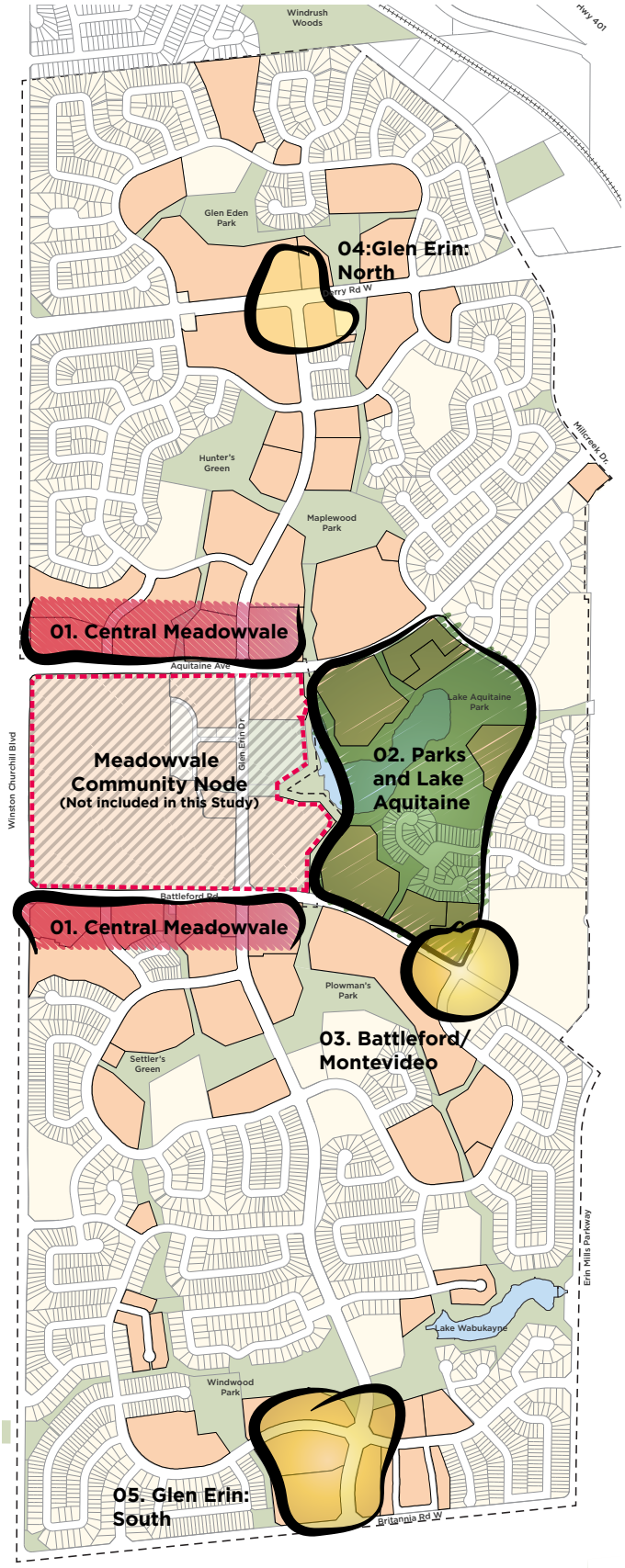
Meadowvale is identified as a Neighbourhood Character Area in the City's Official Plan, but it is not a singular, uniform place. It has a distinct neighbourhood structure with areas of differing densities and attributes. A deeper understanding of these areas' existing context and character will inform the recommendations. This study has identified sub-areas that establish a more fine-grained understanding of Meadowvale. In all, five sub-areas were identified through this study, as described to the right.

Central Meadowvale:
Properties located along Aquitaine and Battleford adjacent to the Meadowvale Node. Many of the existing buildings in this character sub-area are tall buildings with considerable setbacks from the street to create green, landscaped frontages. This sub-area is one of the most intensely developed parts of the Meadowvale Neighbourhood.

Parks and Lake Aquitaine:
Includes properties located on the park and lakeside of Aquitaine, Battleford, and Montevideo. This character sub-area includes mainly low-rise apartments and townhouses with four existing tall buildings on their own or mixed within low-rise developments. The low-rise buildings help to define street edges and frontages along with parks and green spaces. Taller buildings in this area are generously set back from both the lake and streets and substantially separated from one another.

Battleford/Montevideo:
Includes properties associated with the Performing Arts Centre and School as a civic focal point. Buildings are low-rise townhouses or institutional with no tall buildings at present.

Glen Erin North and South:
Includes properties associated with the intersections of Glen Erin Drive and Derry Road to the north and Glen Erin Drive and Britannia Road to the south. The built form includes low-rise residential, as well as tall buildings. Like the other sub-areas, low-rise buildings are closer to the street than the tall buildings. In both the north and south sub-areas, single-storey commercial plazas with a large amount of surface parking can be found.



Study Area

Meadowvale Community Node (Not included in the study area)

Study Sites

Opportunity Sites

Figure 8.2 Five Character Sub-

8.2 Site Organization

Organize the parts of each development—no matter the scale or complexity—to function well, respect the character and values of the Meadowvale community, and conform to the Official Plan and other plans and policies approved by the City.

Background

The site organization is the foundation for much of a project's design quality. This is evident in the existing arrangement of buildings and site elements in Meadowvale. Thoughtful relationships of built form to parks and open spaces, the placement of site access, surface parking, pathways, and the transition of built form towards green spaces all contribute to the character of Meadowvale that the community values highly. In addition, it is important to remember that Meadowvale is not a homogenous place, and the prevailing site organization conditions differ between sub-areas of the Neighbourhood.

The City should expect all proponents to conduct a thorough analysis of any development proposal, leading to a set of site-specific intentions or objectives upon which the scheme is based. These will cover such aspects as the project's fit within the Meadowvale context, environmental sustainability, microclimate (improving wind, rain, snow, and sun-shade comfort), parking standards, minimizing paved surfaces, best green practices, storm water management, and vehicular, cycling, and pedestrian circulation linkages of all types to, and through, the site.

Guidelines and Standards

- Position buildings to define and enhance the public realm.
- Organize buildings and other elements on a site to respect adjacent land uses and public open spaces and encourage, provide, and improve pedestrian and cycling linkages.
- Reduce the visual impact of surface parking and servicing entrances so that they do not dominate the street frontage of any development.
- Locate primary pedestrian entrances, so they are visible and easily accessible from the public sidewalk.
- New development should incorporate buildings with a front-facing orientation to public spaces.
- Encourage the location of entrances to grade-related units and lobbies along public streets.
- Discourage backyards and private areas facing streets and parks.
- Encourage well-planted landscape buffers between buildings and other buildings, streets, parks and open spaces.
- Introduce publicly accessible pedestrian and cycling connections from and through sites to adjacent parks and open spaces.
- Provide frequent mid-block pedestrian and cycling connections through infill and redevelopment sites where possible.

8.3 Built Form

Redevelopment within the Meadowvale Neighbourhood should reinforce the best qualities of the community.

Background

The original plan for Meadowvale envisioned a mix of building types and sizes. Where permitted, any new low-rise, mid-rise and tall building will help to shape the public realm, respect existing land uses and scale, and incorporate the most recent advances in sustainable building.

The design guidelines are intentionally not specific regarding architectural style to allow for the widest range of architectural flexibility and creativity. All new buildings should adhere to the City of Mississauga urban design and building design guidelines.

Guidelines and Standards

- Careful consideration of a building's massing; articulation of the façade, scale and proportion of elements; and selecting appropriate building materials are essential contributions to a successful public realm.
- The design and scale of building façades and sidewalks should be visually attractive, active, and comfortable to enhance the pedestrian experience at the ground level.
- Ensure design excellence in building design, including through the choice of materials, proportion and massing, colour and lighting.
- Use materials with a scale and finish appropriate to their use and location, especially for at-grade elements. Achieve a cohesive, finished appearance throughout building elevations.
- The scale, articulation, rhythm, proportion, pattern, colour, texture, and building's materials should complement adjoining buildings, existing and new.
- New buildings should represent their time, avoid nostalgia, and respond to their context in a sensitive manner.

8.4 Setbacks

New development should locate to frame and give shape to the public realm and reinforce the green and open landscape character of the Meadowvale Neighbourhood.

Background

Setbacks from property lines help to position buildings and other elements within their site and to improve the pedestrian experience. They can enhance the quality of the public realm or buffer ground level uses from the street. The use of setbacks increases the perceived public realm, provides the opportunity to improve landscape character and augments the sense of place when well designed.

As such, setbacks reinforce the vision for the study area, strengthen the green and open landscape character of Meadowvale, enhance retail uses (where permitted) and encourage pedestrian and cycling activities. Currently, properties within the study area enjoy generous and relatively consistent setbacks, which contribute to the charm of the Neighbourhood. Future development should respect and reflect this broad setback regime to reinforce a comfortable fit within the Meadowvale Neighbourhood.

Guidelines and Standards

- New development should build to the established setback/build-to line defined by the City of Mississauga Zoning By-law while also relating to its context and neighbouring buildings.
- Build-to lines should generally be 7.5m from the public right-of-way to allow for residential landscaping and retail commercial uses to make use of the street frontage for seating and displays.
- Buildings taller than 4 storeys (approximately 13.0m) in height, as referenced in the guidelines for mid-rise and tall buildings later in this chapter, may require deeper setbacks
- The setback for properties with residential uses at-grade should have a predominantly green landscape character.
- The setback for properties with retail commercial uses at grade should have a combination of hard surfaces and landscape plantings with direct pedestrian access to the building from the public sidewalk.
- All setbacks should be unencumbered with no below grade structures so that trees and other plantings can grow to a mature size.
- No parking or drive aisles are permitted within the front yard setbacks.

8.5 Vehicular Access, Parking and Servicing

Minimize the impact on the public realm of surface parking, vehicular circulation and access routes to parking and servicing.

Background

Future modest intensification of the Meadowvale Neighbourhood is an opportunity to reconsider the role of the private vehicle and the space it consumes. New development must balance the need for vehicle parking with the requirements of an active and healthy community.

Moving forward, new development should minimize surface parking and consider the design of parking and service areas as secondary to the public realm and primary site and building features. Projects should not include parking between buildings and the sidewalk. They should screen parking and service areas visible from adjacent streets or back onto residential properties with walls, fences and landscaping. Sites should provide adequate lighting to ensure safety and security. Larger parking lots should include planting islands to break up expanses of asphalt, while providing additional opportunities to introduce Low Impact Development techniques for storm water management.

Guidelines and Standards

- To minimize conflicts between vehicles and pedestrians:
  - » Provide vehicle access from a collector or local streets to the rear or side of buildings or, on large parcels, new internal streets; and,
  - » On larger sites, consolidate vehicular access to serve multiple buildings. Encourage shared access lanes and interior service courts.
- Minimize and generally limit the surface parking area where possible. Where surface parking (including visitor and accessible parking) is provided, locate the main parking area within the interior of the site and to the rear or side of buildings.
- All resident parking should be provided below ground, under buildings or landscaped courtyards.
- Structured above-grade parking can be considered where it is surrounded by active ground frontages and incorporates a landscaped green roof.
- For residential properties, surface parking is not permitted within the setbacks from primary street frontages.
- For properties with retail commercial uses at grade, surface parking is not permitted within the setbacks from primary street frontages and is encouraged to be located at the rear or side of the site.
- On-street parking should be provided wherever possible on local streets and serves several purposes: to help calm traffic and to supplement the overall neighbourhood parking supply.
- To facilitate an improvement in the modal split, the City should study how to reduce parking requirement standards for redevelopment as Meadowvale becomes better served by transit.
- Adequate public bicycle parking should be provided at or near building entrances for all buildings.
- Major redevelopment applications should be required to provide a Travel Demand Management (TDM) analysis. A TDM analysis should explore opportunities for reductions in parking, indicate before-and-after trip generation, and assess TDM initiatives such as bicycle parking, shuttle bus service to higher order transit stations, bus shelters, and priority parking for carpooling.
- Parking structures should be located to improve connections between buildings. If parking structures are connected to buildings, provide sheltered walkways either above or below grade. At-grade pedestrian walkways are discouraged.
- Pick-ups and drop-offs, loading and parking activity should be encouraged within properties wherever reasonable and practical to free up curbside space.
- Screen servicing and loading access from pedestrian walkways with fencing or landscape to provide a visual buffer and reduce noise impacts on adjacent properties. Locate waste and loading areas so that they are not visible from the public street. Screen or enclose them with materials similar to those used in the main building.

8.6 Transitions, Angular Planes and Buffer Edges

The interface between redevelopment sites and adjacent land uses should respect the character of the Meadowvale Neighbourhood and minimize adverse impact by creating a comfortable built form transition.

Background

As Mississauga evolves, much of the infill and redevelopment will come in different forms than in the past few decades. Mid-rise and tall buildings will integrate with lower scale buildings throughout the city. These larger buildings should relate to their surrounding context, with a sensitive and graceful transition in scale to adjacent uses, especially to existing low-rise residential neighbourhoods and public spaces such as parks and natural areas. Transitions in the form of setbacks, buffers or the application of angular planes will ensure context-sensitive design.

As a master planned community, Meadowvale initially defined where height and more intense development would occur. This original urban structure is still largely intact and will inform what happens next.

This study applies angular planes as a tool to manage built form transition. All properties should include transitions to public rights-of-way, and sensitive adjacent uses such as low-density residential, parks and open spaces. The tallest buildings should be located the furthest away from such adjacent uses, with all mid-rise and tall buildings subject to height limits and angular plane controls that may differ with context and geography.

Guidelines and Standards

- Development should provide built form transition to create a more liveable environment both in the public realm and in the buildings themselves while defining and distinguishing areas of a different character, intensity and planning context.
- Transition in scale should occur through geometric relationships and design methods in various combinations, including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, and minimum separation distances.
- Development should be required to demonstrate transition in scale when it is:
  - » of greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;
  - » adjacent and nearby to lands that have a planned context that does not anticipate tall buildings; and
  - » adjacent to existing or planned parks and open spaces.
- The larger the difference in scale of development, the greater the need for transition.

- Development should accommodate transition within the site.
- All new buildings within the study area should be subject to angular plane performance standards. These planes apply to the transition of built form to adjacent uses, not for establishing the overall height of buildings.
- To ensure that light, views and privacy are maintained for adjacent low-density or medium-density residential neighbourhoods, as well as for parks and open spaces, design new buildings to incorporate transitional zones consisting of:

» A minimum 45-degree angular plane measured from the lot line of the nearest low density or medium density residential property, park or open space. The angular plane should begin at-grade along the lot line.

» Landscape or open space buffers, including parkland, where appropriate and possible. These buffers should extend no less than 7.5m from the lot line.

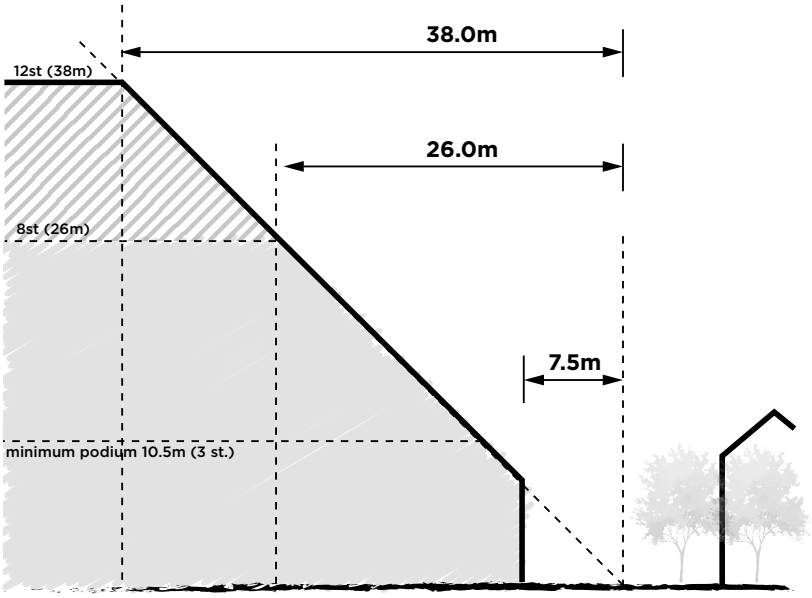


Figure 8.3 Proposed Rear Transition next to Low-Density Residential and Parks ad Open Space. Informed by Latest CoM UDG.

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.



Figure 8.4 Existing property abutting low density residential (left) and abutting an open space (right)

8.7 Light, View, and Skyline

The massing of buildings should contribute to an interesting and varied skyline and maintain an adequate view of the sky from ground level that respects Meadowvale's traditions.

Background

The redevelopment and intensification of Meadowvale will include low-rise buildings along with mid-rise and tall buildings. Taller building forms should be designed with elegant proportions, fully integrated with their bases or podiums.

The height of mid-rise and tall buildings is only one of the dimensions influencing the ground level perception of their mass and bulk. Basic design standards are required to control buildings' spacing and proportion (width relative to height) to maintain sky views. Mid-rise buildings and podiums will step back above a street wall height informed by the prevailing low-rise built form in the Neighbourhood. Portions of tall buildings above the podium height should be designed as towers and articulated to reduce their perceived bulk and improve their contribution to the skyline. The separation between the tower elements should relate to the Meadowvale context, where existing tall buildings are spaced a greater distance apart than in other parts of Mississauga. This larger spacing contributes to the open character of the community, where views of the sky are one of the defining features.

Guidelines and Standards

- Locate the tallest buildings the furthest distance from low-rise neighbourhoods, parks, and open spaces.
- Orient tall buildings with elongated floor plates in a north-south alignment to reduce shadow impact.
- Locate tall buildings towards the south side of a block, so more of the shadow falls within the block than on the adjacent street.
- Where possible, stagger the location of tall buildings to minimize adverse environmental effects on adjacent development and the public realm, respect sunlight and sky view access, and mitigate pedestrian level wind speed.
- Design tall buildings with a clear and proportional articulation of podium, middle and top.
- Promote point tower—not slab tower—forms.
- Articulate the upper floors of mid-rise and tall buildings to reduce bulk and achieve a distinct skyline profile.
- Integrate the massing, articulation and materiality of rooftop penthouse elements into the overall building design to achieve a coherent architectural expression. Residential units may wrap the mechanical penthouse but must adhere to all built form guidelines.
- Maximum tall building height excludes the rooftop mechanical penthouse.
- The rooftop mechanical penthouse on a mid-rise or tall building should be screened from public view.
- Design visually interesting roofs and use non-reflective, low-intensity colours..

8.8 Low-Rise Buildings

As the prevailing typology in the Meadowvale Neighbourhood, the needs of low-rise residential buildings should inform site organization and built form, as well as the functional, spatial and aesthetic quality of the public realm.

Background

The Meadowvale Neighbourhood is currently composed of mostly low-rise residential buildings of up to 4 storeys (approximately 13.0m) in height. This scale of built form influences the neighbourhood's prevailing green and open character and pedestrian-supportive public realm. Low-rise residential buildings generally range from 2 to 4 storeys and are typically of wood frame construction.

Intensification and redevelopment in many of the potential opportunity sites will include low-rise residential building types that are compatible with more compact mid-rise and tall buildings. The City of Mississauga encourages a wide range of building types to provide diverse unit types and sizes to support a complete community. Low-rise residential uses may include singles, semis, duplexes, house-form apartments, walk-up apartments or stacked townhouses. Access to units is either directly from the public sidewalk or a central lobby, a common corridor or a shared courtyard.

Given the prevailing low-rise character of the existing neighbourhood, the current zoning related to low-rise buildings has informed what is present today. The City provides design guidance for low-rise building types, including townhouses (stacked and back-to-back), walk-up apartments, and multi-family dwellings to supplement zoning regulations.

All future buildings in the Meadowvale Neighbourhood, no matter the type or overall height, are informed by how low-rise buildings meet the ground and are organized on their site. The lower floors of mid-rise and tall buildings are subject to the same setback and transition controls as low-rise buildings. Angular planes for low-rise buildings from adjacent low-density residential areas, parks and open spaces, along with setbacks from streets, side and backyards, will apply to the lower floors of mid-rise buildings and tall building podiums. .

Guidelines and Standards

- All low-rise buildings in the Meadowvale Neighbourhood study area should adhere to the current zoning and the City of Mississauga's design guidance.
- The controls that define the placement, site organization, and massing for low-rise buildings should also inform the lower floors of mid-rise buildings and tall building podiums.

8.9 Mid-rise Buildings

The design, massing and arrangement of mid-rise buildings should mediate between the prevailing low-rise character of the Meadowvale Neighbourhood and taller building types, and help to shape a comfortable, generous and green pedestrian environment.

Background

Mid-rise buildings are a building typology with an urban sensibility that will play a considerable role in the evolution and intensification of Mississauga. Today, only three mid-rise buildings exist in Meadowvale, which are located within the Community Node. However, the introduction of this comfortable scale and form of the building affords the opportunity to support and strengthen the character of the Neighbourhood, broaden the type and mix of units, and provide higher densities without the need for taller buildings.

Mid-rise buildings in the Meadowvale Neighbourhood will primarily provide residential uses but can include a mix of uses at grade where permitted, such as in the Glen Erin North and South character sub-areas. Mid-rise buildings are typically constructed from concrete or steel frame with elevators, although timber frame construction is now possible up to six storeys in height.

The Official Plan indicates a maximum building height of 4 storeys (approximately 13.0m) on all lands within the Meadowvale Neighbourhood unless otherwise permitted by Meadowvale Character Area policies. This informs the base height for streetwall portions of mid-rise buildings and tower podiums before the addition of stepbacks.

Guidelines and Standards

- In the Meadowvale Neighbourhood study area, mid-rise buildings are not appropriate for all sites. The siting, massing, height and design of a building on one site is not necessarily a precedent for development on an adjacent or nearby site.
- The site organization and placement of mid-rise buildings should follow the same guidelines and requirements as low-rise buildings to ensure a consistent pedestrian scale and open green character within the Meadowvale Neighbourhood.
- In the Meadowvale Neighbourhood, buildings above 4 storeys (approximately 13.0m) and up to 8 storeys (approximately 26.0m) are considered mid-rise buildings.
- At the height of 4 storeys (approximately 13.0m), mid-rise buildings should have a minimum step back of 1.5 metres to achieve a discernible top to the streetwall and minimize shadow impact on the public realm. An additional 1.5 metre stepback is required at 6 storeys (approximately 20 metres).
- The minimum ground floor height for all mid-rise buildings should be 4.5 metres. The maximum length for all mid-rise buildings is 60.0 metres. Buildings approaching and exceeding 60.0 metres, should either be broken up physically or visually using building articulations that sufficiently differentiate the building mass so that it appears as separate building forms. This can include stepbacks, colour and material variations, and unique building elements.
- At the ground floor level, any setback zone should be treated as an extension of the public realm to provide additional outdoor space and landscaping opportunities, allow for at-grade uses to expand outdoors, and encourage street animation. Where permitted, ground floors for retail commercial uses should be universally accessible, articulated to respond to the human scale and to provide a good visual connection between interior spaces and the public realm.
- Where permitted, residential buildings should have grade-related units directly accessible from the public sidewalk to animate the street and provide a higher sense of security and ownership.

- Ground floor residential units are encouraged to have their principal entrance from local streets where feasible. Frequent residential entries are encouraged to create fine-grained, pedestrian-oriented streets.
- Where private courtyards and outdoor spaces are visible, these spaces should enhance and not detract from the pedestrian experience of the public realm.
- Larger buildings with shared entries, lobbies and central courtyards should face the street and be visually prominent. When viewed from the street, they should provide visual interest, orientation, and a sense of invitation.
- Provide multiple entries at street level where appropriate, if consistent with security and other concerns.
- Mid-rise buildings should be designed with a clear and proportional articulation of base, middle and top.
- Integrate the massing, articulation and materiality of rooftop penthouse elements into the overall building design to achieve a distinctive architectural expression of the upper portion of mid-rise buildings.

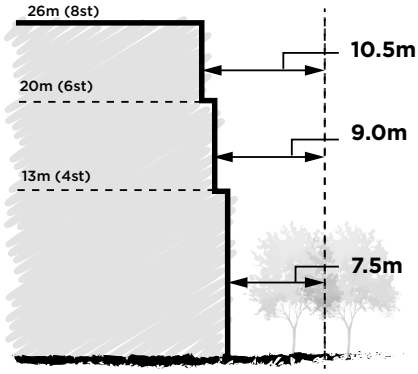


Figure 8.5 Proposed Setbacks

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

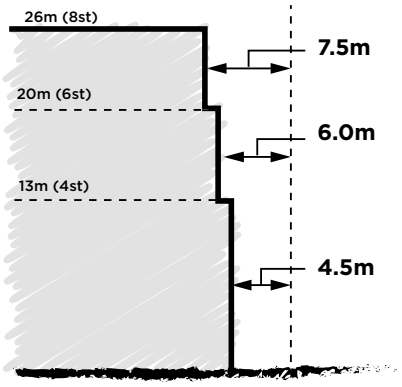


Figure 8.6 Proposed Minimum Distance to Internal Streets, Walkways an Mews

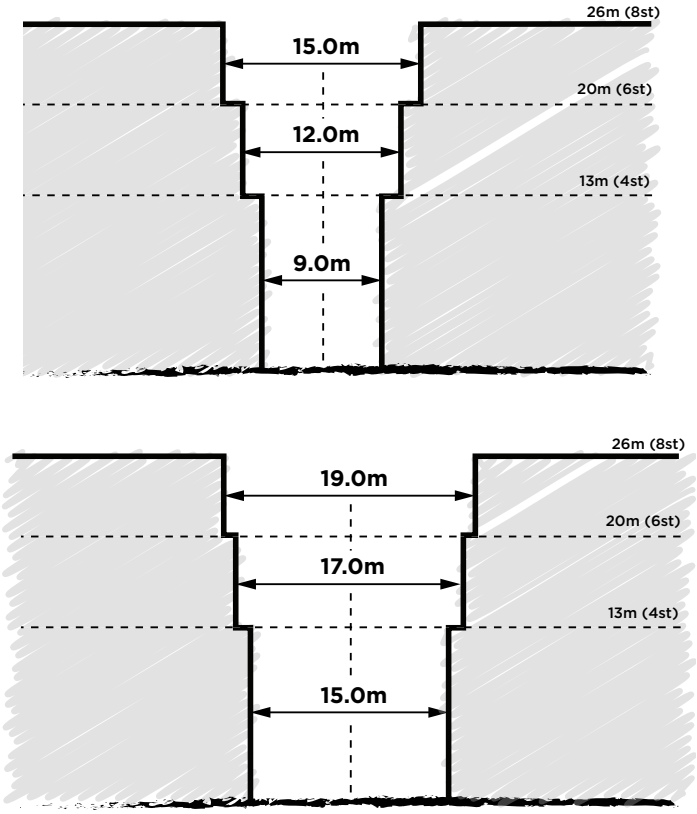


Figure 8.7 Proposed separation between Mid-rise buildings on same or adjacent sites.

(Left) Side Wall to Side Wall, with or without fenestration
(Right) Front Wall to Front Wall, Front Wall to Side Wall, with or without fenestration

8.10 Tall Buildings

Tall buildings have a greater responsibility to contribute positively to the community, given their scale, height and visibility. They were intended as focal points or landmarks in the original Master Plan for the Meadowvale Neighbourhood. For these reasons, it is critical that redevelopment that includes tall buildings not compromise the integrity of the City of Mississauga's Official Plan Urban Structure, have a negative impact on the surrounding public realm, or overwhelm adjacent uses.

Background

Tall buildings have always been part of the vision for Meadowvale. Their placement within the overall neighbourhood has related to the primary streets adjacent to and within the Community Node (Battleford Road, Aquitaine Avenue, and Glen Erin Drive), adjacent to Lake Aquitaine, and near the intersection of Glen Erin Drive with two major regional roads (Derry Road and Britannia Road). However, tall buildings are not appropriate for all parts of Meadowvale. The original Master Plan specifically situated tall buildings in key locations, and the City of Mississauga's Official Plan identifies the Meadowvale Node as an area of intensification, where additional tall buildings are anticipated and encouraged, more so than in the Neighbourhood.

Today in the Meadowvale Neighbourhood study area there are 14 tall buildings with an additional two tall buildings in the Meadowvale Community Node. Their height ranges from 10 to 18 storeys with an average height of 12 to 13 storeys. Over half of the current tall buildings are either 11 or 15 storeys in height. Recent development applications (approved and proposed) include new tall buildings ranging in height from 7 to 15 storeys, but only on sites where tall buildings currently exist. Beyond this recent activity, it is expected that modest proposals for additional tall buildings will come forward over time.

To ensure that new development reinforces the intent of the original Master Plan and supports Official Plan direction, all tall buildings are subject to controls for height, massing and bulk, transition and separation. The guidelines and standards that follow are informed by an understanding of the local context and neighbourhood character, City of Mississauga policy and design guidance, and best practices.

The podiums of tall buildings should serve a similar urban design purpose as a mid-rise building and include all of the qualities of mid-rise buildings by forming well-proportioned street walls that enrich the pedestrian experience and support public activities. Tall building podiums can include residential units, a mix of uses at grade (where permitted), or common amenity space. Podiums are often at the minimum mid-rise building height, but in Meadowvale may be taller to relate to the surrounding context. Tall building podiums are typically constructed from concrete or steel frame, the same as the tower portion of the tall building.

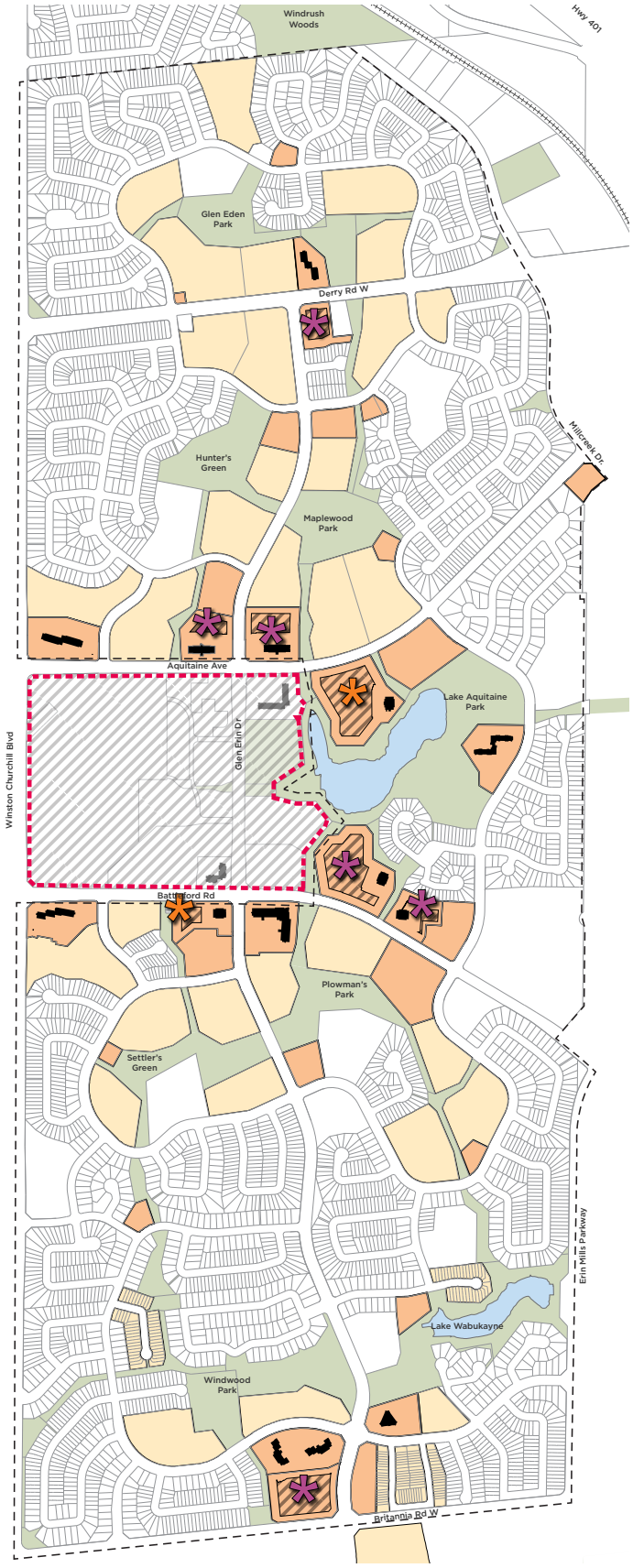


Figure 8.8 Where Tall Buildings Are Possible

Guidelines and Standards

- In the Meadowvale Neighbourhood study area, tall buildings are not appropriate for all sites. The siting, massing, height and design of a building on one site is not necessarily a precedent for development on an adjacent or nearby site.
- Buildings above 8 storeys (approximately 26.0 metres) in height are considered tall buildings. Where permitted, the maximum height for new tall buildings in the Meadowvale Neighbourhood study area is 12 storeys (approximately 38.0 metres). The maximum height doesn't include the mechanical equipment.
- Tall buildings should include a podium of no less than 3 storeys (approximately 10.5 metres) and up to a maximum of 6 storeys (approximately 20.0 metres) . The podium base is subject to a minimum 1.0-metre step back above 4 storeys (approximately 13.0 metres).
- Tall building podiums should follow the same guidelines and requirements as mid-rise buildings to ensure a consistent pedestrian scale and open green character within the Meadowvale Neighbourhood.
- The tower portion of tall buildings should be set back a minimum of 3.0 metres from the podium edge in all instances except the front setbacks for the Parks and Lake Aquitaine Sub-Area, Central Meadowvale Sub-Area and Glen Erin North and South Sub-Area.
- The tower portion of tall buildings should adhere to the following minimum front setbacks from the primary streets onto which they face:
  - » Central Meadowvale: 13.0m from the property line/public right-of-way.
  - » Parks and Lake Aquitaine: 13.0m from the property line/ public right of way.
  - » Glen Erin North and South: 13.0m from the property line/ public right of way.
- The maximum floorplate for tall buildings above the base building/podium should be 750 square metres Gross Floor Area (GFA). The City may consider potential exceptions for tower floorplates slightly larger than 750 square metres if the following conditions apply:
- The height of the building is 12 storeys (approximately 38.0 metres) or less.
- The proponent demonstrates that impacts on the public and private realm in terms of wind and shadow for the building are the same as if it were to have a tower floor plate size of 750 square metres.
- The development is for senior and/or affordable housing and follows the applicable City and Regional requirements.
- All parts of a tall building should be subject to angular plane transition controls, defined as a 45-degree angular plane taken from the rear and side property lines between low-density residential, parks and open spaces.
- The tower portion of a tall building must be no less than 40 metres from an adjacent tall building, measured above the podium base. Measurements should be taken from exterior walls or exterior edge of balconies, whichever is closer.

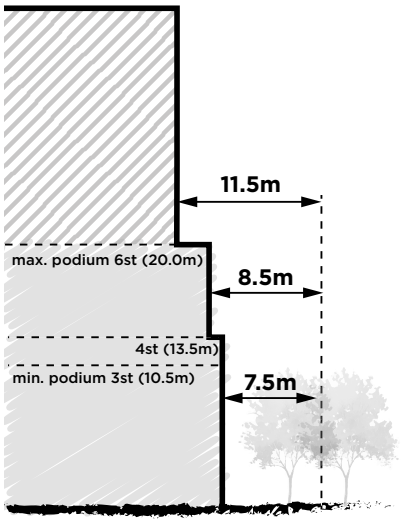


Figure 8.10 Proposed Tower Setbacks

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

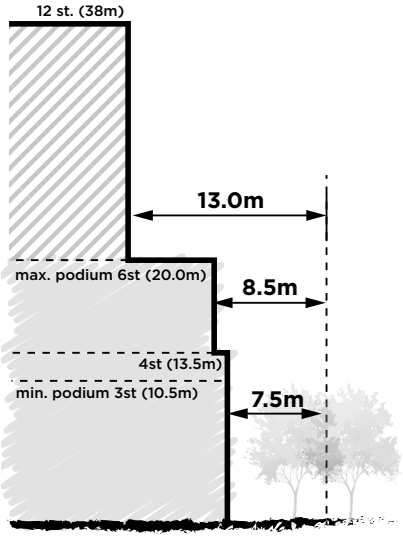


Figure 8.11 Proposed Tower Setbacks for Parks and Lake Aquitaine, Glen Erin North+South and Central Meadowvale Sub-Areas

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

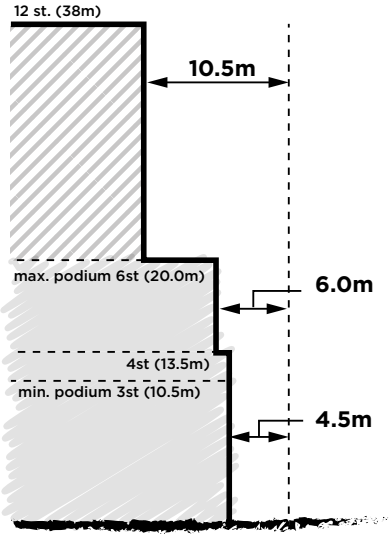


Figure 8.12 Proposed Tower Setbacks: Minimum Distance to Internal Streets, Walkways an Mews

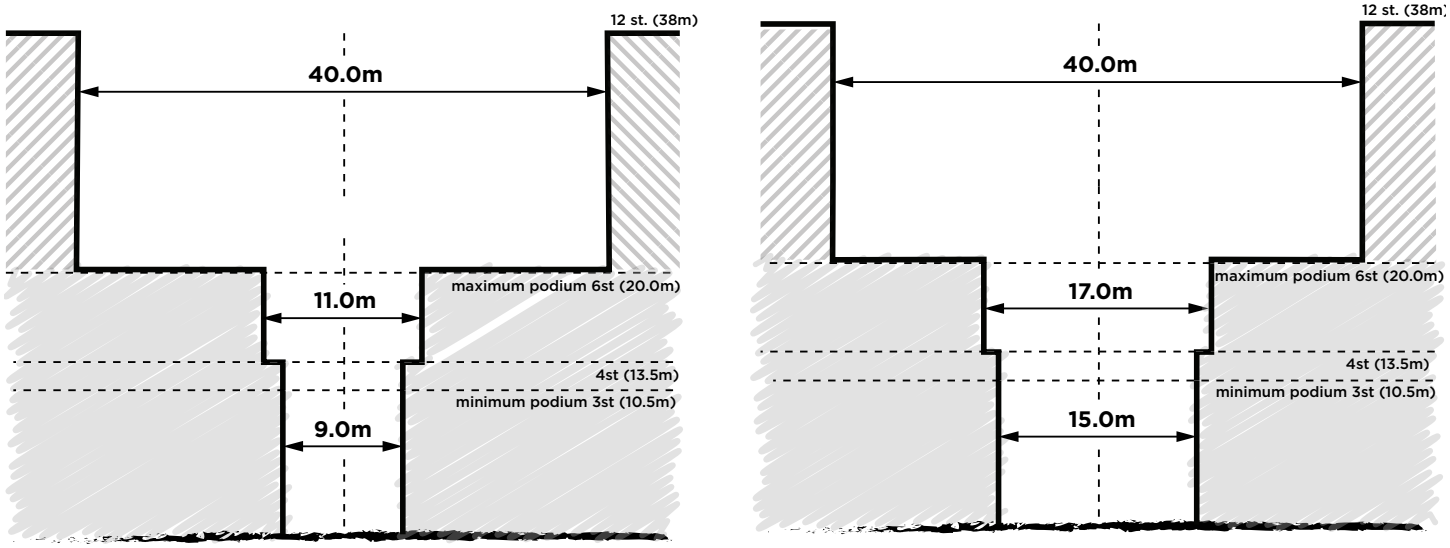


Figure 8.9 Proposed separation between Tall buildings on same or adjacent sites.
(Left) Side Wall to Side Wall, with or without fenestration
(Right) Front Wall to Front Wall, Front Wall to Side Wall, with or without fenestration

8.11 Density

Redevelopment densities should meet expectations for change in the Meadowvale Neighbourhood with the understanding that the City of Mississauga Official Plan identifies the Community Node as the area for intensification, not the Neighbourhood.

Background

The Meadowvale Community Node, identified as an Intensification Area by the City's Official Plan, will have a maximum density of 2.25x FSI; which is an increase over existing densities to stimulate reinvestment and redevelopment of a primarily low-rise retail commercial area. The Neighbourhood, which is not an Intensification Area, should have lower densities than the Node to ensure that the focus for redevelopment and intensification is appropriately distributed and the intent of the City's Structure is maintained.

The density recommendations are based on the results of the capacity study, built form modelling, existing precedents and context of the Meadowvale Neighbourhood in relation to the Community Node. The capacity study concluded that capacity is available for the majority of infrastructure and services (e.g. water and wastewater, roads, community facilities and parks, etc.) under the moderate (0.75x to 1.6x FSI) and high growth (1.0x to 2.0x FSI) scenarios. In comparison, recent development has generally led to a modest increase in existing densities, with approved FSI ranges between 1.4x to 2.1x FSI.

Guidelines and Standards

- A maximum overall density of 2.0x FSI is recommended for all the Residential High Density and Mixed Use within the study area.

8.12 Heights

Building heights in the Meadowvale Neighbourhood shall respond sensitively to its context and minimize the impact on adjacent properties by adhering to the recommended angular planes and transitions.

Background

The study area has a mix of building heights in the form of low-rises and tall buildings. As a master-planned community, the location of tall buildings is concentrated around arterial and collector streets, and are designated as Residential High Density in the Official Plan.

The varying building heights in the Neighbourhood provide a unique relationship between the built form, streets and open spaces. As Meadowvale continues to grow and change over time, building heights that are proposed through development should respect the character and scale of the Neighbourhood.

The new built form and height should ensure sunlight and sky views, and minimize shadows on the pedestrian realm.

The building heights are not intended as a standalone guideline, and are subject to the other design standards of this document.

Guidelines and Standards

- The maximum height of all buildings in the study area should adhere to the recommended angular plane and transitions.
- In the Meadowvale Neighbourhood, the maximum height for new tall buildings shall be 12 storeys (approximately 38.0 metres). The maximum height will only apply to Residential High Density and Mixed Use sites. For all other land use designations within the Neighbourhood, the existing maximum height of 4 storeys in the Official Plan will generally remain unchanged.
- Where infill is appropriate and desirable on sites designated Residential Medium Density in the Official Plan, explore opportunities to permit mid-rise buildings with heights of up to 8 storeys.

8.13 Building Design

New buildings in the Meadowvale Neighbourhood should respect and reinforce the character of the study area, incorporate durable materials and appropriately represent their moment in time.

Background

Building design guidelines provide direction for the expression and articulation of built form beyond the issues of mass and bulk. They cover ways in which a building should contribute to the public realm, and how it may appropriately respond to its immediate context and the planning policy for the Meadowvale Neighbourhood without prescribing a particular architectural style.

Future development should respect and fit within the prevailing low-density, residential character of the study area. Appropriate fit is determined by several key elements: the overall scale and design of the building, pedestrian experience at street level, frequency of entrances, transparency at street level and above, vertical rhythm of building elements, horizontal expression of floors and how they relate to adjacent properties, blank walls and when they transition, and the scale of uses at grade.

Below are key guidelines to consider. However, this list is not exhaustive. The City of Mississauga has existing guidance for several typologies that will inform the design of buildings. For more information, please refer to the primary guideline documents.

Guidelines and Standards

- New buildings should adhere to existing City of Mississauga Design Guidelines, as well as those additional guidelines proposed through this study.
- A transition is encouraged through the stepping back of the upper floors from the side property line, or through a change in materials and expression above the maximum streetwall.
- Buildings should include vertical articulation at a spacing and rhythm that reflects the prevailing character of the Neighbourhood. This dimension is informed by the scale of low-rise residential buildings, and generally ranges from 5 to 8m in width.
- The architectural composition of mid-rise and tall building elevations should express distinct base, middle, and top elements on all street facades.
- Side elevations that face onto a public street should be compatible with the primary street facade. New developments on corner sites should orient to both street frontages.
- For mid-rise and tall buildings, the expression of the lower floors is encouraged to relate to the prevailing low-scale residential character of the Neighbourhood.
- Buildings at view termini and corner sites should provide additional architectural emphasis. To emphasize the importance of these sites, modest exceptions to massing restrictions should be permitted to encourage designs that highlight their visual prominence.
- Materials used for additions should consider the principal materials of the existing building and present a unified design composition. Consider differentiating facade articulation between lower and upper floors.

8.14 Mobility Strategies

With redevelopment comes the opportunity to improve mobility in the Meadowvale Neighbourhood by creating a transportation system that shifts dependence away from the automobile, encourages active and healthy living, and supports a more accessible and equitable community.

Background

Like many master planned communities of its time, the Meadowvale Neighbourhood was designed for the automobile as the primary means of transportation. Streets were largely intended for cars, while an extensive network of paths through parks and green spaces was developed to encourage walking and cycling away from the arterial and collector roads.

As Meadowvale changes, it is important to support active transportation, especially for local neighbourhood trips that can easily be done by bike or on foot. This, in turn, will help to alleviate vehiclular congestion and support transit operations at the same time. To encourage walking and biking, the public realm must include safe and inviting facilities on streets, not only in the parks and open spaces.

Transit is another essential component in the creation of a walkable, sustainable community. As the Node becomes the focus for redevelopment, the Neighbourhood will benefit from improvements to transit frequency and number of routes. Further, future planning for the Meadowvale GO Major Transit Station Area may lead to better regional transit service; and upgraded connections for walking and cycling to the GO station should be considered.

The focus of the study was on land use and built form issues, and as such as comprehensive transportation review was out of scope. However, the City of Mississauga has several current and planned initiatives related to street planning and design which address the issue. The City's Vision Zero Plan, Changing Lanes and Transit and Road Infrastructure Plan will collectively provide direction for how to create a safe, accessible, equitable and beautiful road network in Meadowvale and throughout Mississauga.

Guidelines and Standards

- Introduce new pedestrian paths and walkways into development sites that connect to adjacent parks and open spaces.
- Introduce additional and enhanced signalized pedestrian crossings at intersections where warranted to improve pedestrian movement and safety.
- Provide clear signage for pedestrians and cyclists as part of the overall movement network.
- Introduce bike parking facilities on all public streets at key destinations to promote cycling as a mode of transportation.
- Encourage at-grade sheltered bike parking as part of every new development.
- Improve access and, where possible, service, to local and regional transit stops and stations.
- Introduce new street furniture and amenities at all transit stops in the Meadowvale Neighbourhood to support current and future ridership.

8.15 Housing Choice and Affordability

New infill and redevelopment should improve the quality and quantity of housing in the Meadowvale Neighbourhood with a range of unit sizes and levels of affordability to better serve a growing and evolving population.

Background

One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, in particular the ability to age-in-place and housing opportunities for young families. Meadowvale is primarily a low-density community with some taller buildings, the range of unit types, sizes, and forms of ownership have not kept up with the requirements of an aging population or the challenges of affordability.

As housing costs continue to increase and the Neighbourhood evolves through upgrades to aging buildings and new infill developments, it important to maintain and create new affordable housing.

Currently more than one third of households in Meadowvale rent and almost one third of households spend more than 30% of their income on shelter costs, which is considered unaffordable. The City introduced Rental Protection By-law 0121-18 and Demolition Control By-law 45-19 preserve and/or replace the existing stock of purpose-built rental with units of comparable size and level of affordability throughout the city. Any new infill developments on rental sites within the Meadowvale Neighbourhood should strive to preserve or replace a portion affordable housing.

While substantial change is not anticipated in the broader low-rise housing community, additional housing may be provided through the development of additional second units and, as recently directed by the provincial government, the introduction of accessory dwelling units. This type of infill will utilise existing infrastructure without largely impacting the existing visual character of the neighbourhood. These units can allow residents to age in place and provide opportunities for families. The Region of Peel's second unit program may also allow homeowners to qualify for grants towards the creation of legal second units in their existing homes.

Guidelines and Standards

- Apply the strategies and actions identified in Making Room for the Middle Housing Strategy and Action Plan.
- Expand the range of housing options present in the community in terms of housing type, tenure and affordability.
- Preserve and/or replace affordable rental units with units of comparable size and level of affordability.
- Provide a portion of affordable housing in new infill developments.
- Gently increase density through second units and accessory dwelling units as directed by the Province.

8.16 Retail Retention

Redevelopment of the Meadowvale Neighbourhood will require a balance of residential and non-residential uses to remain a complete and healthy community.

Background

Neighborhood retail has a significant influence on community health. The convenient availability of goods and services is a key factor when choosing a place to live and places that lack suitable retail are at a disadvantage. Without strong retail, communities are at risk: existing residents may choose to leave, and potential new residents may choose to live somewhere else.

The original Master Plan for Meadowvale identified key locations where non-residential uses would best serve the community. The Node, centred around the mall, is the focal point. Three other locations where retail uses are concentrated are around the periphery of the Neighbourhood, adjacent to higher order roads. Within the low-density residential area are several convenience commercial sites that offer another scale of retail within walking distance for many.

As Meadowvale changes over time, it is important to retain these areas as destinations within the community. Doing so will encourage a broader mix of retail offerings, support different types of businesses, and encourage walking and biking for shorter trips as an alternative to driving.

Guidelines and Standards

- Policies should require that existing non-residential floor area be replaced within each site as they redevelop.
- Preserve and strengthen the role of the Meadowvale Community Node as a focus of retail activity.
- Preserve and strengthen non-residential floor area in the redevelopment of all mixed-use and Convenience Commercial sites.
- Locate and orient new or replacement retail to contribute to the animation of streets and public spaces. For example, locate retail on the ground floor of mixed-use buildings along existing arterial roads or internal main streets.

8.17 Community and Cultural Benefits

Community services and facilities are an important part of building a complete Meadowvale. The City of Mississauga Official Plan establishes and recognizes that the provision of, and investment in, community services and facilities supports neighbourhoods that are healthy, liveable, safe and accessible.

Background

In Meadowvale, community services and facilities are located throughout the Neighbourhood and within the Community Node. Schools, daycares, libraries, human services, community theatre and other public gathering spaces are important parts of the Meadowvale community. As the Node and Neighbourhood evolve, the functionality of the existing facilities will also change. The offering of services and facilities should keep in step with the needs of a growing and diverse population.

Guidelines and Standards

- Strengthen policies to reinforce the importance of the Community Node as the centre of Meadowvale, where intensification is accompanied with community and cultural benefits and spaces are accessible to persons of all abilities, incomes and ages. Some of these services may take place in other parts of the Neighbourhood but the focus should be on the Node.
- Ensure that redevelopment is accompanied by local benefits, such as community facilities, affordable housing, public realm improvements, civic spaces and parks, and increased connectivity.
- Schools should be planned to keep pace with changing needs by maximizing existing infrastructure and co-locating services in community hubs where possible.
- Work with the school board to identify opportunities to include child care facilities in schools.
- Pursue opportunities to co-locate child care with other community facilities (such as recreation centres, places of Worship and libraries) or to secure new child care facilities that are integrated into new development as part of the planning approval process.
- As growth occurs, maintain/preserve/replace space for community-based organizations to ensure that communities continue to have access to programs, services and places to worship
- Monitor the needs of residents as the area develops to determine the timing and delivery of new and enhanced community infrastructure.

8.18 Sustainability and Resilience

New development should improve the overall environmental quality of the Meadowvale Neighbourhood and minimize ecological impacts.

Background

Of great interest in the Meadowdale Neighbourhood is the potential cumulative impacts of urban development on the integrity of Mississauga's environment.

Meadowvale's green character and its emphasis on parkland, especially around the two lakes, reflects the original master plan's intent to introduce sustainable landscape approaches into community development. Today, far more is possible to advance green design principles.

There are several opportunities to promote environmentally sustainable built form through the redevelopment process. Whether through more efficient site planning, pedestrian-focused and transit-oriented urban form, improved building materials, reduction of water usage and storm water runoff, or microclimatic amelioration, these techniques and more can influence the quality of life for everyone.

New developments are encouraged to incorporate the actions and directions outlined in the City of Mississauga Climate Change Plan, Living Green Master Plan, and the Green Development Strategy. These documents define environmental sustainability principles that projects should follow from the early design phase through to implementation.

All new buildings should incorporate leading environmental standards for design and construction processes. These may cover energy efficiency, environmentally-friendly materials, systems and processes such as locally produced or recycled building materials, solar energy systems, heat recovery, geothermal energy, roof top gardens, zero ozone depletion refrigerants, thermally-efficient glazing, high efficiency heating systems, passive cooling systems, zone-controlled lighting, heating and cooling, light reflective surfaces, waste control and life cycle cost consideration, to the extent that such systems and processes are required and being implemented within the City of Mississauga.

Building design should minimize the impact of wind and shadow on adjacent neighbourhoods and parks and buildings should be articulated to intercept or diffuse wind at the pedestrian level. Setbacks for high-rise buildings above the base should sufficiently mitigate negative wind down draft.

Increasing the extent of permeable surfaces in urban areas can reduce the demand on constrained infrastructure and minimize impacts on natural hydrological systems. Street trees and other landscape elements should be included in all redevelopment efforts to help regulate air temperature, intercept rainfall and minimize storm water runoff. Stormwater should be retained on site where possible, with the inclusion of stormwater retention ponds, cisterns and detention basins. Grey water should be used for irrigation and other non-potable uses where required and permitted.

In the long term, issues such as water quality, natural heritage, energy conservation and use of sustainable materials should become integral to overall project design. Improving the street network and revisiting extensive paved surfaces served by conventional stormwater drainage systems will lead to a more sustainable and resilient Meadowvale.

Guidelines and Standards

- Require wind and shadow technical reports for all buildings higher than the mid-rise building height limit.
- Consider:
  - » Advancing the City's Green Development Strategy Climate Change Plan and its Living Green Plan to ensure green building and site development standards are achieved.
  - » The adoption of minimum standards for on-site energy generation from renewable sources.
  - » The adoption of standards for on-site stormwater retention and release.
  - » The creation of a green roof strategy for new development.
  - » The development of innovative techniques for stormwater management within public rights-of-way.

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CHAPTER 9.0
Implementation

Meadowvale Neighbourhood
Character Study
April 2021

9.0 IMPLEMENTATION

This section outlines the mechanisms and approaches to support the implementation of the recommended planning and design framework.

The previous section establishes a comprehensive set of recommendations with supporting rationale to guide change, through infill and redevelopment, in Meadowvale's built environment. This section outlines the mechanisms and approaches to support the implementation of the recommended planning and design framework, which include:

- Mississauga Official Plan
- Meadowvale Neighbourhood Character Area Urban Design Guidelines
- Zoning By-law 0225-2007

9.1 Mississauga Official Plan

The Official Plan includes general policies that address many of the issues raised by the recommendations. Section 16.16, Meadowvale Neighbourhood Character Area, is a part of the Plan that allows a further level of detail to be provided regarding Meadowvale's character and provides the opportunity to create a layer of Meadowvale-specific policies refined to reflect it.

The recommendations made by this study have potential to be implemented through revisions both to general Official Plan policies and policies pertaining specifically to the Meadowvale Neighbourhood Character Area.

General Considerations for the Official Plan

This study was one of the first conducted by the City of Mississauga to examine the intensification potential of a Non-Intensification Area. Although its recommendations were made with the Meadowvale Neighbourhood Character Area in mind, many have broader applicability to other Neighbourhoods or the city as a whole. The City of Mississauga should use the opportunity of its Official Plan Review to consider the right place for the implementation of the study's recommendations: general Official Plan policies, Meadowvale-specific Official Plan polices, or Urban Design Guidelines.

An example of how the study might lead to a broader reconsideration of the Official Plan's policies follows. Many of the Official Plan's more detailed policies on tall buildings are included in Section 9.2.1 Intensification Areas. Section 9.2.2 Non-Intensification Areas has a policy that tall buildings will generally not be permitted, while establishing requirements for new development and development along Corridors. Mid-rise buildings are not specifically addressed in the Official Plan. A particular focus of this study has been

the conditions under which tall or mid-rise buildings can be developed in a Non-Intensification Area in a way that respects neighbourhood character. In considering how the recommendations of this study should be implemented, it is likely that some of the existing policies that pertain to tall buildings in Intensification Areas should pertain to tall buildings in Non-Intensification Areas. Some of the policies that pertain to tall buildings also pertain to mid-rise buildings. Restructuring some of policies and their organization within the Official Plan might mean that some of the study's recommendations can be addressed in the Plan's general policies, rather than those policies applying only to the Meadowvale Neighbourhood Character Area.

Considerations for Meadowvale-specific Official Plan Polices

The Official Plan includes broad-stroke policies of general applicability. The Meadowvale Neighbourhood Character Area policies of Section 16.16 allow for policies that respond specifically to local context.

There are a number of instances, where the study's recommendations have been tailored to the Meadowvale context and should apply only to that area. It is recommended that Section 16.16 of the Mississauga Official Plan be amended to reflect the findings and recommendations of this report, taking the following into consideration:

- A "Context" section should be added, which describes the elements essential to the character of Meadowvale and outlines how infill and redevelopment can happen in a manner that reinforces the positive qualities of the neighbourhood, while ameliorating those aspects that need improvement.

- While the recommendations address all forms of infill and redevelopment in the Meadowvale Neighbourhood Character Area, a particularly important contribution is clarifying the development potential of lands designated Residential High Density and Mixed Use. The height and density limits included in the recommendations for these designations should be included as policy.

- The recommendations also include other standards that are important in ensuring that built form in the Residential High Density and Mixed Use designations respect the character of the area and transition to surrounding lower density uses and the public realm. These policies address setbacks, angular planes, step backs, minimum ground floor height, maximum building length and minimum building and tower separations. In determining the level of detail to be included the Official Plan's Meadowvale Neighbourhood Character Area policies, the planning framework must be considered as a whole: general Official Plan policies, Meadowvale-specific policies, and Urban Design Guidelines.

- The Guidelines will be the most detailed and specific, but allow some interpretation due to their place outside of the Official Plan. The Official Plan policies may be more general, but, in their totality, support the Urban Design Guidelines as an implementation tool. The level of detail included within the Official Plan policies, and particularly the inclusion of specific numeric standards, must be evaluated based on the benefit of having some flexibility in the standard.

- There are certain instances in which the study's recommendations represent a higher standard or requirement than that included in the general Official Plan policies. These standards should be included in Section 16.16. An example of such a policy, is the requirement that existing non-residential floor area be replaced 1:1 within each site as they redevelop.

- Some existing policies in Section 16.16 will be superseded by new policies. These policies include: 16.16.1.1, related to built form transitions. Site specific policies and site specific densities included in Map 16-16 should be reviewed in light of the study's recommendations.

9.2 Meadowvale Neighbourhood Character Area Urban Design Guidelines

This study establishes:

- A description of character of the Meadowvale neighbourhood;
- A vision and guiding principles which establish how the neighbourhood should change over time; and
- Guidelines and standards, with a supporting rationale, for the implementation of the vision and guiding principles.

It is recommended that the content of this study be incorporated into Urban Design Guidelines for the Meadowvale Neighbourhood Character Area that provide detailed direction on how infill and redevelopment can be appropriately accommodated.

The Urban Design Guidelines should be endorsed by Council as guidance on the interpretation and implementation of Official Plan policies in the Meadowvale Neighbourhood Character Area context. Official Plan policies would in turn provide the basis in policy for the implementation of the Urban Design Guidelines.

9.3 Zoning By-law 0225-2007

The City of Mississauga may elect to update its Zoning By-law to incorporate the study recommendations through infill exception regulations. Alternatively, the in-force zoning could remain. Any development application that requires a Zoning By-law amendment, especially those that represent an increase in height or density, would have to demonstrate that it fulfills the intent of the Official Plan policies as further detailed in the Urban Design Guidelines.



APPENDICES

Meadowvale Neighbourhood
Character Study
April 2021

A. ZONING-BY-LAW

This Appendix includes:

- A chart summarizing the zoning categories within the study area and the general permissions within these zones
- Zoning maps 46W and 54W, which cover the study area
- A map of the soft sites within the study area, plus an accompanying table describing the zoning for these sites
- A map of the development sites within the study area, plus an accompanying table describing the zoning for these sites.
- Natural areas (2018) within the study area.

Table A1: General Permissions by Zoning Category

Zoning Category	General Permissions
R	R zoning permits detached dwellings.
RM	RM permits detached dwellings, semi-detached dwellings, townhouse dwellings, street townhouse dwellings, triplexes, and horizontal multiple dwellings.
RA	RA zoning permits apartments, long-term care buildings, and retirement buildings.
OS	OS zoning permits open space for passive recreational, active recreational, stormwater management, and cemetery uses.
G	G zoning permits a limited range of uses specific to the protection of people and property from flooding and erosion hazards, and the protection of natural features. In some areas, additional permitted uses include bird sanctuaries, golf courses, garden parks, art displays, and conservation areas.
C	C zoning permits a variety of retail, service, office, hospitality, motor vehicle service, entertainment/recreation, residential (apartment or dwelling unit above the first storey of a commercial building) uses.
D	D zoning recognizes vacant lands not yet developed and/or permits the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with the MOP.



A1. Zoning By-law Maps 46W and 54W.

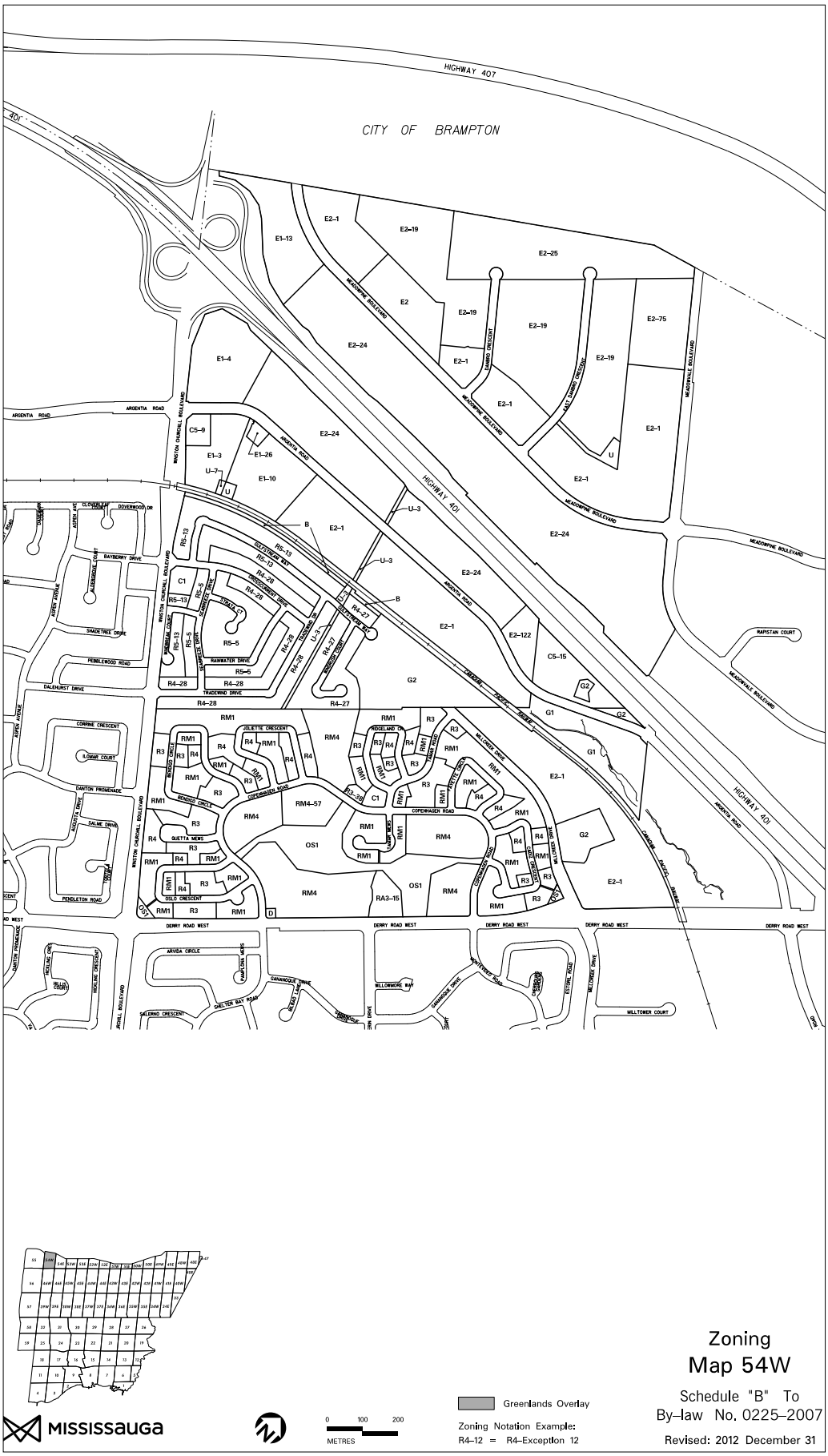
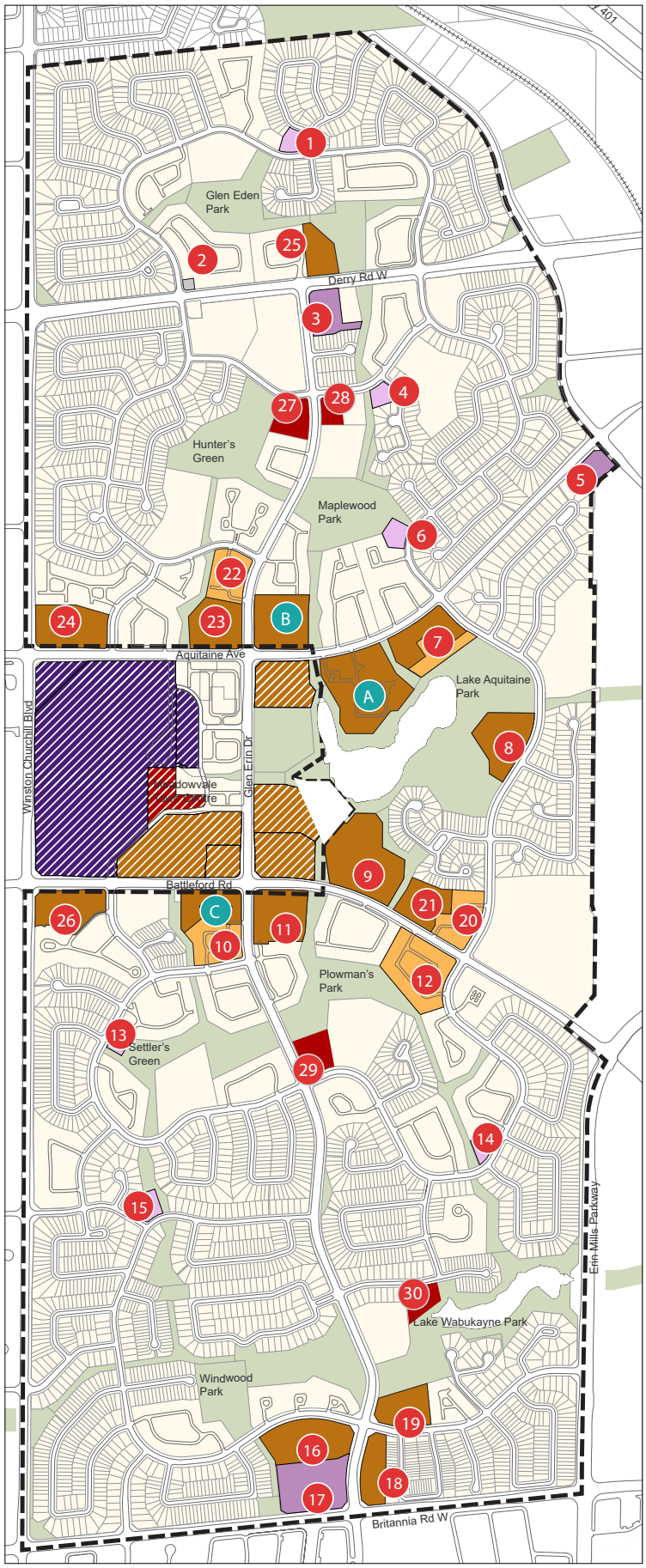

HIGHWAY 407
CITY OF BRAMPTON
HIGHWAY 401
MEADOWPINE BOULEVARD
ARGENTIA ROAD
DERRY ROAD WEST
MISSISSAUGA
0 100 200
METRES
Greenlands Overlay
Zoning Notation Example:
R4–12 = R4–Exception 12
Zoning
Map 54W
Schedule "B" To
By–law No. 0225–2007
Revised: 2012 December 31

Table A2: Soft Site Zoning

#	Zone	Height	Density	Setbacks	Notes
1	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum GFA 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
2	D	Not applicable	Not applicable	Not applicable	
3	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum GFA 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
4	R3-38	10.7m	Maximum lot coverage: 35%	Front (interior lot): 7.5m Front (corner lot): 6.0m Side (exterior): 6.0m Side (interior): 1.2m + 0.61m for each additional storey or portion thereof above 1 storey Rear (interior lot): 7.5m Rear (corner lot): 3.0m	The only permitted use is day care.
5	C1-10	Sloped roof: 10.7m and 1 storey Flat roof: 9.0m and 1 storey	Maximum GFA 585m2	Front: 8.0m Side (interior - easterly): 3.5m Side (interior - westerly): 3.0m Rear: 3.0m	
6	C1	Sloped roof: 10.7m and 2 storeys	Maximum GFA 2,000m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	



Study Area

X Sites with the potential for change and intensification

Apartments (Rental and Condo)

Townhouse Sites (Rental and Co-operatives only)

Large Retail Commercial Site

Medium Retail Commercial Sites

Small Retail Commercial Sites

Other Small Site

Places of Worship

X Sites with Approved Development

Potential sites in the Community Node, outside of Study Area

A2. Soft Sites in the Study Area.

#	Zone	Height	Density	Setbacks	Notes
7	RA1	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	
8	RA3-4	38.0 m and 12 storeys	1.3 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
8	RA1-32	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	Only permitted use is day care.
9	RA4-32	56.0 m and 15 storeys	1.0 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	Additional permitted use: Townhouse dwelling
10	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
11	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
12	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
13	RM4-61	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	Only permitted use is day care.
14	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
15	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	

#	Zone	Height	Density	Setbacks	Notes
16	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
17	C2	Sloped roof: 20.0m and 4 storeys Flat roof: 16.5m and 4 storeys	Maximum 12,000m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
18	RA1	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
19	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
20	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

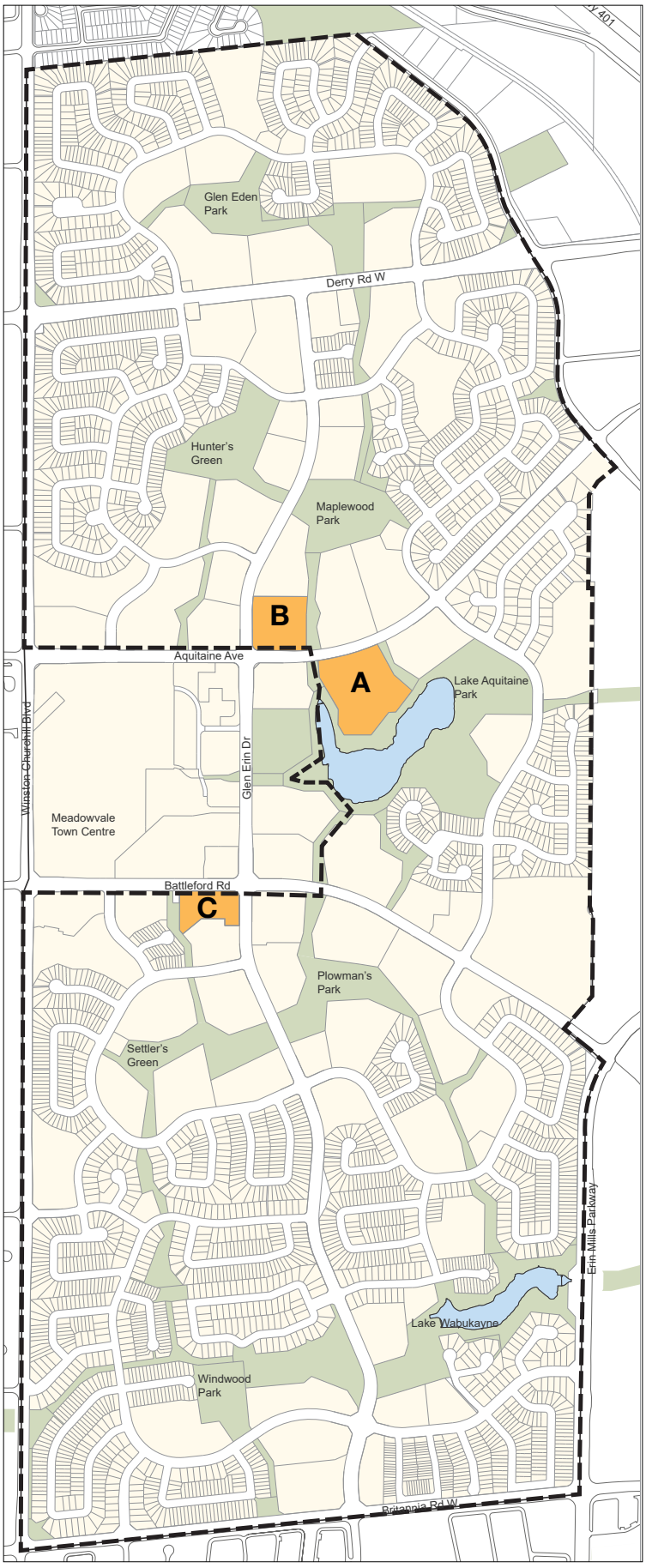
#	Zone	Height	Density	Setbacks	Notes
21	RA4-4	56.0 m and 18 storeys	Minimum FSI 1.0 Maximum FSI 1.3	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Rear abutting Apartment, Institutional, Office, Commercial, Employment or Utility: 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
22	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
23	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
24	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
25	RA3-15	10 storeys	Minimum FSI 0.5 Maximum FSI 1.0	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear or interior side lot line (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
26	RA4-4	56.0 m and 18 storeys	Minimum FSI 1.0 Maximum FSI 1.3	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Rear abutting Apartment, Institutional, Office, Commercial, Employment or Utility: 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
27	RM4-58 (PRA)	10.7m		Minimum setback of a parking area to Residential Zone/to an abutting lot in a Residential Zone is 4.5 m Rear: 7.5m Front: 18m Side: The lesser of the height of the building or 15% of the width of the lot.	Lands zoned RM4-58 shall only be used for the following: 1. Places of Religious Assembly 2.Day Care
28	RM4-58 (PRA)	10.7m			
29	R3 (PRA)	10.7m			
30	R3 (PRA)	10.7m			

Table A3: Development Sites Zoning

#	Address	Zone	Height	Density	Setbacks	Notes
A	2700 Aquitaine Avenue	RA4-47	56.0m and 18 storeys	1.6 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	Additional permitted use: Horizontal multiple dwelling
B	6719 Glen Erin Drive	RA4-45	56.0m and 18 storeys	Maximum GFA 25,300 m^2	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	Additional permitted uses: Townhouse dwelling, Horizontal multiple dwelling All lands zoned RA4-45 considered one lot.
C	6550 Glen Erin Drive	RA4-1	56.0m and 18 storeys	1.0 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	



A3. Development Sites in the Study Area.

B. DEMONSTRATION PLAN

To visualize the intention of the Meadowvale Neighbourhood Character Area recommendations, the Study Team developed Demonstration Plan massing model. The Demonstration shows new development within some of the selected opportunity sites as an example, but not necessarily for all individual sites. The demonstrations were developed as a way to understand the implications of the urban design on the context.

The Demonstration Plan is not a Master Plan. It is presented for illustrative purposes only and not the only potential outcome of the recommendations, which give flexibility for a number of different approaches.

Further, we want to stress that a demonstration on a particular property does not provide any greater permissions that those not tested.

The built form tests takes an aggressive approach to not underestimate potential change; not every site tested will necessarily redevelop.

Demonstration Model: Site 1
Infill Around Existing Tower

This site is a rental 18-storey apartment building with a 2-storey parking structure and surface parking. It is next to parkland, low density residential and townhouses. Vehicle access is from Battleford Road. The site includes a landscape buffer from streets and adjacent uses.

The demonstration explores possible infill opportunities for the site with combination of a tall building and townhouses fronting the street, with the assumption that parking would relocate below grade. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.



Demonstration Model: Site 2
Commercial to Mixed-Use Redevelopment

This neighbourhood retail centre is one of the two medium sized commercial properties within the Study Area. It includes a grocery store and other services with surface parking. It is adjacent to parkland and high-density residential properties and address two major streets.

A tall building is across Britannia Road to the southeast. The demonstration explores possible comprehensive mixed-use redevelopment with a range of building types and heights. Given its location at the Glen Erin South Sub-Area, tall buildings are considered appropriate. Retail uses would be retained.



Demonstration Model: Site 3
Comprehensive Redevelopment

This townhouse development is currently a rental property with surface parking. Its location across from the Meadowvale Theatre and West Credit Secondary School make it an attractive site for potential redevelopment and intensification. Given its location on the southside of Battleford east of the Community Node, it is not an appropriate site for tall buildings.



C. PUBLIC ENGAGEMENT

This Appendix includes three reports that summarize the engagement summary with the community in each study phase.

It also includes the four demonstrations, which illustrated how the recommendations could be applied to various site typologies.



Meadowvale Neighbourhood Character Study
Phase 1 What We Heard Summary

DRAFT

Introduction

Overview
From September to October 2017, the City of Mississauga conducted the first phase of a community engagement process that involved hundreds of Meadowvale residents, visitors and stakeholders about the future of the Meadowvale neighbourhood.

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. Stakeholders were asked about their experiences within the area and about what physical features were important to them to maintain or enhance as their community evolves.



How we engaged?
Over a period of two months, people were able to learn about the study and provide feedback through a community workshop, an online survey, an online idea forum and interviews within the community.

The Meadowvale Neighbourhood Character Study team used various techniques to build awareness of and promote input into the project. Some techniques used included door-to-door mail drop, on-street mobile signs, posters in prominent locations within the community, and a digital engagement platform featuring a suite of digital tools, including social media, digital signage, e-blasts and media advisory.



Community Workshop, September 13th 2018

We received feedback from over 200 people. Participants were asked about two topics:

1. **Experience:** How do you experience the Meadowvale study area (what do you do in the area; how do you get around; what are the key physical features in the area)?
2. **The Future:** What features in the area are important and should be maintained? Which physical features could be enhanced?

Participants were provided with aspects of the neighbourhood to consider when answering the questions:

- **Public Places:** Streetscapes, parks, open spaces, lakes, gathering spaces, vegetation (trees and shrubs)
- **Land Uses:** Residential, commercial (Meadowvale Town Centre and small plazas), community services and facilities (community centre, library, school, theatre)
- **Access and Connectivity:** Trails, pathways, local streets, arterial roads, mid-block connections, connections to other areas outside of the neighbourhood)
- **Built form:** Building typologies: houses, townhouses, apartments, heights, densities





Interviews in the Community, September 13th and October 24th, 2018

Snapshot of What We Heard:

What participants love about Meadowvale:

- The 'village' feel
- The natural beauty of the parks and open spaces
- The openness between buildings
- The interconnected trail system
- The people and community

What participants think could be improved:

- More affordable housing types for young families and for residents to 'age in place'
- Increased gathering spaces for social activities
- Enhanced community services and facilities as intensification occurs
- Improved transit connectivity and separated bike lanes

What We Heard

Themes

Feedback centered around four key themes:

Built Form

- The openness and sky-views between buildings should be preserved and considered for new development;
- Excellent architectural design of new housing should be ensured;
- Heights and densities around parks and open spaces should be limited to maintain beauty and openness;
- New developments should incorporate greening opportunities, such as rooftop gardens and community gardens;
- Adequate parking for all uses should be provided.

Public Places

- The natural beauty of the parks and trail system is greatly valued and should be maintained and enhanced;
- The mature trees are identified as important and an aspect that should be maintained in the neighbourhood;
- The community centre and library are well used and valued and should be maintained and/or enhanced.
- There should be opportunities to incorporate more places to gather and host activities/events.

Land Use

- There is desire for mixed housing types and affordability that can accommodate mixed communities, with options for young families and seniors to 'age in place.'
- The City must ensure the appropriate supports for schools and community services with intensification.
- Small-scale retail should be enhanced within the retail plazas.

Access/Connectivity

- Improved lighting and winter maintenance is needed for the trail system;
- Separated cycling lanes (separate from pedestrian paths) are needed within the trail system;
- Parking is greatly valued and should be maintained;
- Improved walkability by widening sidewalks and providing midblock connections should be a priority;
- Increased connectivity to the GO station is needed.

Next Steps

On November 3, 2018, the City of Mississauga in partnership with consultants DTAH and Gladki Planning Associates are leading a bus tour and design charrette to workshop how the draft vision and guiding principles can be applied to the areas within the Meadowvale neighbourhood which could be intensified: townhouse, apartment and retail area sites.



Meadowvale Neighbourhood Character Study

Phase 2 What We Heard Summary

January 2019

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Introduction

Overview

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. The study is being conducted in three phases:

Phase 1 – Understand Meadowvale/Establish Guiding Principles
Phase 2 – Explore and Confirm Ideas
Phase 3 – Synthesis and Final Report

In Phase 1, the study team conducted background research regarding the Meadowvale area which included extensive public engagement. Through Community Workshop #1, an online survey and interviews with the community, we spoke with over 200 people about their experiences within Meadowvale and what they value about the area.

In November and December 2018, the City of Mississauga completed Phase 2 of the study. Using information gathered in Phase 1, the study team developed draft guiding principles and identified four site typologies representative of the Meadowvale neighbourhood that could be considered for redevelopment. In Phase 2, participants were asked to comment on the draft guiding principles and to explore various redevelopment possibilities for the four site typologies.



Community Workshop #2 participants on the walking tour, November 3, 2018

How We Engaged in Phase 2

On November 3rd, 2018, approximately 30 residents participated in Community Workshop #2 which included a guided bus and walking tour of the Meadowvale area, a presentation, and a design charrette. Subsequent to the Community Workshop, seven residents contributed feedback via an online survey.

Draft Guiding Principles:

1. Strengthen Meadowvale's Identity
2. Build a Compatible Built Environment
3. Encourage a Context Sensitive Built Form
4. Create Green, Safe and Attractive Streets and Public Spaces
5. Transition to Adjacent Neighbourhoods, Parks and Open Spaces
6. Provide Diverse Housing Choice
7. Improve Connectivity
8. Improve Parking Environments

Typologies under consideration:

- Townhouse
- Retail
- Mixed Townhouse and Tower
- Tower in the Park

Summary of What We Heard

1. Maintain appropriate transitions to adjacent land uses

- Setbacks and landscape buffers should be used to promote positive transitions between commercial and residential properties, as well as between various types of residential development (ie. townhouses, towers, and detached houses)
- Incorporate building stepbacks and podiums within mid-rise and tall building designs to ensure appropriate transitions to lower density development, to parkland and green areas and, in some cases, to the street
- Preference for new buildings to transition up away from the street to the middle of the site and back down to any adjacent existing lower density residential uses
- Heights should always transition away from adjacent parkland and green areas

2. Maintain consistency with existing setbacks and separation distances between buildings

- Consistency with existing setbacks and separation distances between buildings were seen as important to maintain access to sky views and to limit shadow impacts

3. Minimize shadow impact of all new development on existing development and open spaces

4. Maximize access to sky views

5. Maintain, protect, enhance and expand existing network of open spaces and trail network

- When new development is being considered, additional open space and an expanded trail network are desirable

6. Improve pedestrian and cycling connections throughout Meadowvale

- Provide safe pedestrian and cycling access to and through the parks and trail system
- Prioritize pedestrian and cycling access to residential and commercial properties and public amenities
- Incorporate pedestrian friendly designs that are accessible
- Cycling infrastructure should be improved and expanded (e.g. new connections, bicycle parking)

7. Encourage mixed use development of commercial properties

- In the redevelopment of commercial properties, developments should be designed with retail/office at grade and residential above
- Maintain some of the retail function of the site in order to continue to provide goods and services to the local community

8. Reduce the size and impact of parking

- Provide underground parking for residents whenever possible
- Surface parking is unattractive, however some spaces may be maintained to provide access for visitors and for those with accessibility issues/ mobility needs
- If above grade parking structures are necessary, they should be screened from view
- Ensure developments have sufficient parking
- Surface parking lots could be potential sites for infill development

9. Incorporate sustainable, green site and building features in all new developments such as green roofs, permeable paving, bio-swales and terraces

Community Workshop #2 Overview

On Saturday, November 3, 2018, the City of Mississauga, DTAH, and Gladki Planning Associates (the consultant team) hosted the second community workshop for the Meadowvale Neighbourhood Character Study. The day consisted of a guided bus and walking tour, a presentation, and a design charrette. Approximately 30 residents participated in the day. Councillor Saito also attended, provided welcoming remarks and contributed to table discussions.

The purpose of the workshop was to:

- Present findings from Phase 1 (including What We Heard)
- Re-introduce elements defining the existing character (through the presentation and the bus and walking tour)
- Present and collect feedback on a draft set of guiding principles
- Introduce principles of good design and a menu of built form precedents
- Explore how these ideas apply to particular typologies: townhouse, retail, mixed townhouse and tower, and tower in the park
- Explore a variety of redevelopment options



Community Workshop #2 participants on the bus tour, November 3, 2018

Bus and Walking Tour Summary

In the morning, the project team led a bus and walking tour of different locations in Meadowvale that are representative of the focus of this study: apartment, townhouse and retail sites. Brent Raymond from DTAH provided an overview of the locations, highlighting key characteristics and conditions to be considered in assessing redevelopment potential.



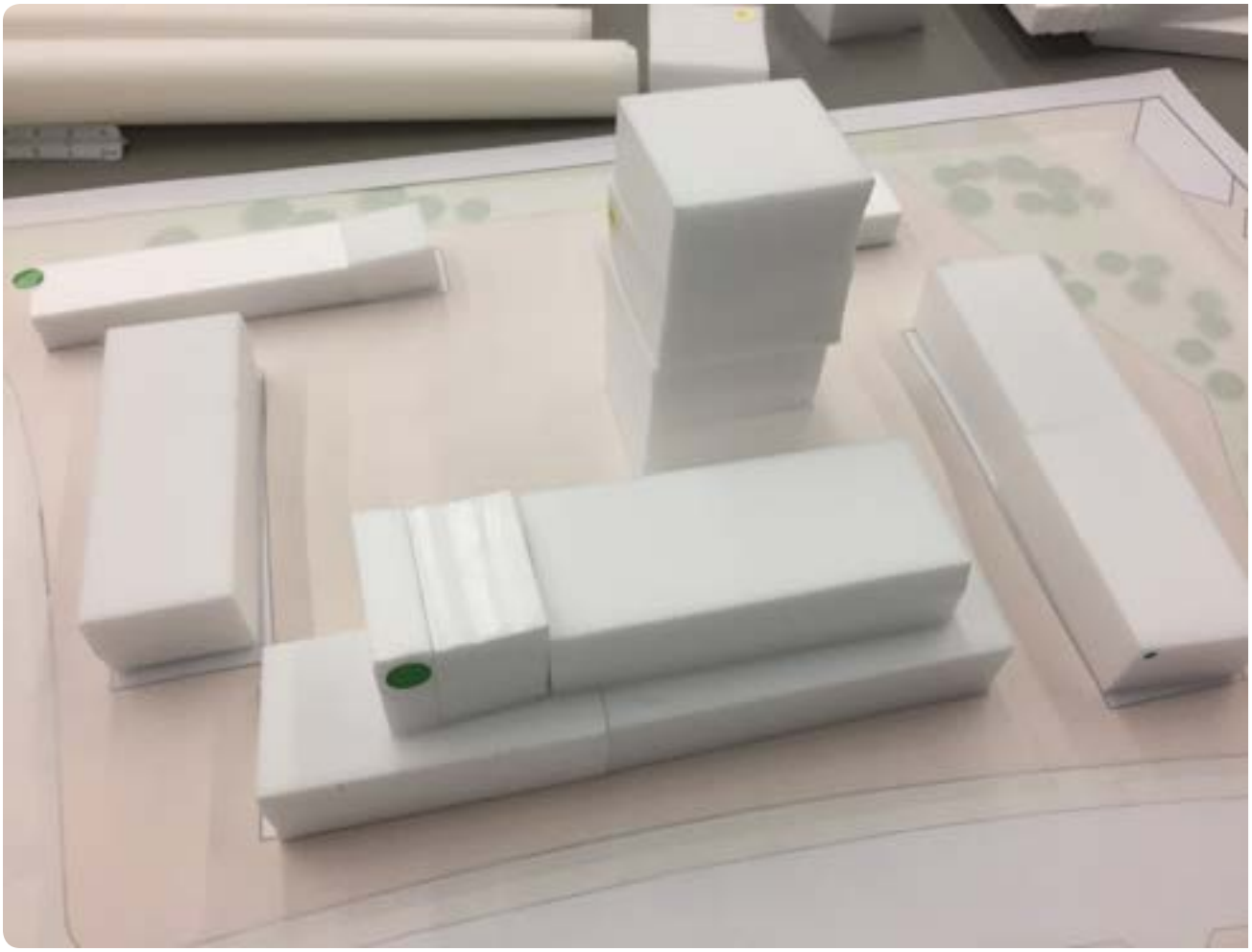
Community Workshop #2 participants walking around and discussing key locations, November 3, 2018

Design Charrette Summary

In the afternoon, participants contributed their ideas in a design charrette. The design charrette consisted of five stations that the participants rotated through. Station 1 included boards outlining the draft guiding principles and opportunities for participants to provide feedback. Stations 2 to 5 included typologies which are representative of existing development in Meadowvale that could possibly be considered for redevelopment:

- Station 2: Townhouse Typology
- Station 3: Retail Typology
- Station 4: Mixed Townhouse and Tower Typology
- Station 5: Tower in the Park Typology

Each typology station included a physical model to allow testing of various intensification options.



Community Workshop #2 Design Charrette typology station with various shapes and sizes of styrofoam blocks, November 3, 2018

Online Survey Overview

Subsequent to Community Workshop #2, an online survey was posted and completed by seven (7) residents. The survey consisted of questions related to the draft guiding principles. Participants were asked to read the guiding principle and click on the following answer that best represented their response to the principle:

1. Love it – don't change a thing!
2. Like it – it's good, but can be improved.
3. Dislike it – it doesn't reflect what was heard from the community.

Participants were further invited to provide feedback on how to improve the principles.

Detailed Summary of Feedback

The detailed summary of feedback below is based on the ideas shared and explored during the design charrette. The feedback has been organized by station. The feedback provided on the guiding principles from the survey is also incorporated below.

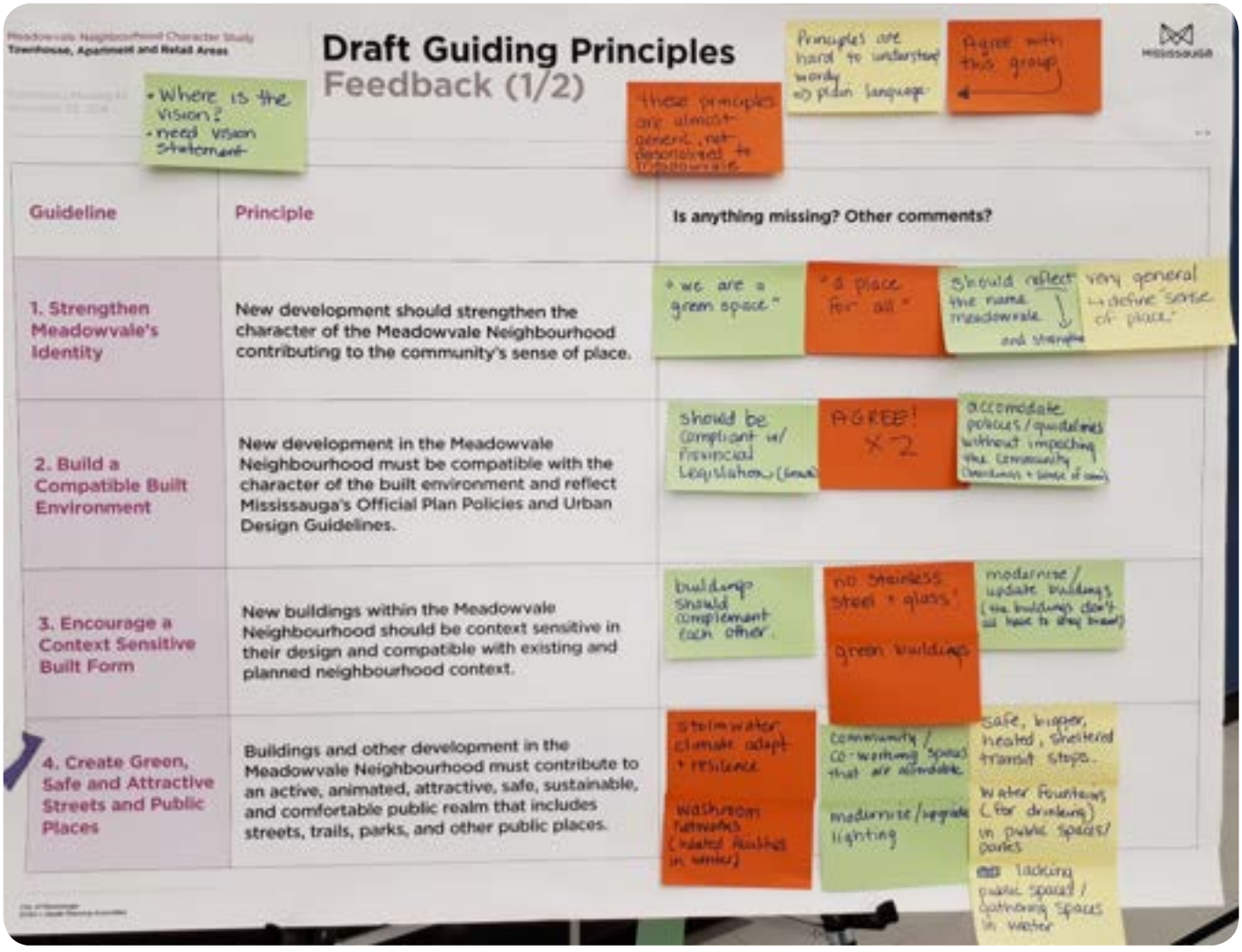
Station 1-Guiding Principles

The eight (8) draft guiding principles were illustrated on two boards at the charrette. Participants were asked to review the principles and identify if they had any comments or anything to add.

The following general comments were provided at the design charrette:

- A vision statement is needed
- Principles are hard to understand, wordy
- Some of the principles are too generic, not personalized to Meadowvale

The specific comments on each principle and verbatim responses are included below:



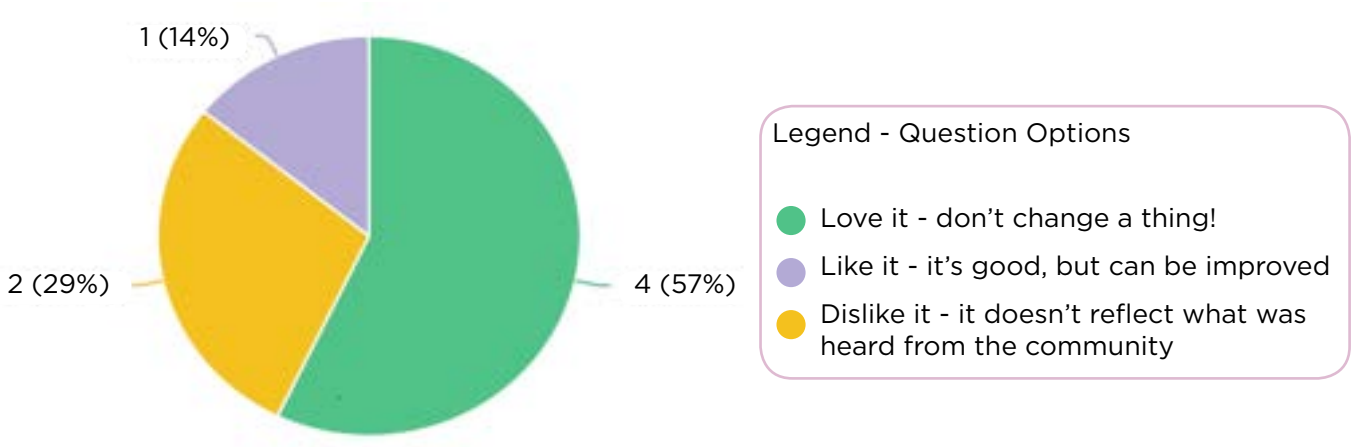
Guiding Principles #1 to #4 Feedback Board at the Design Charrette, November 3, 2018

Principle 1-Strengthen Meadowvale's Identity: New development should strengthen the character of the Meadowvale Neighbourhood contributing to the community's sense of place.

Design Charrette Comments:

- We are a green space
- A place for all
- Should reflect and strengthen the name "Meadowvale" (Specifically, the idea is that the 'Meadowvale' name consists of two parts: Meadow – a piece of grassland and Vale – a valley)

Online Survey Responses



How can we make the principle better?

Verbatim comments:

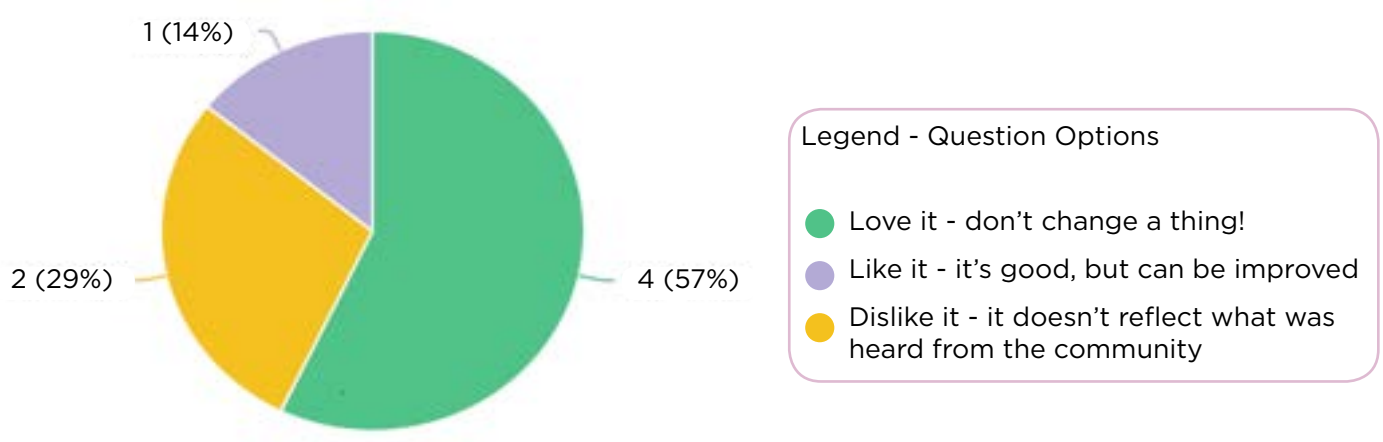
- Introduce Farmers Markets in the area
- Get rid of Principle 1
- Develop site lines from streets to parks
- Higher design and material standards for new and redeveloped buildings - a more traditional appearance is desirable (For example, the Chartwell building on Battleford is an example of unacceptable design/material standard - mostly plain concrete with crude balcony design)

Principle 2-Build a Compatible Built Environment: New development in the Meadowvale Neighbourhood must be compatible with the character of the built environment and reflect Mississauga's Official Plan Policies and Urban Design Guidelines.

Design Charrette Comments:

- Should be compliant with Provincial Legislation (Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe)
- Accommodate policies/guidelines (growth) without impacting the community (buildings + sense of community)
- Two groups stated they agree with this vision statement as is
- Public services need to be expanded with growth
- Consider all utilities and services (e.g. power capacity, sewers, storm drainage, water, when reviewing new development applications in the area)

Online Survey Responses



How can we make the principle better?
Verbatim comments:

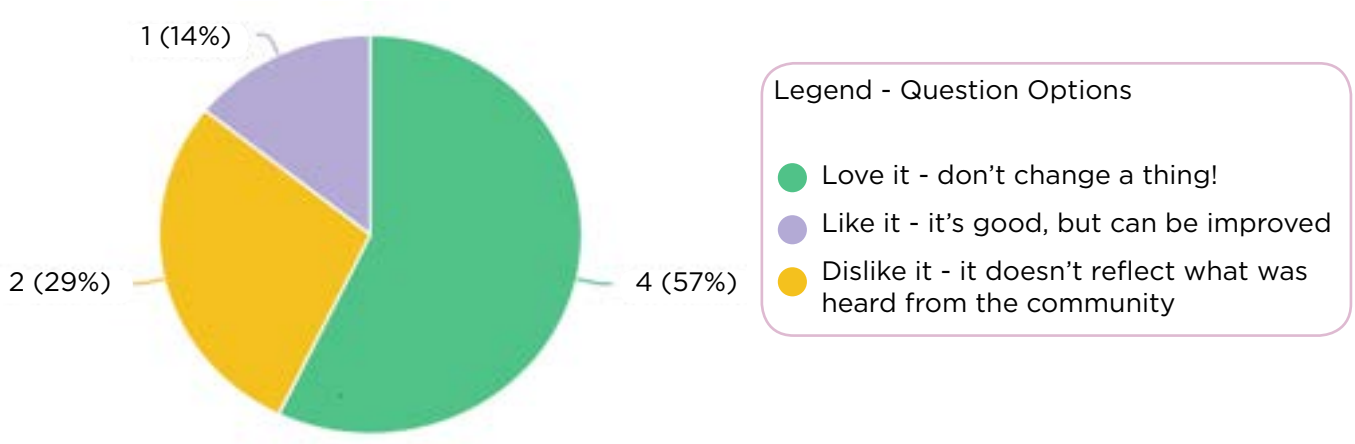
- Could elaborate on what exactly is meant by 'compatible with the built environment' - Sounds too political
- Fix the grammar (eg. Build a Compatible Environment or Offer Compatibly Built Environment)
- There is not much character to many of Meadowvale's buildings. There is room for improvement in design and materials. A bit more traditional appearance would be a big improvement. Develop a reasonably consistent design standard across the ward.

Principle 3-Encourage a Context Sensitive Built Form: New buildings within the Meadowvale Neighbourhood should be context sensitive in their design and compatible with existing and planned neighbourhood context

Design Charrette Comments:

- Buildings should complement each other
- No stainless steel and glass
- Green buildings
- Modernize and update buildings (the buildings don't all have to stay brown)

Online Survey Responses



How can we make the principle better?
Verbatim comments:

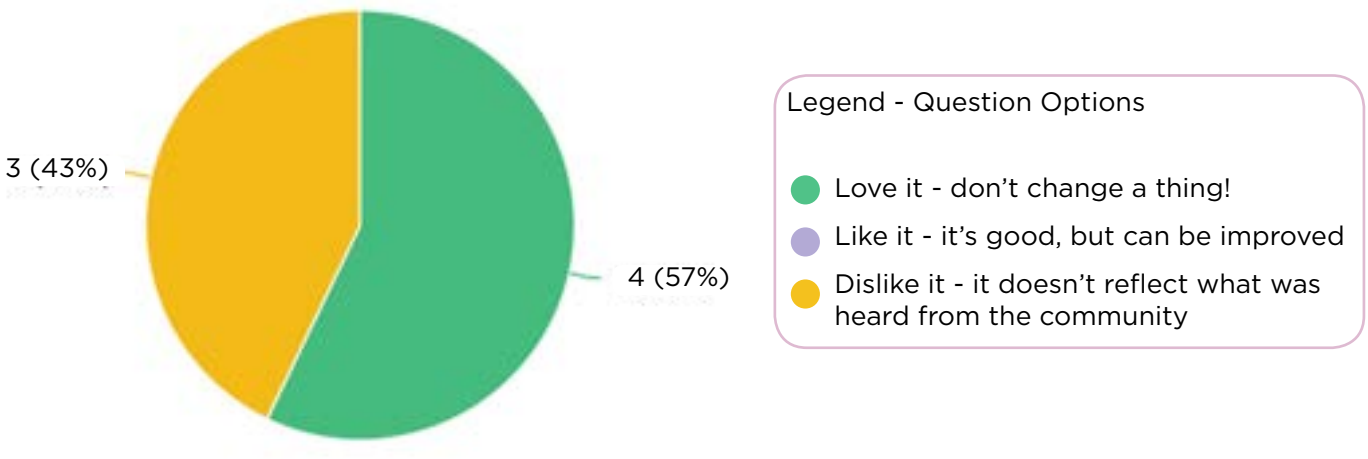
- Would like to see more of a commitment about how exactly buildings should be compatible with existing design. For example: make a commitment to preserve the space between buildings, commitment to low rise building design and no blockage of skyline views.
- This is quite suitable to Meadowvale – possibly described as a bit rustic – stone cladding, etc. Fits in great with parkland locations. So far, there is way too much brick in Meadowvale.

Principle 4-Create Green, Safe and Attractive Streets and Public Spaces: Buildings and other development in the Meadowvale Neighbourhood must contribute to an active, animated, attractive, safe, sustainable, and comfortable public realm that includes streets, trails, parks and other places.

Design Charrette Comments:

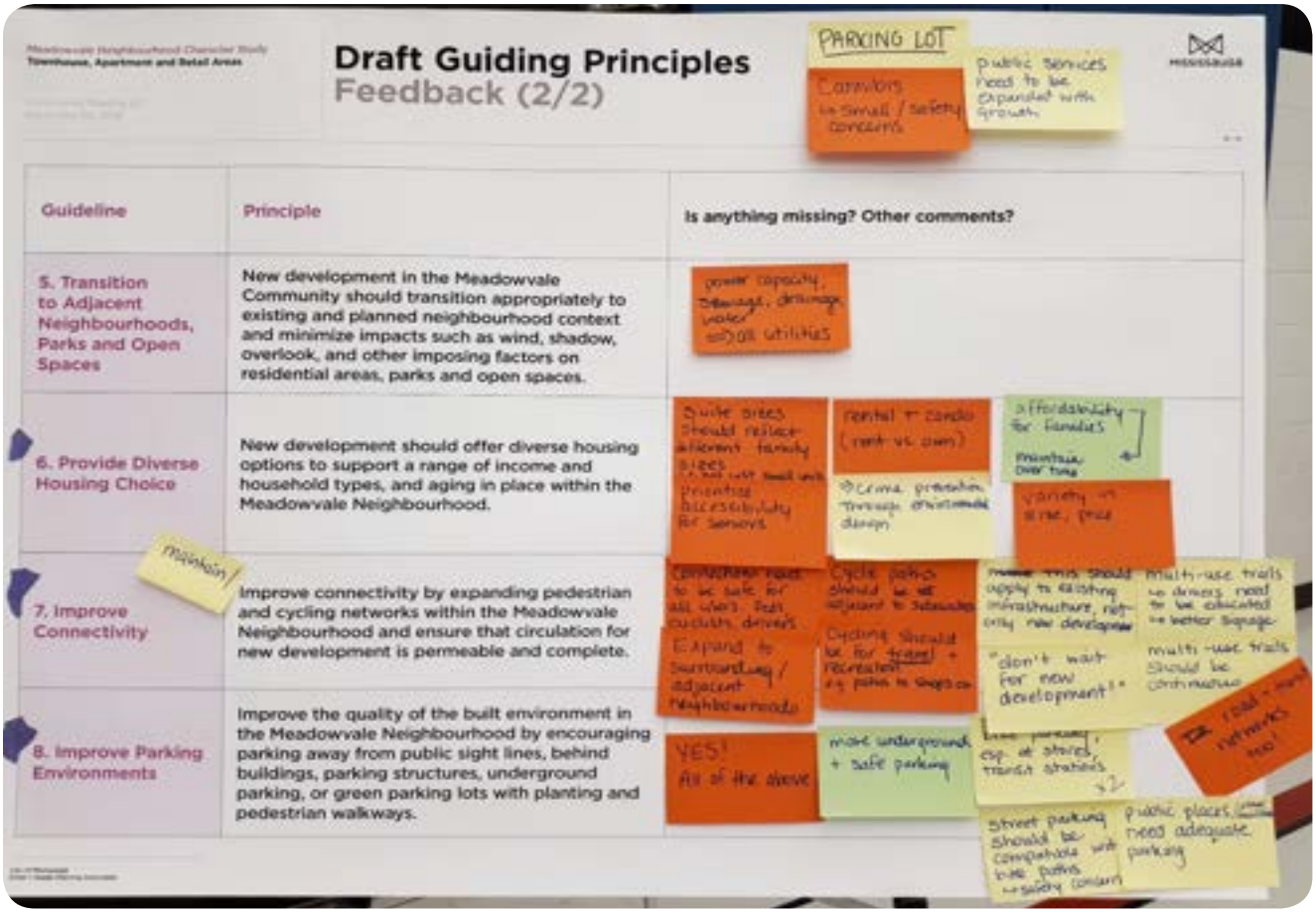
- Washroom networks (heated facilities in winter)
- Stormwater facilities should be climate adaptive and resilient
- Modernize and upgrade lighting
- Community and co-working spaces that are affordable
- Lack of public and gathering spaces in the winter
- Provide water fountains in parks
- Provide safe, bigger, heated transit stop shelters

Online Survey Responses



How can we make the principle better?
Verbatim comments:

- It's good. Meadowvale already has a lot of park space. When redeveloping the tower in the park buildings (or adding a podium in those buildings), I would not want such an action to be against this guiding principle.
- Create site lines from streets to parkland. Much has already been said about bike lane improvements. A few streets may benefit from becoming more developed – Winston Churchill Blvd as a 6 lane road does not work for me as a "tree-lined suburban street." It would be more consistent with the road to have more 3 to 4 storey townhouse development or similar. On the other hand, Glen Erin could benefit greatly from more greenery, maybe even pedestrianise it in front of the community centre. This would create an interesting contrast to the busy Winston Churchill Blvd.



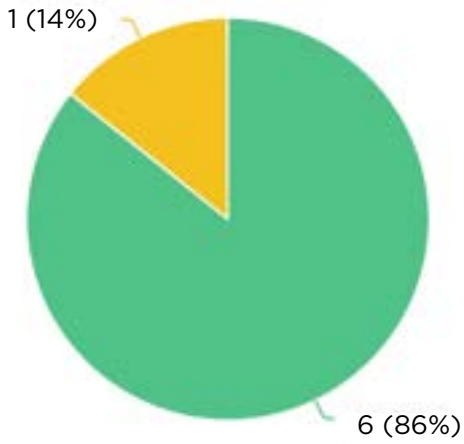
Guiding Principles #5 to #8 Feedback Board at the Design Charrette, November 3, 2018

Principle 5-Transition to Adjacent Neighbourhoods, Parks and Open Spaces: New development in the Meadowvale Community should transition appropriately to existing and planned neighbourhood context and minimize impacts such as wind, shadow, overlook, and other imposing factors on residential areas, parks and open spaces.

Design Charrette Comments:

- Consider all utilities and services (e.g. power capacity, sewers, storm drainage, water, when reviewing new development applications in the area) - Comment moved to Guiding Principle #2

Online Survey Responses



How can we make the principle better?
Verbatim comments:

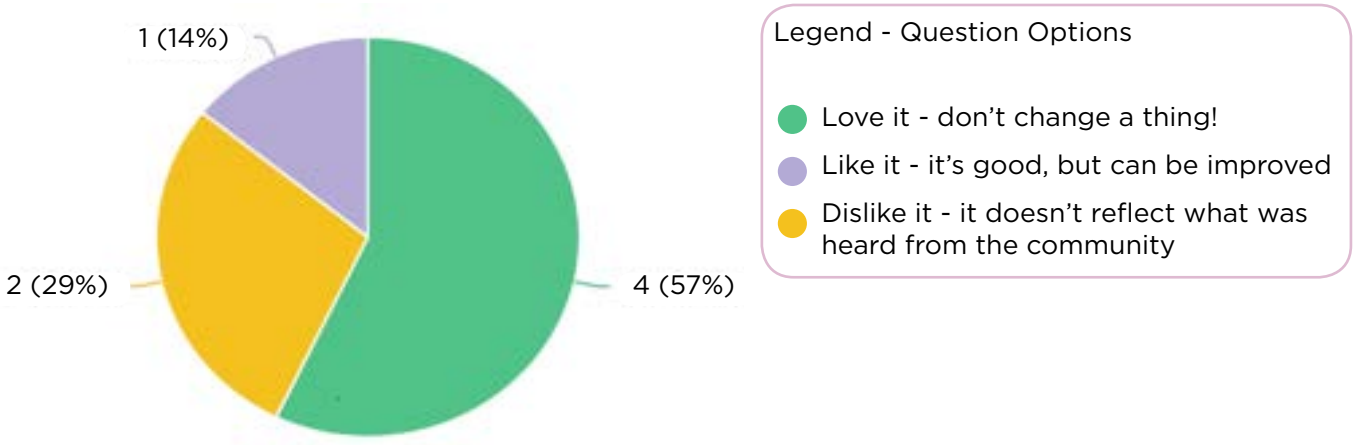
- With increased density of development, I would expect and accept more issues (related to density) but with careful planning, it is possible to improve the overall parkland ambience. The 'tower in a park' is my preferred arrangement (instead of townhouses next to a park). The towers offer more privacy for residents and park users.

Principle 6-Providing Diverse Housing Choice: New development should offer diverse housing options to support a range of income and household types, and ageing in place within the Meadowvale Neighbourhood.

Design Charrette Comments:

- Prioritize accessibility for seniors
- Suite sizes should reflect different family sizes (not just small units)
- Provide both Rent and Condo (rent vs. own)
- Use Crime Prevention Through Environmental Design concepts
- Provide variety in size/price
- Affordability for families should be maintain over time

Online Survey Responses



How can we make the principle better?
Verbatim comments:

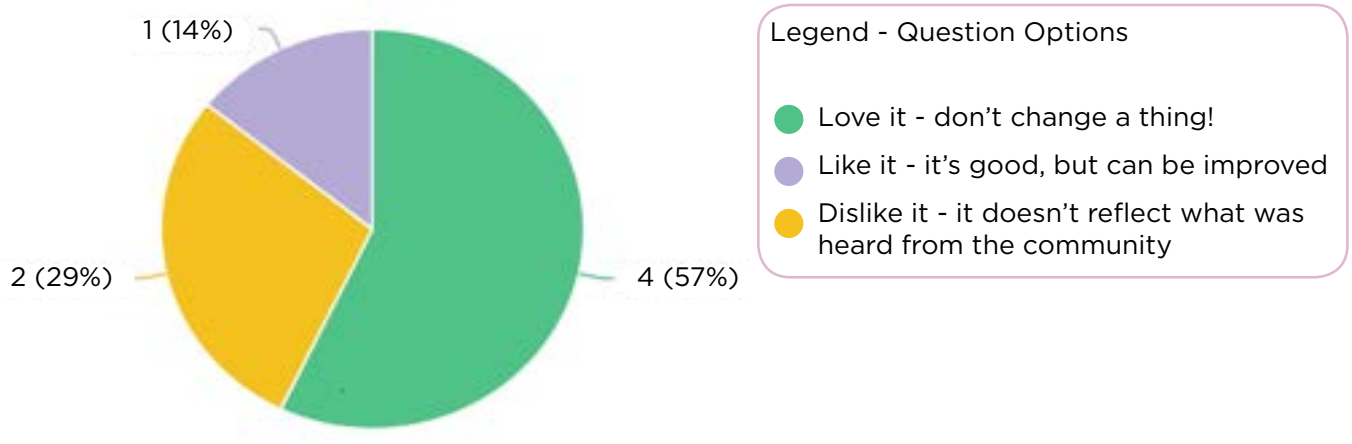
- I agree with this and the wording is found in the PPS (Provincial Policy Statement). I think however the Meadowvale area and overall Mississauga has a large supply of low density housing (single and semis). Perhaps this guiding principle can acknowledge that and promote more growth in middle density (townhouse, stacked townhouse, midrise) or promote residential development types that the area is currently lacking.
- Change wording: Provide Diverse Housing Choices or Provide Each Resident With a Diverse Housing Choice (grammatical change)
- This example shows a little more design quality which would add much to the built character of Meadowvale as well as providing for diverse needs. The design appearance of new developments should have high-quality professional oversight (all cities should) to help develop the character of individual regions. It is unprofessional not to. Your average resident expects their car, furniture, etc., to be designed to a professional standard and appropriate for use. We should all expect the same from our neighbourhoods and cities. Cars and household goods come and go, but cities are around for generations.

Principle 7-Improve Connectivity: Improve connectivity by expanding pedestrian and cycling networks within the Meadowvale Neighourhood and ensure that circulation for new development is permeable and complete.

Design Charrette Comments:

- Connections need to be safe for all users: pedestrians, cyclists, and drivers
- Cycle paths should be adjacent to sidewalks
- Cycling should be for travel and recreation, e.g. paths to shops etc.
- Multi-use trails. Drivers, both cyclists and car, need to be educated. Better signage required
- Multi use trails should be continuous both within the Meadowvale neighbourhood and connecting to the surrounding communities
- “Don’t wait for new development”
- This should apply to existing infrastructure, not only to new development
- Road and transit networks need improved connectivity too

Online Survey Responses



How can we make the principle better?
Verbatim comments:

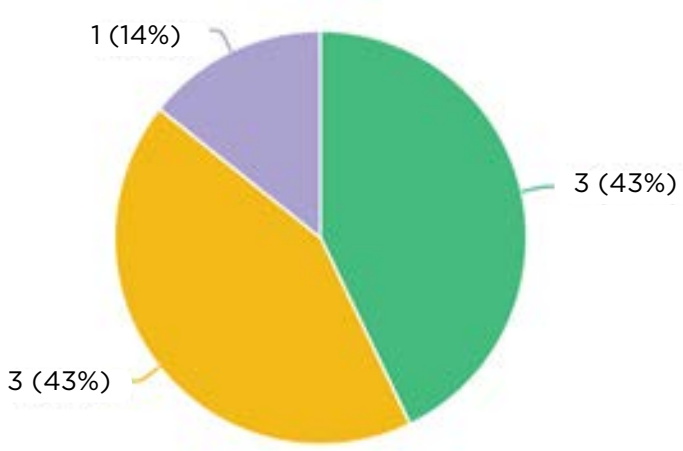
- Perhaps this is a good opportunity to also mention what exactly we want to connect to – whether that’s the GO station, Meadowvale Town Centre, Community Centre, etc.
- I think you mean access, not connectivity. (I am also questioning the appropriateness of the adjective “permeable” in this context)
- May need a little more parkland to facilitate the process.

Principle 8-Improve Parking Environments: Improve the quality of the built environment in the Meadowvale Neighbourhood by encouraging parking away from public sight lines, behind buildings, parking structures, underground parking, or green parking lots with planting and pedestrian walkways..

Design Charrette Comments:

- Yes!
- More underground and safe parking
- Secured (covered) bike parking, especially at stores, transit stations
- Street parking should be compatible with bike paths - safety concern
- Public places and other facilities need adequate parking

Online Survey Responses



How can we make the principle better?
Verbatim comments:

- This is a good improvement in the way we park. However, this conflicts with our earlier guiding principle on sustainability with our current parking by-laws being extremely high comparing to the rest of the GTA. We should not allow so much parking, specifically surface. Structured parking should be provided where feasible (e.g, high density developments). Public lands also have way too much parking (e.g, Meadowvale Town Centre and Meadowvale GO). If there are structures ever created e.g at Meadowvale Town Centre, the land could be a different use to make the neighbourhood more lively (such as a commercial use).
- Would prefer not to have underground parking structures
- Address safety concerns for 'hidden' parking – bock lots, underground garages, etc. This is a high density area with lots of vandalism and criminal activity in secluded spaces.
- The amount of asphalt surface parking in Meadowvale is a bit of an eyesore. Research the cost of automated underground parking. It is not that expensive when you subtract the value of the land liberated and the development that can be built on it.

Design Stations

Each typology station was facilitated by an urban designer who guided a discussion about what redevelopment could look like on the site. Key messages of these discussions are summarized below by station.

Station 2-Townhouse Typology



Option emerging from Station 2

Many participants would like to see new development maintain or enhance the relationship with open space. They felt new development should provide access to open space on the site, and connect to nearby open spaces such as parks and trail systems. To maintain the views from within parks and trails, density is preferred to be on major streets and not adjacent to the parks and trails.

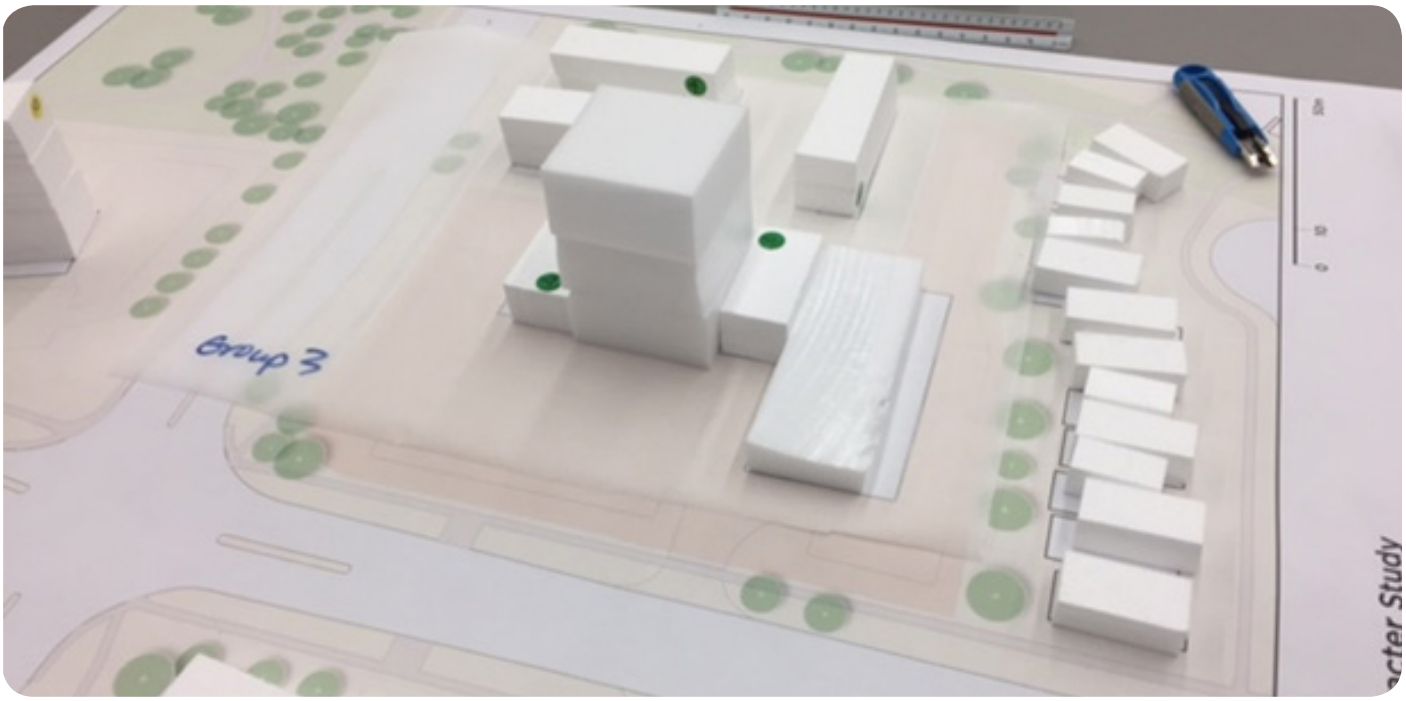
For the most part, participants were not opposed to midrise or taller developments if there is opportunity to maintain or enhance open space. There was general consensus that infill development of townhouse sites could be designed to provide adequate space from neighbouring houses while also providing a courtyard or another form of open space on site.

Participants indicated that new development should minimize shadows and promote sky views. To reduce shadows, a point tower was viewed as more desirable than a slab building form. Participants also suggested that minimizing shadows and encouraging sky views could be achieved with stepbacks at higher levels of midrise developments. The narrower the building is at higher levels, the more access there is to sky views. In addition, there will be less of a shadow impact at the ground level.

There was interest in placing taller buildings on major streets and/or adjacent to commercial sites, instead of on local streets.

Many participants discussed the need for accessible design within residential developments. Seniors, young parents, and those with disabilities were noted as potential residents who would benefit from elevators and other accessible design features. Development that supported the use of an elevator was therefore preferred over housing options that only allowed stairs (e.g. walkups).

Station 3 – Retail Typology



Options emerging from Station 3

Participants desired green space and green connections on retail sites. They felt that commercial sites should incorporate setbacks with green space and that landscaping be maintained on the commercial properties. They also commented that pedestrian access should be provided through greenways that connect through the site. In addition, to ensure privacy, green space should be used to separate retail sites from neighbouring residential properties.

Many participants suggested that mixed use development is preferred rather than standalone commercial development. They felt that retail on the first floor of mixed use buildings, visible from the street, would provide good access to shopping. The second floor could be used for office, while the remaining upper floors should be used for residential.

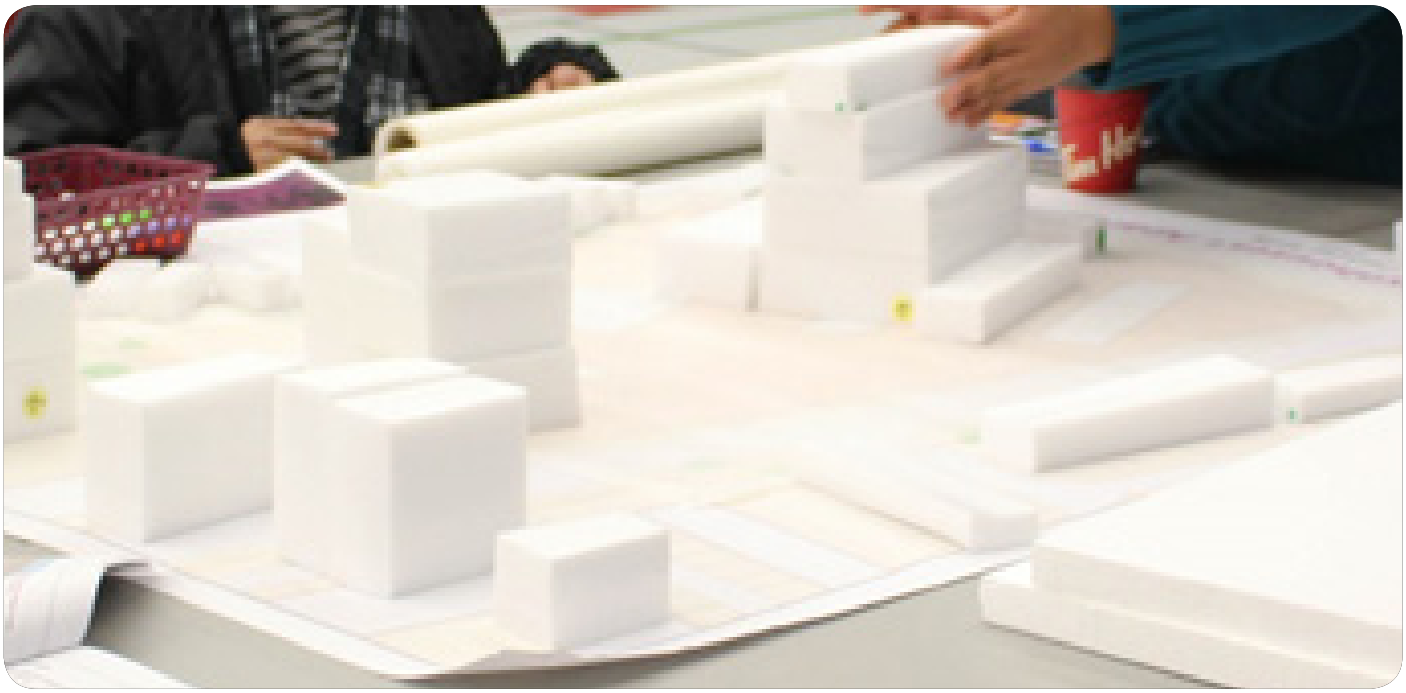
Participants felt that most parking should be underground. They felt underground parking would maintain good access to the site, and elevators would allow parking to be more accessible. They also felt some surface parking may be required for persons with disabilities.

Participants felt design was an important component to successful commercial development. They suggested the redevelopment of commercial sites could incorporate 3-14 storey buildings with retail at ground level and residential on top. Different suggestions and opinions about layout were explored:

- Some felt that the existing “L” shaped retail plazas are undesirable, and instead liked “C” shaped buildings with an internal courtyard.

- Some discussed that they would like to see a taller building in the centre of the site, with a low podium (rather than tall buildings on the edge).
- Many said they do not want to see blank walls facing the street. Instead, they favour glass or other ways to ensure “eyes on the street”.

Station 4 – Mixed Townhouse and Tower Typology



Options emerging from Station 4

Most participants supported density “if done right”, while few were opposed to tall buildings all together.

Most participants felt density should be concentrated in the middle of a site. New buildings should transition up away from the street and up away from any existing adjacent low rise development. Generally people enjoyed the setbacks and wanted buildings to transition up towards the middle of the site. They further suggested that the placement of and distance between towers should maintain existing sky views.

Other participants felt townhouses could be placed around tall buildings. They suggested that new townhouses maintain a setback from the street, and include a buffer of landscaped space between them and existing detached houses.

Landscaping/greening is promoted. Many suggested green roofs to contribute to greening and sustainability. To provide transition between towers and detached houses, many suggested additional landscaping as a buffer between the two housing types.

Many participants would like surface parking to be reduced or removed. They suggested that some surface level parking should be maintained for visitors and those with accessibility needs, however, most parking is preferred to be located underground.

Station 5 - Tower in the Park Typology



Options emerging from Station 5

Many participants suggested there is excess surface parking for the sites and most of the time, the spaces are empty. While many would like to maintain some surface parking spaces, they also indicated the excess space could be used for new development of townhouses and more open space.

Many participants also supported the accommodation of midrise developments on infill sites (between 5-12 storeys). They would like buildings to be stepped back to maintain access to light and sky views. They also felt the townhouses should maintain a setback from the street as well as from the existing tall buildings.

Many participants would like the placement of new development closer to the street edges, instead of near the parks or trail system.

Most participants felt that the setbacks of any new development from the streets and adjacent sites is important so that the new development is not imposing on the context.

Many identified the need to enhance or add connections to the existing trail systems through these sites.

Participants would like new development to include designs that maintain open spaces on the sites. They felt that setbacks, appropriate separation distances between buildings and buildings designed to step back should be used to accomplish this.

Next Steps

The team is reviewing the feedback from Phase 2 of the Meadowvale Neighbourhood Character Study to incorporate it into a draft recommendations and demonstrations report. A third community workshop will take place in early 2019 and provide an opportunity for the community to review and comment on revised guiding principles and the draft recommendations and demonstrations report.



City of Mississauga staff facilitating conversations about options for the typologies



Meadowvale Neighbourhood Character Study

Phase 3 What We Heard Summary (Draft Recommendations Review)

April 2019

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Introduction

Overview

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. The study is being conducted in three phases:
Phase 1 – Understand Meadowvale/Establish Guiding Principles
Phase 2 – Explore and Confirm Ideas
Phase 3 – Synthesis and Final Report

In Phase 1, the study team conducted background research regarding the Meadowvale area which included extensive public engagement. Through Community Workshop #1, an online survey and interviews with the community, we spoke with over 200 people about their experiences within Meadowvale and what they value about the area.

In Phase 2, the study team developed draft guiding principles and identified four site typologies representative of the Meadowvale neighbourhood that could be considered for redevelopment. Approximately 40 participants attended a bus and walking tour and design charrette or responded to an online survey to comment on the draft guiding principles and to explore various redevelopment possibilities for the four site typologies.

In Phase 3, the study team developed recommendations based on the vision and guiding principles resulting from the public engagement process, the team's professional expertise and an undertanding of all existing policy context of all levels of governement.

How We Engaged in Phase 3

Community Workshop

On February 28, 2019, the City of Mississauga, with DTAH and Gladki Planning Associates, hosted a community workshop as part of Phase 3 of the Meadowvale Neighbourhood Character Study.

The objectives of the workshop were to:
- present the final vision, guiding principles, and draft recommendations;
- communicate how the recommendations reflect community feedback, policy directions, urban design best practices;
- test the draft design recommendations by illustrating their impact on four different typical sites in Meadowvale; and
- collect feedback on the draft recommendations from participants.

Approximately 30 people were in attendance. To start the meeting, Councillor Pat Saito welcomed participants. Brent Raymond of DTAH gave a presentation outlining the process to date, the policy background, the draft vision and guiding principles, the recommendations and test sites. This was followed by a Question and Answer period facilitated by Sara Udow.

Participants were then invited to visit six (6) different stations to delve deeper into the recommendations. Four (4) of the stations included demonstrations which illustrated how the recommendations could be applied to various site typologies. Sites were chosen to ensure examples of a varied built form type and context. The fifth station included a projector with 3D sketch-up modelling software. This technology allowed the impact of the various design recommendations to be illustrated from various perspectives for all four test sites. The last station titled "Making Room for the Middle Housing Strategy" provided information to participants on the City's housing strategy as affordability was a key theme discussed throughout the process.

Stations at Community Workshop

1. **Demonstration site: Partial/Full Redevelopment**
2. **Demonstration site: Infill around Tower**
3. **Demonstration site: Commercial to Mixed-Use**
4. **Demonstration site: Apartment and Townhouse Redevelopment**
5. **3D Sketchup Model**
6. **Affordable Housing**

A comment feedback sheet was also provided to participants for any additional remarks. Thirteen (13) participants submitted feedback sheets.

Online Feedback

In addition to the community workshop, the City provided an opportunity for members of the public to comment on the recommendations online.



Community Workshop #3, Station 5, "Making Room for the Middle Housing Strategy", February 28th 2019

What We Heard

Overall, participants believe the recommendations reflect the guiding principles and what was heard throughout the process.

"I'm happy with the integration of residents' input for the guiding principles and the involvement opportunities for Meadowvale residents throughout the process."

Many participants appreciated the consideration of the Meadowvale context in the recommendations.

- This includes the rationale for the separation distances between buildings and the setbacks to enhance and preserve the green and open spaces and skyviews.
- Participants also indicated that the heights of the new tall buildings should be reasonable.
- Lastly, many participants also liked the placement of parking below grade, to maintain the green and open spaces as much as possible.

"I appreciate this design process – it feels like the uniqueness of our neighbourhood is being seen and incorporated into the plans. I understand there is a need for population intensification, but it's so important not to destroy what makes people want to live here in the first place."

Preservation of existing retail uses was reiterated as a priority.

- Participants reiterated the need for a mix of uses, including the preservation of existing retail.

Better cycling infrastructure was discussed.

- Many participants advocated for more and safer bike lanes in the area, both on and off-street.

A need for family size units was a key issue discussed.

- Some participants questioned whether the 750 sqm floorplate will result in small units within the buildings. They indicated there is a need for larger unit sizes within the study area.

There was concern that additional density could lead to constraints on Meadowvale's infrastructure (traffic, parking, community services, etc.)

- Participants expressed concern that additional density could affect the school system, community infrastructure as well as transportation.



Community Workshop #3, February 28th 2019

Detailed Summary of Feedback

Community Workshop Stations

At each of the four demonstration stations, participants were invited to answer the questions:
- Does the demonstration reflect the guiding principles developed?
- If so, why? If not, why not?

The community was asked to write their responses on different coloured sticky notes as follows:
- Green - Yes, the recommendations reflect the Guiding Principles.
- Pink - No, the recommendations don't reflect the Guiding Principles.
- Yellow - Other comment.

No participants felt the recommendations did not reflect the guiding principles. They either used green or yellow stickies to respond. Responses verbatim are included below:

Station 1 - Infill around Tower

- Enjoy space between buildings for sunlight
- Like stepbacks at 4 storeys
- Maintain connections to park (easements)
- Angular plane is a great idea - once I saw the computer model with shadow modelling, I now understand the importance and believe it must be in the plan

Other Comments:
- Please ensure setback from Battleford Road accommodates future usages such as cycling lanes
- Small retail convenience and grocery stores should be maintained
- All parking structures should have electric charge outlets in all parking spaces



Community Workshop #3, February 28th 2019

Station 2 - Apartments/Townhouse Redevelopment

- At Aquitaine and Montevideo: Ensure townhomes are built on the park side
- Mixed-use reflects the nature of Meadowvale
- I like the mid-rise concept best
- This meets the guiding principles (prefer the 10+12 tower)
- Like the townhouses next to the lake and green space

Station 3 - Commercial to Mixed Use

- Happy with density: balance between suburban and urban

Other Comments:

- Importance: Easy, accessibility to retail, parking
- Concern for continuing presence of retail

Station 4 - Partial/Full Redevelopment

- Like underground parking. Makes the site greener, park-like
- Like back-to-back and stacked townhouses

Other Comments:

- Concern with common underground parking: Safety/Functionality
- Ensure accessibility to seniors
- In second option (FSI 1.24), how will new development integrate with older townhomes?
- Concern about impact of density on traffic, schools, capacity etc.
- Lack of public amenity space on site
- Bike lanes would be great

Comment Sheet Feedback:

The feedback sheets provided participants with the opportunity to comment on 1) what they are happy with; 2) what they are concerned about; 3) other comments. Thirteen (13) comment sheets were filled out. Verbatim comments are provided below

I am happy with....

- The suggestion of keeping the high rise building to lower levels.
- The computer modelling of the test cases. I couldn't understand the angular plane requirement until I saw the shadow casting and realized how important it is to existing buildings and residences. Please have that interactive station again if you need to explain.
- All the info shared and the staff clarification at each station.
- Everything.
- Integration of residents input for the guiding principles. The involvement opportunities for Meadowvale residents throughout the process.
- What was said.
- The envelope study to try and keep height reasonable as well as closeness to other buildings.

- The increased setbacks and space between buildings meets the sky and open space guiding principles.
- The thought and pre-planning that is going into the changes of our neighbourhood. The opportunity to provide input.
- Heights being proposed.
- The heights, focusing a lot of the height in the node area makes a lot of sense. Height around the lake could offer more vibrancy and encourage more pedestrian traffic in the open space/ trails.
- Sizes of buildings suggested seem to be modified.
- Keeping the "flavour and appeal" of Meadowvale.

I have concerns about...

- Realistically, I am hearing that the high-rises will likely be at least 15 – 20 stories as developers find it more valuable.
- Aesthetics – I want to make sure the intensification works with what is already here (colors, materials, etc.).
- Too high buildings and losing the view of the sky.
- Ensuring universal design, accessibility and "aging" in place is available.
- Density and associated issues not discussed.
- Increases in density impact the areas. Concerned about the size of units in a building that is only 750 sq meters (concern about small units and affordability.)
- What the province may do to us re: development.
- It is difficult to provide family size larger units in a rental building.
- Need for large unit sizes to accommodate renters. The suggestion of a 750 m2 floor plate does not work for rental.
- A larger floor plate size allows the developer to offer a range of unit sizes. The large tower separation proposed 50 m is nothing like what any other municipality is doing, 25 – 30 m is more reasonable.
- Traffic, parking etc., related to increased density.
- Increased density and resulting complications (e.g. schools, traffic).

Other comments

- I appreciate this design process – it feels like the uniqueness of our neighbourhood is being seen and incorporated into the plans. I understand there is a need for population intensification, but it's so important not to destroy what makes people want to live here in the first place.
- Thank you.
- Many thanks to all the staff for their hard work!
- See you at the next session.
- We need projects like this.
- Consider incentive of larger floor plates for purpose built rentals.
- A useful participation process.

Online Survey

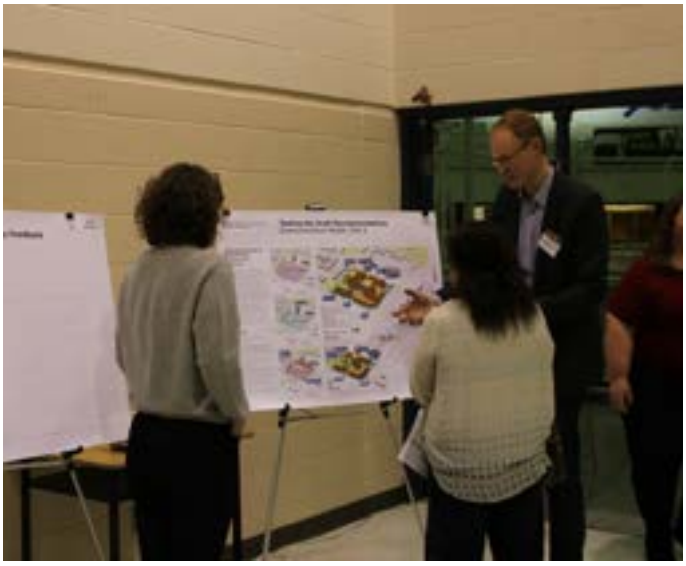
The online survey included two questions:

- Do the recommendations reflect the guiding principles and what we heard throughout the engagement process?
- Please explain further. How can we better reflect the guiding principles and what we heard in the recommendations?

Thirteen (13) people responded to the online survey. Nine (9) respondents felt the recommendations reflected the guiding principles and what was heard through the process. Three (3) respondents felt that the recommendations somewhat reflect the principles and process and one (1) felt that they did not reflect the principles and process at all.

Additional comments include:

- Concerns about congestion and development pressure; and
- Questions about certain developments outside the scope of this study.



Community members reviewing demonstation models for the Meadowvale neighbourhood at Community Workshop #3, February 28th 2019



Community Workshop #3 presentation, February 28th 2019

Testing the Draft Recommendations
Demonstration Model: Site 1

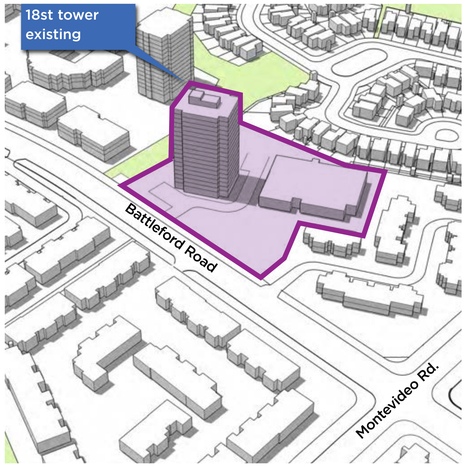
2645 Battleford Road
Infill Around Tower

This site is a rental 18-storey apartment building with a 2-storey parking structure and surface parking. It is next to parkland, low density residential and townhouses. Vehicle access is from Battleford Road. The site includes a landscape buffer from streets and adjacent uses.

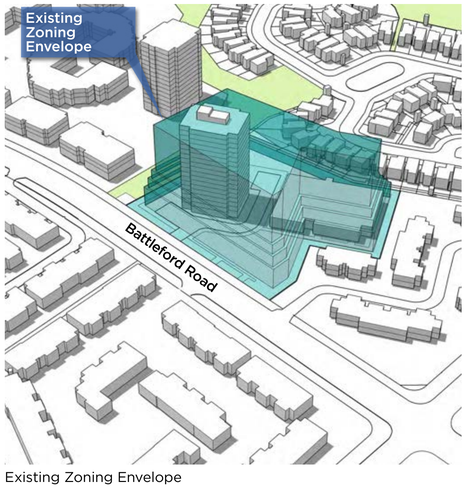
The demonstration explores possible infill opportunities for the site, with the assumption that parking would relocate below grade. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.

Key Features

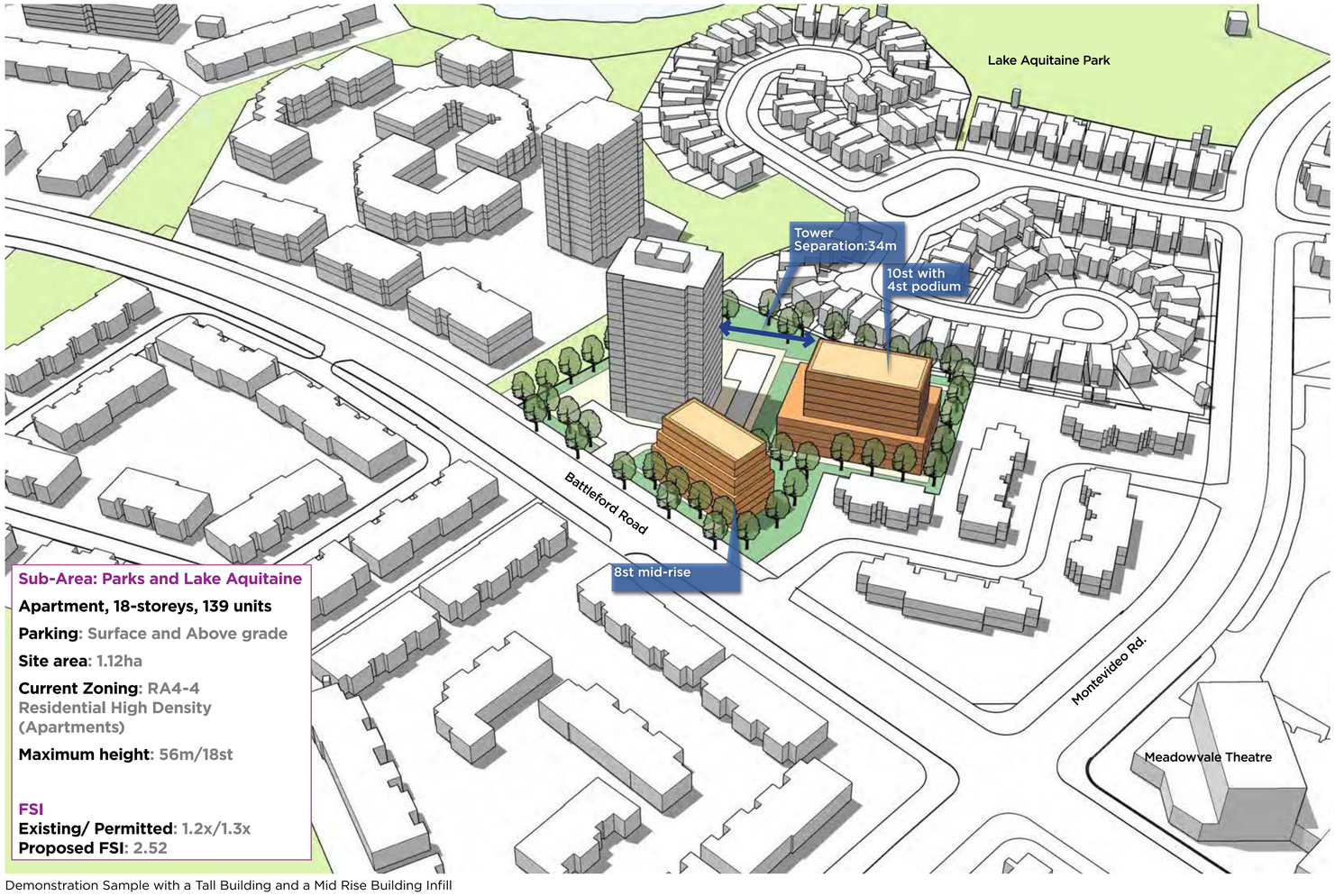
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade related units and lobbies facing streets and common spaces.
- Common amenity space at grade.
- Parking is below-grade with some surface parking retained.
- Maintain and enhance connections through the site to adjacent parks.
- Demonstration illustrates different possible built form that fits within the same controls.



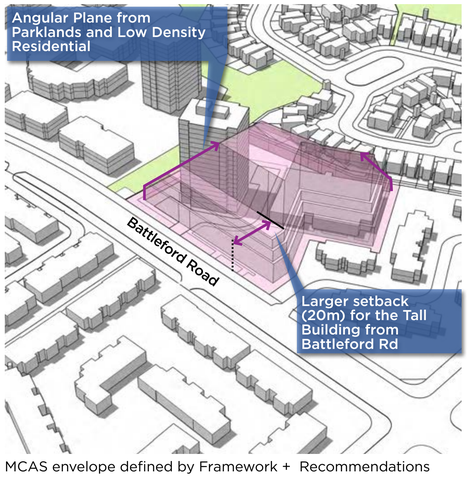
Study Site: Existing



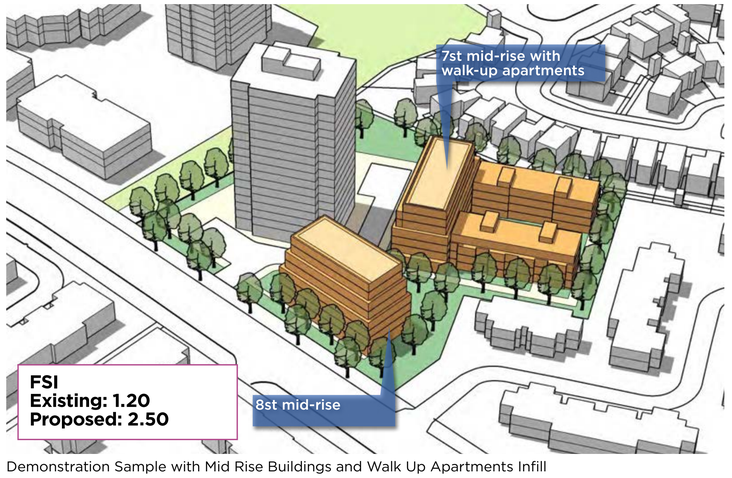
Existing Zoning Envelope



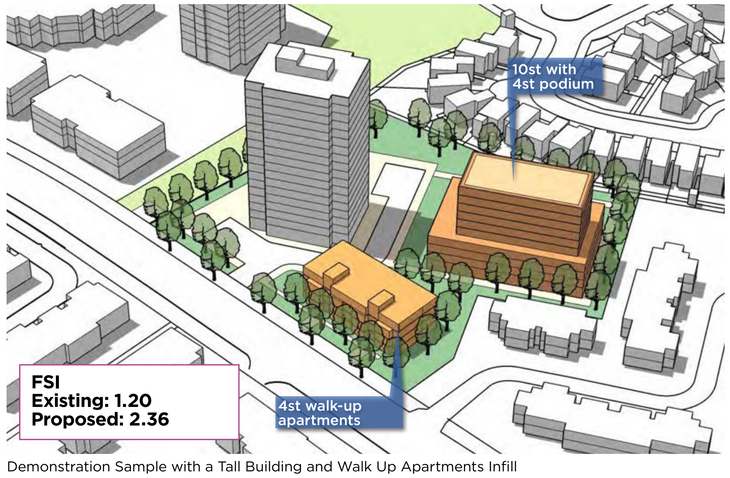
Demonstration Sample with a Tall Building and a Mid Rise Building Infill



MCAS envelope defined by Framework + Recommendations



Demonstration Sample with Mid Rise Buildings and Walk Up Apartments Infill



Demonstration Sample with a Tall Building and Walk Up Apartments Infill

Testing the Draft Recommendations
Demonstration Model: Site 2

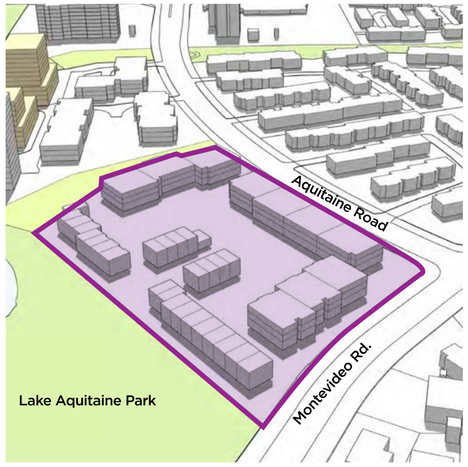
2660 Aquitaine Avenue at Montevideo Road
Apartments/Townhouse Redevelopment

The site includes walk-up apartments and townhouses, and is a Peel Region Housing rental property and within the Parks and Lake Aquitaine Sub-Area. It has parkland on two sides and addresses Aquitaine Road and Montevideo Road. The property has entrances to grade-related units and lobbies with a generous landscaped setback from the streets. Parking is at surface and below-grade.

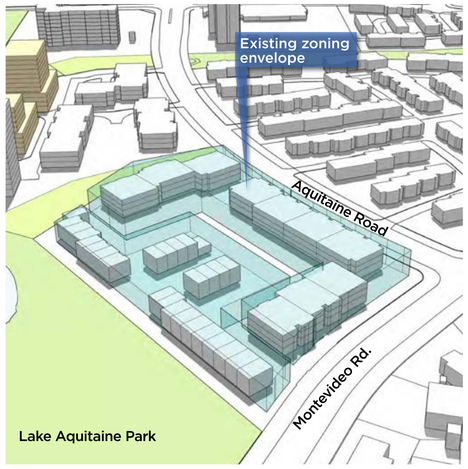
The demonstration explores possible comprehensive redevelopment for the site. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.

Key Features

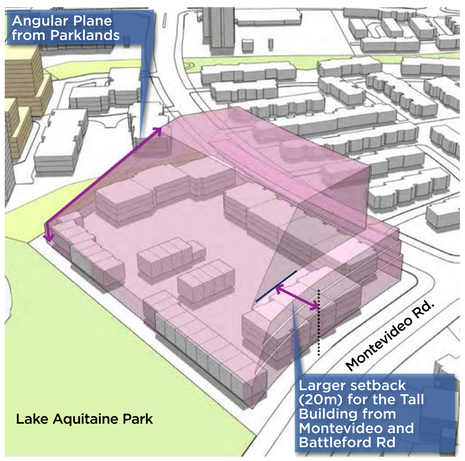
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at grade.
- Parking is below-grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.



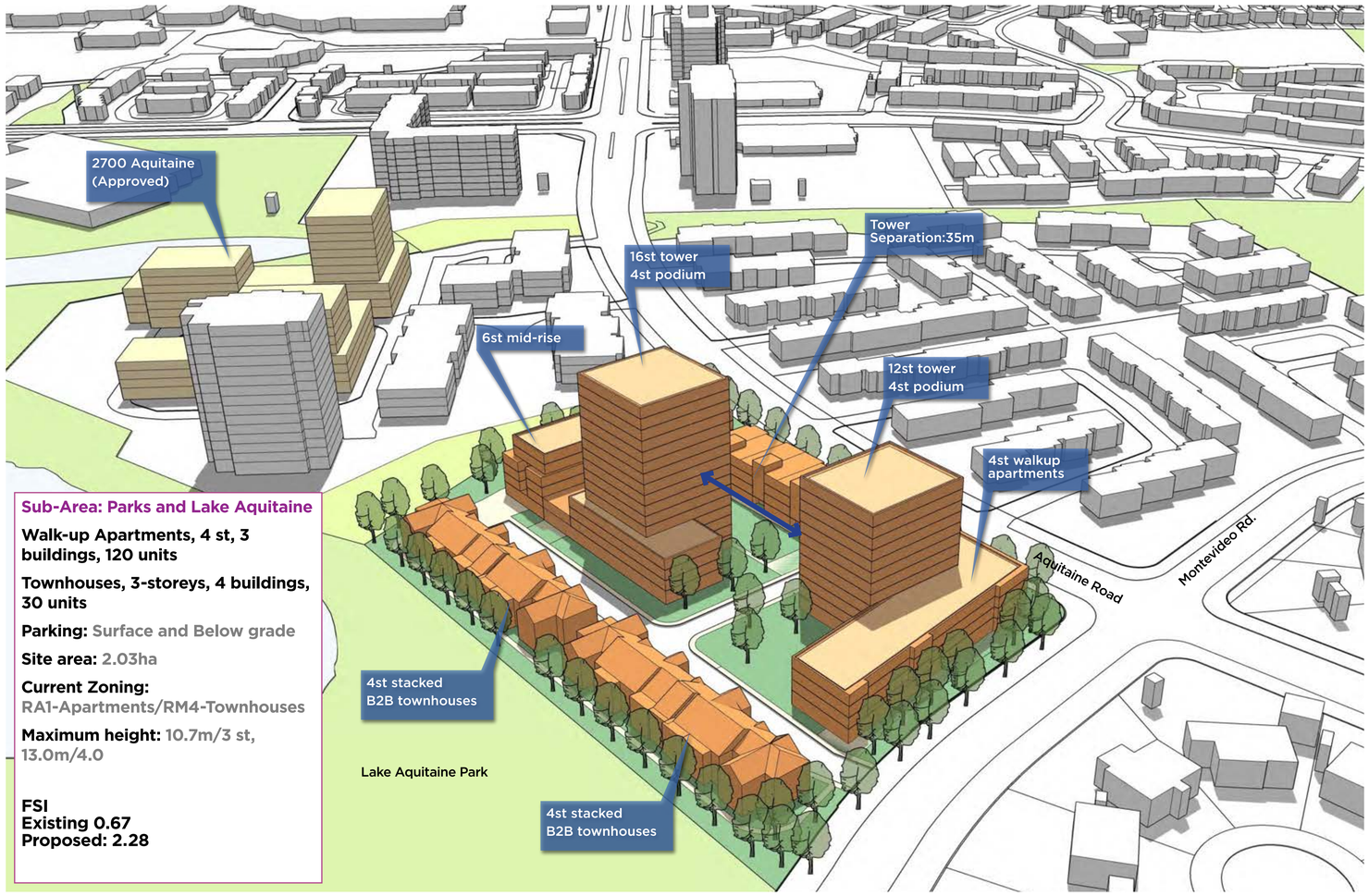
Study Site: Existing



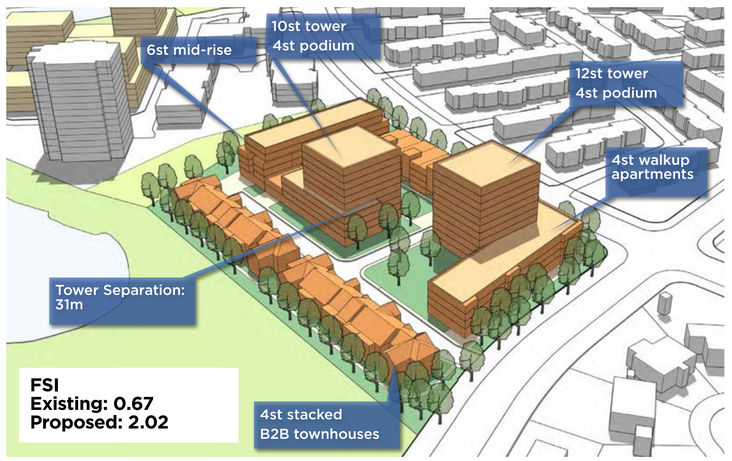
Existing Zoning Envelope

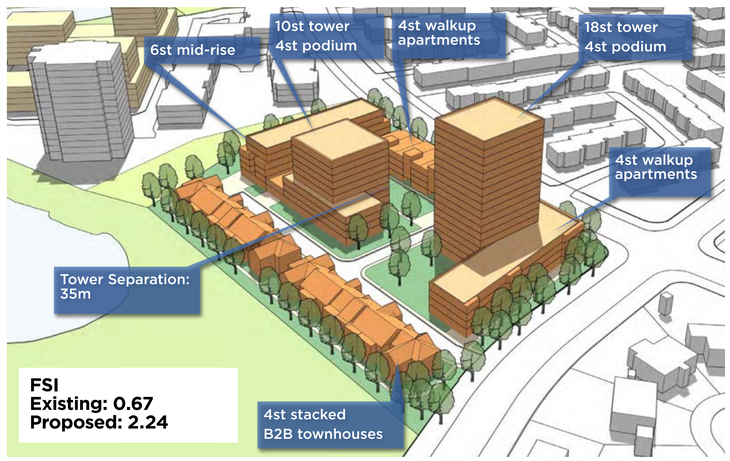


MCAS envelope defined by Framework + Recommendations



Demonstration Sample with a mix of building types where both the Tall buildings reflect the maximum number of storeys within the MCAS envelope. In this case, the 16 storey tower is in the centre of the site to minimize it's shadow impact on the streets and open spaces.





Demonstration Sample to illustrate the tower separation distance: In this case, the seperation between a 10 storeys tower and 12 storey is 31m. With the increase in the number of storeys(image on the right), the separation distance increases to 35m.

Testing the Draft Recommendations
Demonstration Model: Site 3

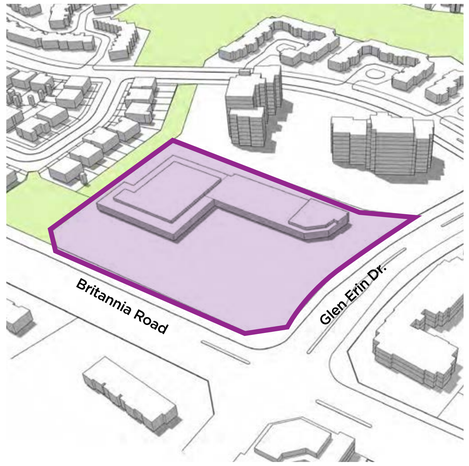
6040 Glen Erin Drive at Britannia Road
Commercial to Mixed-Use

This neighbourhood retail centre is one of the two medium sized commercial properties within the Study Area. It includes a grocery store and other services with surface parking. It is adjacent to parkland and high-density residential properties and address two major streets. A tall building is across Britannia Road to the southeast.

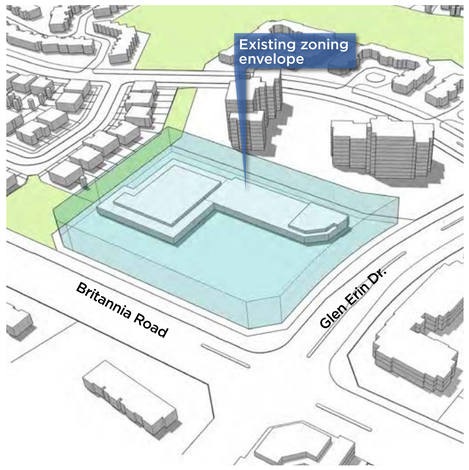
The demonstration explores possible comprehensive mixed-use redevelopment with a range of building types and heights. Given its location at the Glen Erin South Sub-Area, tall buildings are considered appropriate. Retail uses would be retained.

Key Features

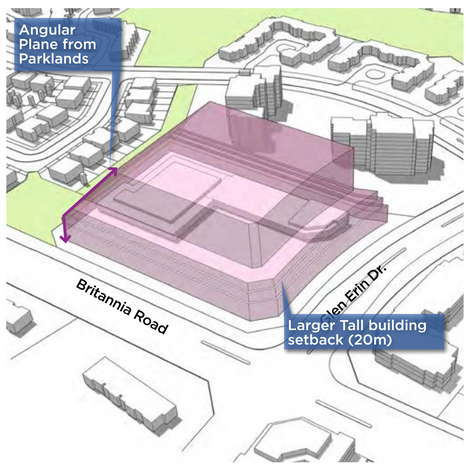
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at-grade.
- Parking is structured above or below grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.



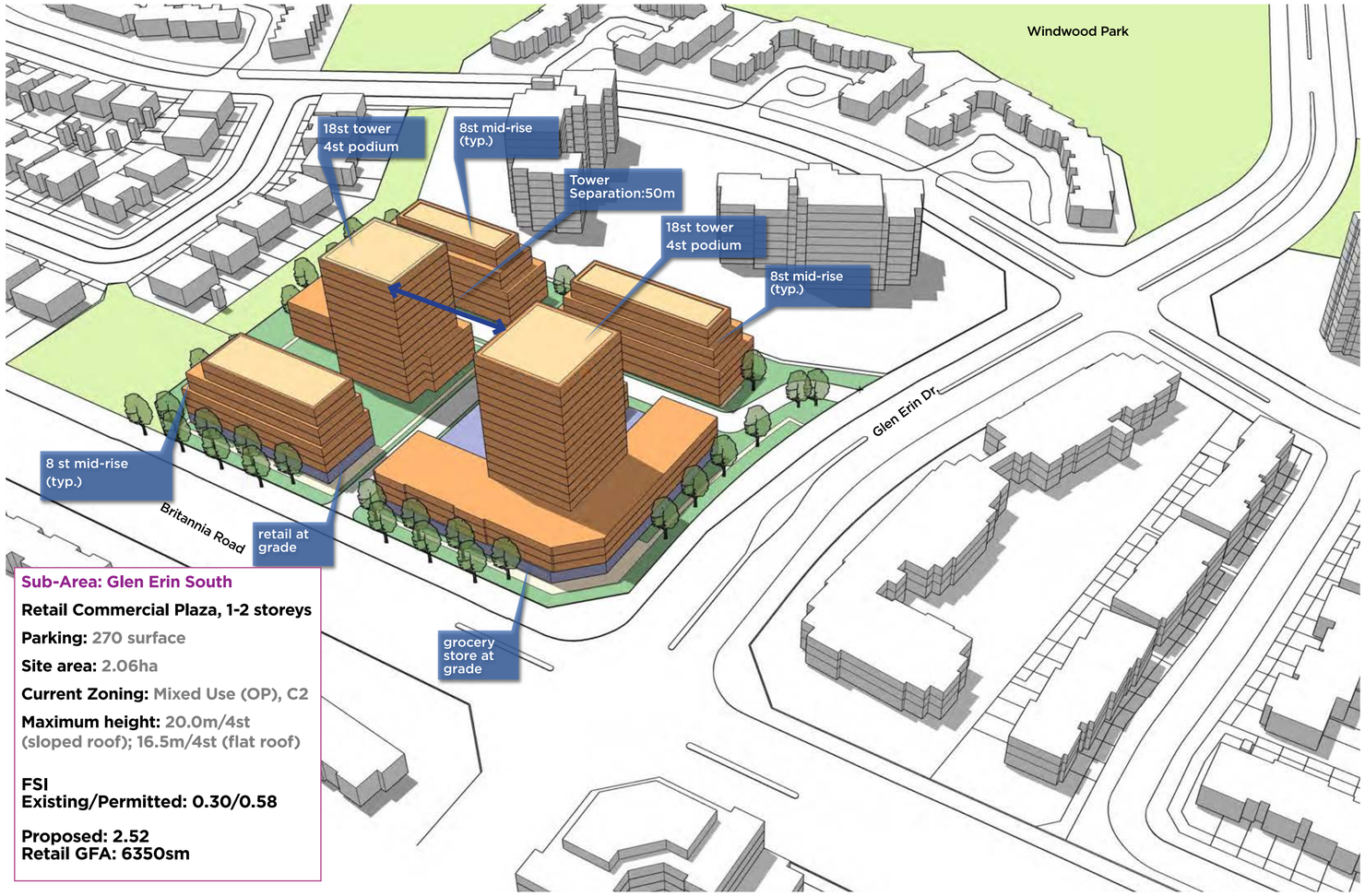
Study Site: Existing



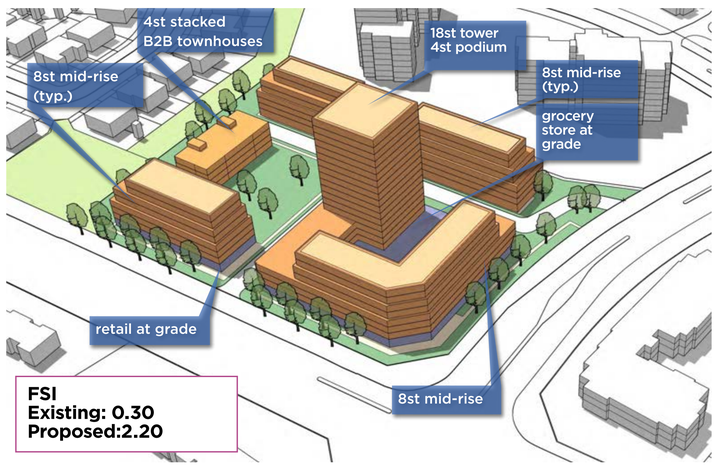
Existing Zoning Envelope



MCAS envelope defined by Framework + Recommendations



Demonstration Sample illustrating two Tall buildings with a combination of other building types with at grade retail and grocery store.



Demonstration Sample illustrating a single Tall building with a combination of other building types.

Testing the Draft Recommendations
Demonstration Model: Site 4

6260 Montevideo Road at Battleford Rd
Partial/Full Redevelopment

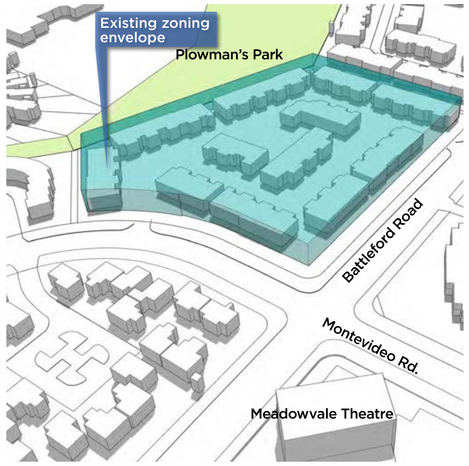
This townhouse development is currently a rental property with surface parking. Its location across from the Meadowvale Theatre and West Credit Secondary School make it an attractive site for potential redevelopment and intensification. Given its location on the southside of Battleford east of the Community Node, it is not an appropriate site for tall buildings.

Key Features

- Two options explored: partial and full (or comprehensive) redevelopment.
- Deep setbacks from street and adjacent uses, similar to the existing site.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at-grade.
- Parking is structured below grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.



Study Site: Existing

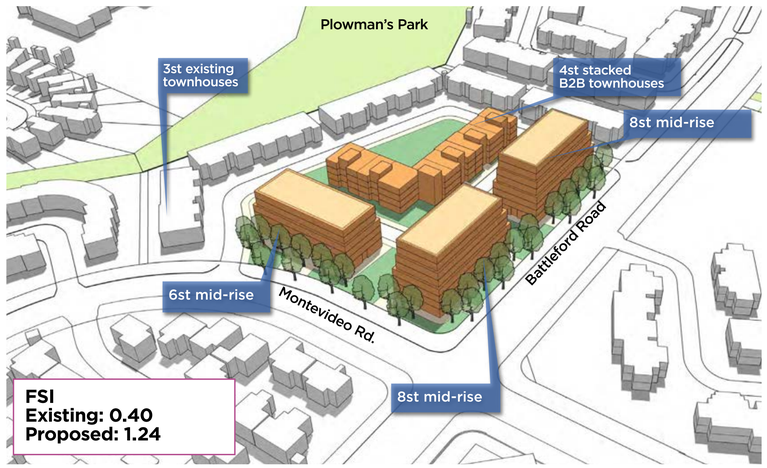


Existing Zoning Envelope

MCAS envelope defined by Framework + Recommendations



Full redevelopment scenario: Mid-rises and stacked townhouses development closer to the streets, with stacked back-to-back townhouses adjacent to the park.



Partial redevelopment scenario: Mid-rises and stacked townhouses development closer to the streets while the existing townhouses adjacent to the park is retained.

Appendix 3

Draft policies are shown in red; deleted text is shown as ~~strikeouts~~; existing policies are in black

16.16 Meadowvale



Remove FSI ranges from the map.

16.16.1 Vision

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a self-contained, master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

~~16.16.1~~16.16.2 Land Use

16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

16.16.2.2 Notwithstanding the policies of this Plan, proposals with heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement:

a. the total gross floor area of new and existing buildings does not exceed a maximum floor space index (FSI) of 2.0.

16.16.2.3 Notwithstanding the policies of this Plan, proposals with heights of up to 8 storeys may be permitted on lands designated Residential Medium Density subject to the following requirements:

a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;

b. the development continues to integrate at least one type of permitted low-rise dwelling; and

c. the development meets the transition policies of this Plan.

~~16.16.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area:~~

~~a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings~~

~~b. immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.~~

~~16.16.1.2 Lands designated Residential Low Density II will not permit the following uses:~~

~~a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.~~

~~16.16.1.3~~16.16.2.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.16.3 Urban Design

16.16.3.1 The built form in Meadowvale will preserve an open and green character by:

a. limiting the number of taller buildings above 8 storeys to appropriate locations in the neighbourhood, with a focal point near the Meadowvale Community Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than 6 storeys; and

c. ensuring appropriate transitions between areas of differing planned heights and densities.

16.16.3.2 In order to maximize access to sunlight, sky views and privacy, taller buildings between 9 and 12 storeys will be required to incorporate ***podiums*** that are no less than 3 storeys and no greater than 6 storeys.

16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

~~16.16.2~~16.16.4 Transportation

16.16.4.1 Meadowvale will build on its existing network of walkways and trails. Development will be required to consider how improvements to the network can be made to:

a. improve access to the existing walkway and trail network; and

b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

~~16.16.2.1~~ 16.16.4.2 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

~~16.16.2.2~~ 16.16.4.3 Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.

16.16.5 Housing

16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:

a. requiring a mix of housing forms;

b. promoting unit sizes which address the needs of aging in place and young family households; and

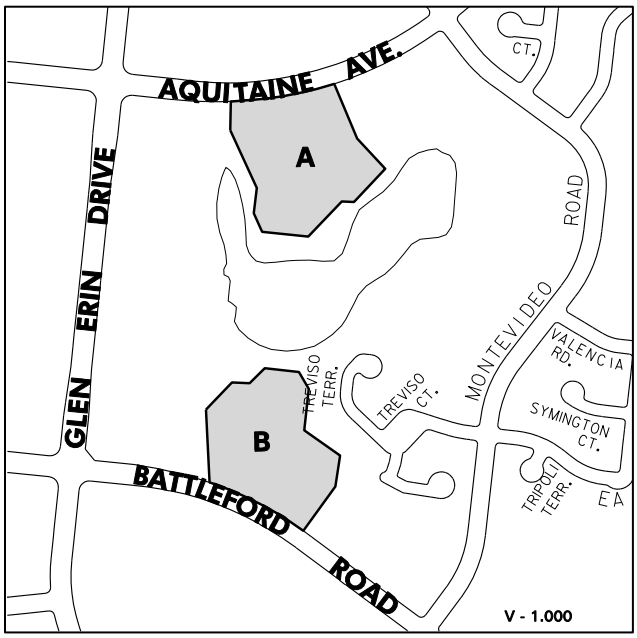
c. encouraging the provision of affordable housing.

Appendix 3

~~16.16.3~~16.16.6 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

~~16.16.3.1~~ 16.16.6.1 Site 1



Remove Area B from the map.

~~16.16.3.1.1~~ 16.16.6.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive ~~and on the north side of Battleford Road east of Glen Erin Drive~~.

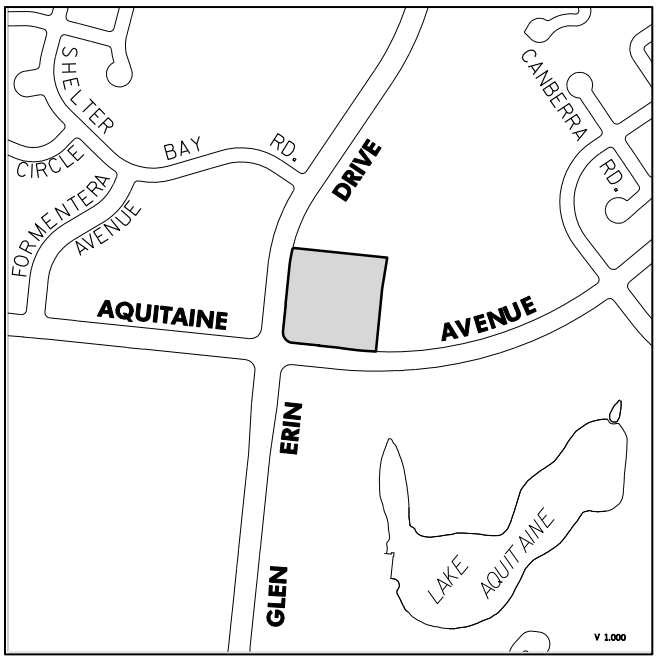
~~16.16.3.1.2~~ 16.16.6.1.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted for lands identified as Area B.

~~16.16.3.1.3~~ 16.16.6.1.3 Notwithstanding the provisions of the Residential High Density designation, ~~the following additional policies will apply for the lands identified as Area A:~~

~~a. townhouse dwellings will be permitted; and~~

~~b.~~ a. the maximum ***floor space index*** (***FSI***) will be 1.6.

~~16.16.3.2~~ 16.16.6.2 Site 2



~~16.16.3.2.1~~ 16.16.6.2.1 The lands identified as Special Site 2 are located at the northeast corner of Glen Erin Drive and Aquitaine Avenue.

~~16.16.3.2.2~~ 16.16.6.2.2 Notwithstanding the policies of this Plan, a maximum ***floor space index*** (***FSI***) of 1.4 will be permitted.

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~~16.16.3.3~~ 16.16.6.3 Site 3



~~16.16.3.3.1~~ 16.16.6.3.1 The lands identified as Special Site 3 are located at the southwest corner of Battleford Road and Glen Erin Drive.

~~16.16.3.3.2~~ 16.16.6.3.2 Notwithstanding the policies of this Plan, two apartment dwellings with maximum heights of 12 and 15 storeys will be permitted.

Size: ANSI E 34" x 44"

APPENDIX 4

- Meadowvale Community Node
- Meadowvale Neighborhood Character Area Boundary

MOP Land Use Designations

- Business Employment (BE)
- Convenience Commercial (CC)
- Greenlands (G)
- Residential High Density (HD)
- Industrial (IND)
- Residential Low Density I (LDI)
- Residential Low Density II (LDII)
- Residential Medium Denstiy (MD)
- Mixed Use (MU)
- Motor Vehicle Commercial (MVC)
- Public Open Space (OS)
- Parkway Belt West (PBW)
- Utility (UT)

0 115 230 460 690 920 Meters

N

Meadowvale Neighborhood - Area of Amendment and Land Use Designations

MISSISSAUGA

Produced by CPS, Geospatial Solutions

Path: I:\cadd\Projects\ReportMaps\217074 Meadowvale Neighbourhood Character Study_RPT\Vector\Meadowvale Neighborhood Character Area\Meadowvale Neighborhood Character Area.aprx

Appendix 2

Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 16 Neighbourhoods, 16.16 Meadowvale

Section	Change	Proposed Changes to MOP	Planning Rationale
Map 16:16 **Meadowvale Neighbourhood Character Area**	*Revised*		New policies expand on and replace the need for floor space index (FSI) values on the Character Area Map.
16.16.1 **Vision**	*Added*	16.16.1 Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the	As a master-planned community, Meadowvale contains the key characteristics of a vibrant and complete community. The vision encapsulates several of those characteristics that make Meadowvale a unique and great place to live: the importance of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about and access to sunlight and open skies. These qualities will continue to define the community as new development occurs in Meadowvale.

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Section	Change	Proposed Changes to MOP	Planning Rationale
		qualities that make Meadowvale a unique place to live, work and play.	
16.16.2 Land Use	*Removed*	16.16.2.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area: a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.	New policies expand on and replace this policy.
	Removed	16.16.2.2 Lands designated Residential Low Density II will not permit the following uses: a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.	The policy is captured in existing zoning regulations for lands designated Residential Low Density II.
	Added	16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.	The policy reinforces the importance of the existing mix of uses and transportation network, including active transportation, in creating a vibrant and complete community.
	Added	16.16.2.2 Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement: a. new and existing buildings do not exceed a maximum floor space index (FSI) of 2.0.	Recent development interest suggests that infill and redevelopment opportunities exist in the Meadowvale Neighbourhood. Based on the results of the Meadowvale Neighbourhood Character Area Study, which included a capacity study, built form modeling, analysis of existing precedents, and input from the community, a maximum

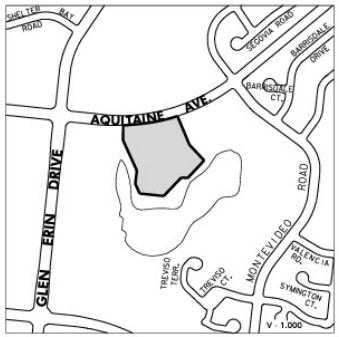
Appendix 2

Section	Change	Proposed Changes to MOP	Planning Rationale
			height of 12 storeys and FSI of 2.0 are recommended for lands designated Mixed Use and Residential High Density in MOP. The proposed maximum height of 12 storeys is lower than the Community Node, and generally reflective of the existing context. A maximum FSI of 2.0 allows for a modest increase of density on potential development sites that is reasonable for a Neighbourhood, and is reflective of the density being achieved in recent development applications.
	Added	16.16.2.3 Notwithstanding the policies of this Plan, building heights of up to 8 storeys may be permitted on lands designated Residential Medium Density subject to the following requirements: a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use; b. the development continues to integrate at least one type of permitted low-rise dwelling up to 4 storeys; and c. the development meets the transition policies of Chapter 9: Build a Desirable Urban Form.	Currently, the Meadowvale Neighbourhood does not contain a significant stock of mid rise buildings. Increasing the height permissions on Residential Medium Density sites in the most appropriate locations near the Community Node and Mixed Use lands will help diversify Meadowvale's housing stock. At the same time, the policies emphasize the continued importance of a diverse low rise housing stock, including townhouses that are predominant on Residential Medium Density lands. This will meet the housing needs of the community and provide a reasonable height transition to the adjacent development context that preserves privacy and minimizes shadow impact.
16.16.3 Urban Design	*Added*	16.16.3.1 The built form in Meadowvale will preserve an open and green character by: a. limiting the number of taller buildings above 8 storeys to appropriate locations in the Neighbourhood on lands designated Mixed Use and Residential High Density, with a focus near the Meadowvale Community Node;	Meadowvale's existing land use structure is reflective of the original master planning for the Neighbourhood that directed the tallest buildings near the Community Node and Lake Aquitaine. The urban design policies seek to maintain Meadowvale's open and green character, and generous access to natural light, sky views and privacy. The minimum separation distance between taller buildings and height control policies reflect established best planning practices and consider the built form context,

Appendix 2

Section	Change	Proposed Changes to MOP	Planning Rationale
		b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than 6 storeys; and c. ensuring new developments relate to their surrounding context and achieve an appropriate transition in height to abutting low rise residential dwellings generally consistent with a 45 degree angular plane measured from the lot line.	including existing average distances between existing taller buildings.
	Added	16.16.3.2 Taller buildings between 9 and 12 storeys will be encouraged to incorporate podiums that are no less than 3 storeys and no greater than 6 storeys.	Podiums are encouraged to promote a consistent, human-scaled streetwall.
	Added	16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.	Generous setbacks and height transitions to parks and open spaces are an existing feature of the Meadowvale Neighbourhood. The proposed policy will help ensure continued visibility and views of parks and open spaces from the surrounding Neighbourhood.
16.16.4 Transportation	*Added*	16.16.4.1 Meadowvale will build on its existing network of walkways and trails. New development will be required to consider how improvements to the network can be made to: a. improve access to the existing walkway and trail network; and b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.	The Meadowvale Neighbourhood has an extensive network of pedestrian walkways and trails. New development should consider opportunities to improve access to this network as well as the walkability of the Neighbourhood through new pedestrian connections.
16.16.5 Housing	*Added*	16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:	Meadowvale has a good mix of housing by type, unit size and affordability that should be preserved and

Appendix 2

Section	Change	Proposed Changes to MOP	Planning Rationale
		a. requiring a mix of housing forms; b. promoting housing options, including appropriately sized units, that meet the needs of young adults, older adults and families; and c. encouraging the provision of affordable housing.	strengthened through new development. The policies emphasize an expanded range of housing options, including appropriately sized units and affordable housing, to meet the needs of the community.
16.16.6 Special Site	*Revised*		Area B is built and as such, is deleted from Special Site 1. Area A becomes the location of the Special Site Map and no longer needs to be labeled. Related Special Site policies have been revised to reference the updated Map.

Appendix 3

Amendment No. 128

to

Mississauga Official Plan

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Appendix 3

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Appendix 3

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. 128

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. 128, 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 within the Meadowvale Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 128 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2021.

Signed _____ Signed _____

MAYOR CLERK

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Appendix 3

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Appendix 3

Amendment No. 128

to

Mississauga Official Plan

The following text attached constitutes Amendment No. 128.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 1, 2021, pertaining to this Amendment.

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Appendix 3

PURPOSE

The purpose of this Amendment is to revise policies pertaining to the Meadowvale Neighbourhood Character Area and introduce policies on land use, urban design, transportation and housing.

LOCATION

The lands affected by this Amendment are located the Meadowvale 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 Ontario Land Tribunal.

An amendment to the Mississauga Official Plan is required to update the vision for the Meadowvale Neighbourhood and ensure future development builds on its existing land use and built form characteristics. To achieve the proposed vision for Meadowvale, the new policies establish maximum heights and floor space index (FSI); provide design guidance for taller buildings; and promote housing choice and affordability.

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

1. The proposed Amendment supports the implementation of the Meadowvale Neighbourhood Character Study Directions Report.

2. The proposed Amendment implements Mississauga Official Plan key guiding principles that support the creation of a distinct, complete community, promote a transportation network that is safe and accessible, and achieve a mixed use, walkable urban form.

3. The proposed Amendment will help ensure that future growth is compatible in built form and scale to the Meadowvale Neighbourhood context, and enhances existing or planned development.

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Appendix 3

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting the ***floor space index (FSI)*** ranges on Map 16.16: Meadowvale Neighbourhood Character Area.

2. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding 16.16.1 as follows:

   16.16.1 Vision

   Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

3. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 16.16.1 Land Use to Section 16.16.2, and Policy 16.16.1.3 to 16.16.2.4.

4. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting Policies 16.16.1.1 and 16.16.1.2.

5. Section 16.16.2, Land Use, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

   16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

   16.16.2.2 Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement:

      a. new and existing buildings do not exceed a maximum ***floor space index*** (FSI) of 2.0.

   16.16.2.3 Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Medium Density subject to the following requirements:

      a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;

      b. the development continues to integrate at least one type of permitted low-rise dwelling up to four storeys; and

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c. the development meets the height transition policies of Chapter 9: Build a Desirable Urban Form, of Mississauga Official Plan.

6. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding 16.16.3 as follows:

16.16.3 Urban Design

16.16.3.1 The built form in Meadowvale will preserve an open and green character by:

a. limiting the number of taller buildings above eight storeys to appropriate locations in the Neighbourhood on lands designated Mixed Use and Residential High Density, with a focus near the Meadowvale Community Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than six storeys; and

c. ensuring new developments relate to their surrounding context and achieve an appropriate transition in height to abutting low rise residential dwellings generally consistent with a 45 degree angular plane measured from the lot line.

16.16.3.2 Taller buildings between nine and 12 storeys will be encouraged to incorporate ***podiums*** that are no less than three storeys and no greater than six storeys.

16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

7. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 16.16.2 Transportation to Section 16.16.4, Policy 16.16.2.1 to 16.16.4.2 and Policy 16.16.2.2 to 16.16.4.3.

8. Section 16.16.4, Transportation, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding Policy 16.16.4.1 as follows:

16.16.4.1 Meadowvale will build on its existing network of walkways and trails. New development will be required to consider how improvements to the network can be made to:

a. improve access to the existing walkway and trail network; and

b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

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9. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding 16.16.5 as follows:

16.16.5 Housing

16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:

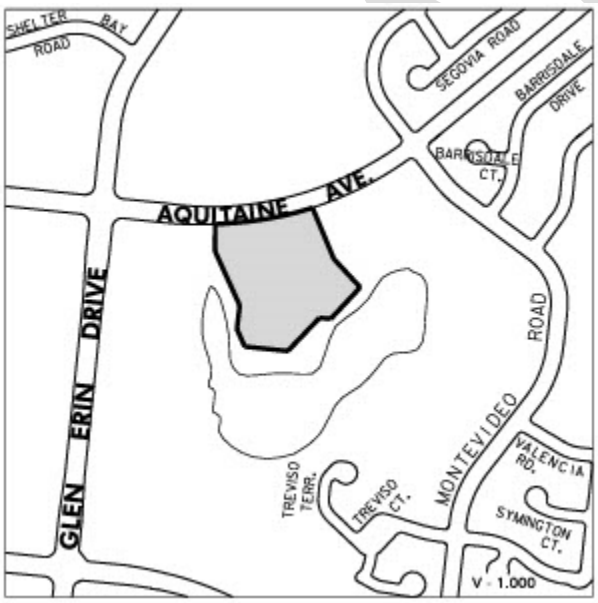
a. requiring a mix of housing forms;

b. promoting housing options, including appropriately sized units, that meet the needs of young adults, older adults and families; and

c. encouraging the provision of affordable housing.

10. Section 16.16, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 16.16.3 Special Site Policies to Section 16.16.6.

11. Section 16.16.6.1, Site 1, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting Area B and removing the label of Area A from the Special Site Map as follows:



12. Section 16.16.6.1, Site 1, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting the last part of Policy 16.16.6.1.1 (formerly Policy 16.16.3.1.1) as follows:

…and on the north side of Battleford Road east of Glen Erin Drive.

13. Section 16.16.6.1, Site 1, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting Policy 16.16.6.1.2 (formerly Policy 16.16.3.1.2).

Appendix 3

14. Section 16.16.6.1, Site 1, Meadowvale Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting the last part of the first sentence from Policy 16.16.6.1.2 (formerly Policy 16.16.3.1.3) as follows:

    …for the lands identified as Area A…

DRAFT

Appendix 3

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.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated April 8, 2021.

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.

DRAFT

Appendix 3

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Appendix 3

APPENDIX I

PUBLIC MEETING

A newspaper advertisement was published in the Mississauga News on May 20, 2021 to inform the public to attend a Public Meeting of the Planning and Development Committee, held on June 14, 2021 in connection with this proposed Amendment. There were no deputations at the Public Meeting. A single written comment was received regarding an ongoing development application in the Meadowvale Neighbourhood. The comment was addressed in the Planning and Development report dated October 1, 2021 attached to this Amendment as Appendix II.

DRAFT

Appendix 3

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Appendix 3

Appendix II

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Appendix 3

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Appendix 3

A by-law to Adopt Mississauga Official Plan Amendment No. 128

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. 128, 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 within the Meadowvale Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 128 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2021.

_____

MAYOR

_____

CLERK

DRAFT

City of Mississauga
Minutes

MISSISSAUGA

Approved: June 28, 2021

Planning and Development Committee

Date:	**June 14, 2021**	
Time:	**6:01 PM**	
Location:	**Online Video Conference**	
Members Present	Mayor Bonnie Crombie	
	Councillor Stephen Dasko	Ward 1
	Councillor Karen Ras	Ward 2
	Councillor Chris Fonseca	Ward 3
	Councillor John Kovac	Ward 4
	Councillor Ron Starr	Ward 6 (Vice-Chair)
	Councillor Matt Mahoney	Ward 8
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Pat Saito	Ward 9 (ex-officio) (departed at 6:29 PM)
Members Absent	Councillor Dipika Damerla	Ward 7
	Councillor Carolyn Parrish	Ward 5 (ex-officio)

Staff Present

Andrew Whittemore, Commissioner, Planning & Building
Michal Minkowski, Legal Counsel
Chris Rouse, Director, Development and Design
Jeremy Blair, Manager, Manager Transportation Infrastructure Management
Emma Calvert, Manager, Engineering and Construction
Lorie Sterritt, Manager, Manager, Development North
Stephen Sterling, Manager, Development and Design Initiatives
Marianne Cassin, Manager, Development Central
Hugh Lynch, Manager, Development South
Christian Binette, Planner
Adam Lucas, Development Planner
David Ferro, Development Planner
Mila Yeung, Development Planner
Sacha Smith, Manager, Legislative Services and Deputy Clerk
Megan Piercey, Legislative Coordinator

1. CALL TO ORDER – 6:01 PM

2. DECLARATION OF CONFLICT OF INTEREST - Nil

3. MINUTES OF PREVIOUS MEETING

3.1 Planning and Development Committee Meeting Draft Minutes - May 31, 2021

Approved (Councillor C. Fonseca)

4. MATTERS CONSIDERED

4.1 PUBLIC MEETING INFORMATION REPORT (WARD 9)

Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment
File: CD.06 MEA

Christian Binette, Planner provided an overview of the Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment. Councillor Saito spoke to the background and community engagement involved in the proposed land use policy changes.

RECOMMENDATION PDC-0039-2021
Moved By Councillor P. Saito

1. That the report titled “Meadowvale Neighbourhood Character Study Directions Report”, dated April 2021 from DTAH and Gladki Planning Associates, be received for information.

2. That the report titled “Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment” dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

3. That the submissions made at the public meeting held on June 14, 2021 to consider the report titled “Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment” dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , and Councillor P. Saito

ABSENT (2): Councillor D. Damerla, Councillor C. Parrish

Carried (10 to 0)

4.2 PUBLIC MEETING RECOMMENDATION REPORT (WARD 4)

Official Plan Amendment and Rezoning applications to permit a 32 storey apartment building with ground floor commercial uses.
Address: 1 Fairview Road East

Applicant: Edenshaw Fairview Developments Inc.
File: OZ 20/001 W4

Adam Lucas, Development Planner provided an overview of the Official Plan Amendment and Rezoning applications.

Councillor Saito departed the meeting at 6:29 PM.

The following persons spoke:

1. Debrah Kormos, Resident expressed concerns with the height of the proposed development and the driveway access to the adjacent building during construction.
2. Larry Lindsay, Resident expressed concerns with the proposed height, shadow impact, traffic impact, wind impact, and light pollution.

Councillor Kovac spoke to the background of the application, the community engagement and managing the future growth plans. Councillor Kovac enquired about maintaining the Official Plan policies, compatibility with the character of the area, shadow and traffic impact studies, the employment to population ratio, and affordable housing.

Adam Lucas, Planner explained the following:

- The proposed height is appropriate for the area and is appropriate built form for the intensification corridor along Hurontario Street;
- The development is subject to site plan approval, which staff will use to ensure that access to the adjacent building's driveway is not impeded as a result of the construction activity;
- The shadow impacts meet the City's standards on the adjacent area;
- Through the site plan approval process there will be further details on wind mitigation measures;
- The implementation of the low impact design features will be part of the site plan approval process where staff will be looking to reduce the impact of lighting on adjacent properties;
- The policies of the Official Plan have been maintained by this project and it is compatible with the character of the area;
- The proposed development is mostly residential and is trending to address the 1:1 employment to population ratio; and
- 18-1 bedroom affordable housing units have been secured for this development

Jeremy Blair, Manager, Transportation Infrastructure Management advised that the traffic impact study determined the amount of traffic generated was acceptable.

RECOMMENDATION PDC-0040-2021
Moved By Councillor J. Kovac

1. That the applications under File OZ 20/001 W4, Edenshaw Fairview Developments Limited, 1 Fairview Road East, to amend Mississauga Official Plan to **Residential High Density** and to change the zoning to **H-RA5-Exception** to permit a 32 storey apartment building with ground floor commercial uses in conformity with the provisions outlined in Appendix 2; be approved subject to the conditions referenced in the staff report dated May 21, 2021 from the Commissioner of Planning and Building.

2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

4. That the "H" holding symbol be removed from the **H-RA5-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated May 21, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

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

6. That two oral submissions be received.

YES (9): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, and Councillor G. Carlson

ABSENT (3): Councillor D. Damerla, Councillor C. Parrish, and Councillor P. Saito

Carried (9 to 0)

4.3 REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 1)

ground floor commercial space and four levels of underground parking
78 Park Street East, 22 – 28 Ann Street, west of Hurontario Street, north of Park Street
Owner: Edenshaw Ann Developments Limited
File: H-OZ 20/001 W1

David Ferro, Development Planner provided an overview of the application to remove the “H” holding provision. Councillor Dasko expressed support for the application.

RECOMMENDATION PDC-0041-2021
Moved By Councillor S. Dasko

That the report dated May 21, 2021, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision application, under File HOZ 20/001 W1, Edenshaw Ann Developments Limited, 78 Park Street East and 22 – 28 Ann Street, be adopted and that the Planning and Building Department be authorized to prepare the bylaw for Council's passage.

YES (9): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, and Councillor G. Carlson

ABSENT (3): Councillor D. Damerla, Councillor C. Parrish, and Councillor P. Saito

Carried (9 to 0)

4.4 REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007. REPORT (WARD 2)

Application to remove the "H" holding provision to permit a 176 unit four storey stacked and back to back townhouse development and two, three storey, commercial blocks 1101 – 1125 Clarkson Road North, east of Clarkson Road North, north of Lakeshore Road West
Owner: Clarkson Road Holdings Inc.
File: H-OZ 19/007 W2

David Ferro, Development Planner provided an overview of the application to remove the “H” holding provision.

RECOMMENDATION PDC-0042-2021
Moved By Councillor K. Ras

That the report dated May 21, 2021, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision application, under File HOZ 19/007 W2, Clarkson Road Holdings Inc., 1101-1125 Clarkson Road North, be adopted and that the Planning and Building Department be authorized to prepare the bylaw for Council's passage.

YES (9): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, and Councillor G. Carlson

ABSENT (3): Councillor D. Damerla, Councillor C. Parrish, and Councillor P. Saito

Carried (9 to 0)

4.5 REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 11)

Application to remove the holding provision to permit a six storey self-storage building
250 Derry Road West, south side of Derry Road West, east of McLaughlin Road
Owner: Derry Storage Corporation
File: H-OZ 19/008 W11 - Bill 139

No discussion took place on this matter.

RECOMMENDATION PDC-0043-2021
Moved By Councillor K. Ras

That the report dated May 21, 2021 from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding provision application from the text of By-law 0225-2007 and the "H" symbol from the zoning map, under File H-OZ 19/008 W11, Derry Storage Corporation, 250 Derry Road West, be adopted and that the Planning and Building Department be authorized to prepare the bylaw for Council's passage.

YES (9): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, and Councillor G. Carlson

ABSENT (3): Councillor D. Damerla, Councillor C. Parrish, and Councillor P. Saito

Carried (9 to 0)

5. ADJOURNMENT – 7:22 PM (Councillor S. Dasko)

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

June 29th, 2021 File: 1185-001

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Lorie Sterritt,
Acting Manager, Development North

Christian Binette,
Planner, Planning Programs

Re: Meadowvale Neighbourhood Character Study
Proposed Official Plan Policies
6719 Glen Erin Drive, City of Mississauga
Development Application (City File: OZ/OPA 20 19)

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants representing the owners of the above noted property. On September 15th, 2020, Official Plan and Zoning By-law Amendment applications were submitted to the City of Mississauga to permit a new 12-storey affordable rental apartment building and five (5) blocks of rental townhouses in addition to the existing rental building. The applications were subsequently deemed complete on November 5th, 2020.

On March 24, 2021, GSAI and IBI architects met with staff to discuss building design and site configuration comments received as part of the first submission circulation. Following the meeting, staff confirmed via email that the current building configuration and specifically the proposed building separation are acceptable.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

GSAI attended the Meadowvale Neighbourhood Character Study Community Meeting on April 29th, 2021 and the Public Meeting on June 14th, 2021. We have since reviewed the proposed amendments to the Official Plan presented for the first time at the Public Meeting. Given the submission date of the applications, the ongoing discussions with staff, the cooperative nature of those discussions and the subsequent revisions made to the current proposal, we trust that this project will not be subject to the 40 metre building separation policy requirement and the requirement for a podium no less than three storeys and no more than 6 storeys.

We kindly request that staff continue to keep us informed of any updates and major milestones pertaining to this study and any related amendments to the Official Plan or Zoning By-law. We trust that our positive discussions and agreements will be honoured in the review of and in any formal decisions made relating to the above applications.

We look forward to continuing to work with staff on the proposed development applications and the initiatives being undertaken for the Meadowvale area.

Yours very truly,

GLEN SCHNARR AND ASSOCIATES INC.

Bruce McCall-Richmond, MCIP, RPP
Associate

E: BruceMR@gsai.ca
C: 647-987-9053

Appendix 6

Appendix 6 – Summary of Applicable Policies

The proposed Mississauga Official Plan (MOP) amendment for the Meadowvale Neighbourhood Character Area aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as summarized below. The following assessment provides a general summary of the intent of the policies.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed MOP amendment for the Meadowvale Neighbourhood is consistent with the PPS.

Please see more details below:

- **Development and Land Use Patterns:** Policy 1.1.3 requires a mix of land uses and densities that efficiently use land and resources, and support active transportation and are transit-supportive. The proposed policies support new development opportunities that will ensure the continued efficient use of land and resources in Meadowvale, including existing and planned transportation infrastructure.

- **Housing:** Policy 1.1.1 and section 1.4 require a range and mix of housing options, including affordable housing. The proposed policies encourage development in Meadowvale to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.

- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space. Specifically, policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of improved pedestrian connections to public spaces in Meadowvale.

- **Multi-Modal Transportation:** Policy 1.5.1.a promotes active communities and active transportation. The proposed policies seek additional active transportation connections through new developments.

Appendix 6

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Consolidation, 2020)

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed MOP amendment for the Meadowvale Neighbourhood conforms to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. Policy 2.2.6.1.a provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. The proposed policies emphasize the continued importance of a mix of uses and range of housing options for the Meadowvale Neighbourhood.

- **Manage Growth:** Section 2.2 directs the future population and employment growth to settlement areas within the Greater Golden Horseshoe. Section 2.2 also directs the highest densities to Urban Growth Centres as well as Transit Corridors and Station Areas as opposed to areas such as the Meadowvale Neighbourhood. The proposed policies facilitate new development opportunities in a manner that is appropriate for the Meadowvale Neighbourhood context.

- **Transportation Network:** Policy 3.2.3.4 directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning. The proposed policies promote additional pedestrian connections through new development.

Appendix 6

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates the conditions for thriving communities. The proposed MOP amendment for the Meadowvale Neighbourhood conforms to the ROP.

Please see more details below:

- **Complete Communities:** Policy 5.3.1.3 provides direction to establish healthy, complete communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. The proposed policies respect Meadowvale's existing character and will help ensure it continues to develop as a healthy, complete community.

- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed policies reinforce these housing policy directions.

- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages between areas and to adjacent neighbourhoods. The proposed policies promote opportunities for additional pedestrian connections through new development.

Appendix 6

Mississauga Official Plan

The proposed policy changes for the Meadowvale Neighbourhood reinforces the current policies and objectives of MOP.

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy for Mississauga and recognizes the different functions of various areas of the city. Within this structure, Neighbourhoods accommodate the lowest densities and building heights with a focus on residential uses and associated services and facilities. The proposed policies recommend heights and densities that reflect Meadowvale's position as a Neighbourhood within the City's urban hierarchy.

- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. Section 7.2 seeks to ensure the provision of suitable housing for people at all stages of life, with a range of housing options by type, tenure and price. The proposed policies for Meadowvale encourage the development of a range of housing choices, including affordable housing.

- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, and encourages a shift towards more sustainable modes of transportation. The proposed policies seek to build on Meadowvale's existing transportation network through additional active transportation connections in new development where possible.

- **Desirable Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 directs infill and redevelopment in Neighbourhoods to respect the existing and planned character. Policy 9.2.2.1 requires heights in excess of four storeys to demonstrate an appropriate transition in height and built form that respects the surrounding context. The proposed policies seek to maintain Meadowvale's open and green character, and ensure new development achieves an appropriate transition in height and built form to the surrounding context.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: October 1, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
T-M20001 W6

Meeting date:
October 25, 2021

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 6)
Draft Plan of Subdivision application to permit 105 townhomes
1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard, south side of Britannia Road West, east of Whitehorn Avenue
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
File: T-M20001 W6

Recommendation

1. That the draft plan of subdivision under File T-M20001 W6, National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd., 1240 Britannia Road West to permit 105 townhomes be approved subject to the conditions referenced in the staff report dated October 1, 2021 from the Commissioner of Planning and Building.

2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

Executive Summary

- The application is to permit a plan of subdivision to allow 105 townhomes
- The application is related to the official plan amendment and rezoning applications under file OZ 20/004 W6 that were approved by Council on June 16, 2021
- The applicant made minor revisions to the development proposal to address issues raised at the public meeting and by staff, including reducing the total number of units proposed, retention of mature trees, and adding a second vehicular access onto Galesway Boulevard

- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the draft plan of subdivision and find them to be acceptable from a planning standpoint, and recommend that the application be approved.

Background

A public meeting was held by the Planning and Development Committee on September 8, 2020, at which time an Information Report:
(https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=4287)
was received for information. Recommendation PDC-0029-2020 was then adopted by Council on September 16, 2020:

> That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd., to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

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



Aerial Image of 1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard

Comments

REVISED DEVELOPMENT PROPOSAL

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

- The total number of units proposed was reduced from 109 to 105 dwellings. This results in the elimination of the proposed detached home and the deletion of Lot 1 from the previous draft plan of subdivision. Block 1 on the proposed draft plan of subdivision will accommodate a total of 105 condominium townhome dwellings (as shown in Section 13 of Appendix 2).

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed subdivision application. All property owners within 120 m (393 ft.) were notified of the application on July 7, 2020. A pre-submission community meeting was held by Ward 6 Councillor Ron Starr on March 10, 2020. Supporting studies were posted on the City's website at http://www.mississauga.ca/portal/residents/development-applications.

The public meeting was held on September 8, 2020. There were no members of the public that made deputations regarding the application. Responses to the issues raised at the community meeting and from correspondence received can be found in Appendix 4 Section 1.

PLANNING ANALYSIS SUMMARY

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

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

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

The associated rezoning and official plan amendment applications under File OZ 20/004 W6 to permit 105 townhomes and to remove the extension of Cabrera Crescent on Schedule 10 (Land Use Designations) were approved by Planning and Development Committee on May 31, 2021 and adopted by Council on June 16, 2021. The draft plan of subdivision was held in abeyance until a decision was made by Planning and Development Committee to approve the associated rezoning and city-initiated official plan amendment applications.

The applicant was directed to address the following matters prior to the City being able to recommend the approval of the draft plan of subdivision application:

1. Preparation of a draft reference plan by the applicant (National Homes) to identify the limits of the lands that were dedicated to the City and established as public highway, namely Cabrera Crescent, as part of existing Plan of Subdivision 43M-1563.

2. The completion of an appraisal to value the lands that were dedicated to the City and established as public highway, namely Cabrera Crescent, as part of existing Plan of Subdivision 43M-1563, in order to establish a purchase price for the surplus lands.

3. The execution of a purchase and sale agreement between the applicant and the Legal Services/Realty Services Division for the lands that were dedicated to the City and established as public highway, namely Cabrera Crescent, as part of existing Plan of Subdivision 43M-1563.

4. Applicant was to request that the City amend the existing Development Agreement and Servicing Agreement, to facilitate the execution of the Agreement of Purchase and Sale to transfer the lands that were dedicated to the City and established as public highway, namely Cabrera Crescent, as part of existing Plan of Subdivision 43M-1563.

5. Realty Services and Legal Services to administer the reconveyance of Lots 60 to 69 and Block 70 on existing Plan of Subdivision 43M-1563 (known municipally as 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard), currently being held in escrow by the City of Mississauga to Mattamy (Country Club) Limited.

6. The applicant will amend the draft plan of subdivision under File T-M20001 W6 to include lands that were previously dedicated through the registration of 43M-1563 to the City and established as public highway, namely Cabrera Crescent; the lands currently being held in escrow by the City of Mississauga for Mattamy (Country Club) Limited; and the lands to be dedicated to the City to complete Cabrera Crescent with a cul-de-sac that meets City standards.

   The proposed draft plan of subdivision will create blocks to add reserves, allow for a road widening along Britannia Road West, terminate Cabrera Crescent in a cul-de-sac and create a residential block for 105 condominium townhomes. The proposal has been found acceptable, based upon the following:

- The proposal represents intensification that is compatible with the neighbourhood context and conforms to existing MOP policies
- The proposal provides appropriate transition to the existing land uses and provides a range of residential built forms while continuing to respect the character of the area
- The proposed CEC road within the residential condominium block is compatible with the existing road network, which is characterized by cul-de-sacs and crescents
- The existing municipal infrastructure is adequate to support the proposed development

Financial Impact

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

Conclusion

In summary, the applicant has satisfactorily addressed the outstanding matters associated with the proposed draft plan of subdivision which has been found acceptable from a planning standpoint and should be approved.

Attachments

Appendix 1: Information Report
Appendix 2: Detailed Planning Analysis
Appendix 3: City Conditions of Approval
Appendix 4: Recommendation Report OZ 20/004 W6

A. Whittemore

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

Prepared by: Tori Stockwell, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: August 14, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 20/004 W6 and
T-M20001 W6

Meeting date:
September 8, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

Rezoning and Draft Plan of Subdivision applications to permit 108 townhomes and one detached home
1240 Britannia Road West, south side of Britannia Road West, east of Whitehorn Avenue
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
Files: OZ 20/004 W6 and T-M20001 W6

Recommendation

That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd. to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

Background

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

PROPOSAL

A plan of subdivision is required to permit one detached home and 108 townhomes on a private condominium road. The zoning by-law will need to be amended from **R1** (Detached Dwellings – Typical Lots), **RM2 - 23** (Semi-detached), and **RM2 - 29** (Semi-Detached), to **R7 – Exception** (Detached Dwellings – Shallow Lots) and **RM6 - Exception** (Townhouses on a CEC - Road) to implement this development proposal.

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

Comments

The property is located on the south side of Britannia Road West, east of Whitehorn Avenue within the East Credit Neighbourhood Character Area. The site is currently occupied by two detached homes.



Aerial image of 1240 Britannia Road West



Applicant's rendering of the proposed townhomes

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

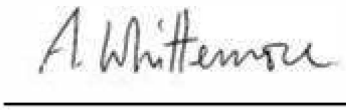
Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, including noise, grading, servicing, stormwater management, traffic and environmental compliance; ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

1240 Britannia Road West

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1. Site History

- August 14, 2002 – Council approved a zoning by-law amendment for the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to permit detached and semi-detached homes

- November 13, 2002 – Council executed a Servicing Agreement which deeded the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City until such time that Cabrera Crescent is completed to Galesway Boulevard

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1** (Detached Dwellings – Typical Lots) which permits single detached homes, **RM2-23** (Semi-Detached) which permits semi-detached homes and **RM2-29** (Semi-Detached) which permits detached and semi-detached homes

- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Medium Density in the East Credit Character Area

2. Site and Neighbourhood Context

Site Information

The property is located within the East Credit Neighbourhood Character Area on the south side of Britannia Road West, east of Whitehorn Avenue. The subject lands are currently occupied by two detached homes. In November 2002 Council executed a Servicing Agreement under File T-M98012 which deeded the western portion of the site known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City of Mississauga by Mattamy (Country Club) Limited. The lands are to be held in escrow by the City until such time that the eastern portion of Cabrera Crescent (presently terminating in a temporary turning circle), is extended to Galesway Boulevard, and the lands can be developed to accommodate detached homes. In order to carry out the construction of the easterly leg of Cabrera Crescent a section of the lands known municipally as 1240 to 1310 Britannia Road West is required to be dedicated to the City as public highway.

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd. the proposal put forward by National Homes (1240 Britannia) Inc. consists of the above properties as well as those lands currently held in escrow by the City of Mississauga. The application proposes to upgrade the existing turning circle on Cabrera Crescent to a standard cul-de-sac to permit frontage for one additional detached home. The

remaining lands would be developed as standard townhomes with access onto a proposed common element condominium road, with a single entry point onto Galesway Boulevard, thereby eliminating the completion of Cabrera Crescent as originally intended.



Image of existing conditions facing north

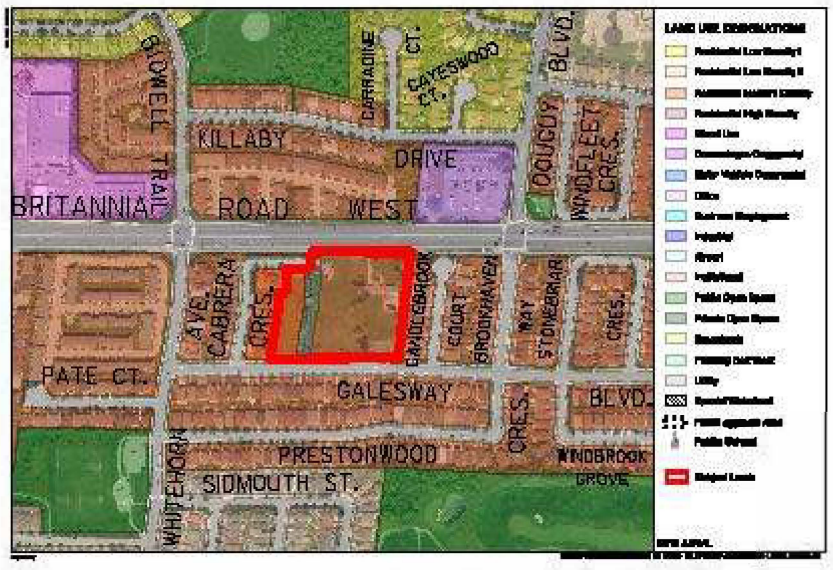
Property Size and Use	
Frontages: Britannia Road West Galesway Boulevard	 129.8 m (425.8 ft.) 169.5 m (556.1 ft.)
Depth:	135.2 m (443.5 ft.)
Gross Lot Area:	2.14 ha (5.28 ac.)
Existing Uses:	Two detached homes

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial and community uses. The broader surrounding area located to the east and west of the site is largely comprised of detached, semi-detached and townhomes. A one storey commercial plaza is located northeast of the site and is approximately a 2 minute walk from the subject lands, while the Credit Valley Town Plaza is located an approximate seven minute walk northwest of the property. The plazas provide a range of services including a grocery store, walk-in clinic and restaurants. Detached and semi-detached homes are located directly south of the site, which border BraeBen Golf Course, Whitehorn Public School and St. Raymonds Elementary School. Heartland Town Centre is located a two minute drive east of the site and provides a wide range of retail, commercial and dining options to area residents.

The surrounding land uses are:

North: Townhomes, Credit Valley Town Plaza and a one story commercial plaza
East: Semi-detached and detached homes
South: Semi-detached homes, detached homes and BraeBen Golf Course
West: Detached homes and townhomes



Aerial Photo of the subject lands

The Neighbourhood Context

The site is located within the East Credit Neighbourhood Character Area south of Britannia Road West and east of Whitehorn Avenue. The Character Area is adjacent to Heartland Town Centre, which contains a range of commercial and industrial uses in close proximity to the site. These uses include employment, retail and restaurant establishments located along Britannia Road West to the east of the subject lands. The surrounding residential area was largely developed during the early 2000s.

Demographics

The property is located in an area undergoing moderate growth. Based on the 2016 census, the existing population of the East Credit Neighbourhood area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). 72% of the neighbourhood population are of working age (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 area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 5% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 5,711. Total employment combined with the population results in a PPJ for East Credit Neighbourhood of 45 persons plus jobs per ha.

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

Other Development Applications

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

- OZ 13/013 W6 – 5855 Terry Fox Blvd, 950 Plymouth Drive and 850 Matheson Blvd West – application in process to permit a commercial mall.

- OZ 19/001 W6 – 5510 Mavis Road – approval was obtained to increase the height and density for a future retirement home and hospice in November 2019.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 220 m (721 ft.) northeast of Garcia Park which contains a community playground and two soccer pitches. Pickwick Green is located 510 m (1673 ft.) south of the subject lands and contains a community playground and four soccer pitches. The property is located 1.9 km (1.18 mi.) from River Grove Community Centre, which includes an indoor pool, gymnasium and fitness centre. The site is also located 1.6 km (1 mi.) from the BraeBen Public Golf Course clubhouse. There is a multi-use trail located on Britannia Road West extending from Queen Street South to Hurontario Street. Galesway Boulevard is designated as an on-road bicycle route extending from Whitehorn Avenue to Terry Fox Way.

The following major Miway bus routes currently service the site:

- Route 37 – Creditview - Erindale
- Route 39 – Britannia
- Route 43 – Matheson – Argentia
- Route 68 – Terry Fox
- Route 314 – Rick Hansen - Creditview

3. Project Details

The applications are to permit one detached home and 108 townhomes.

Development Proposal		
Applications submitted:	Received: March 31, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	National Homes Inc.	
Applicant:	National Homes Inc.	
Number of units:	109 units	
Lot Coverage:	62.5%	
Landscaped Area:	28.4%	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	331 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required 218 27 245	Provided 218 27 245

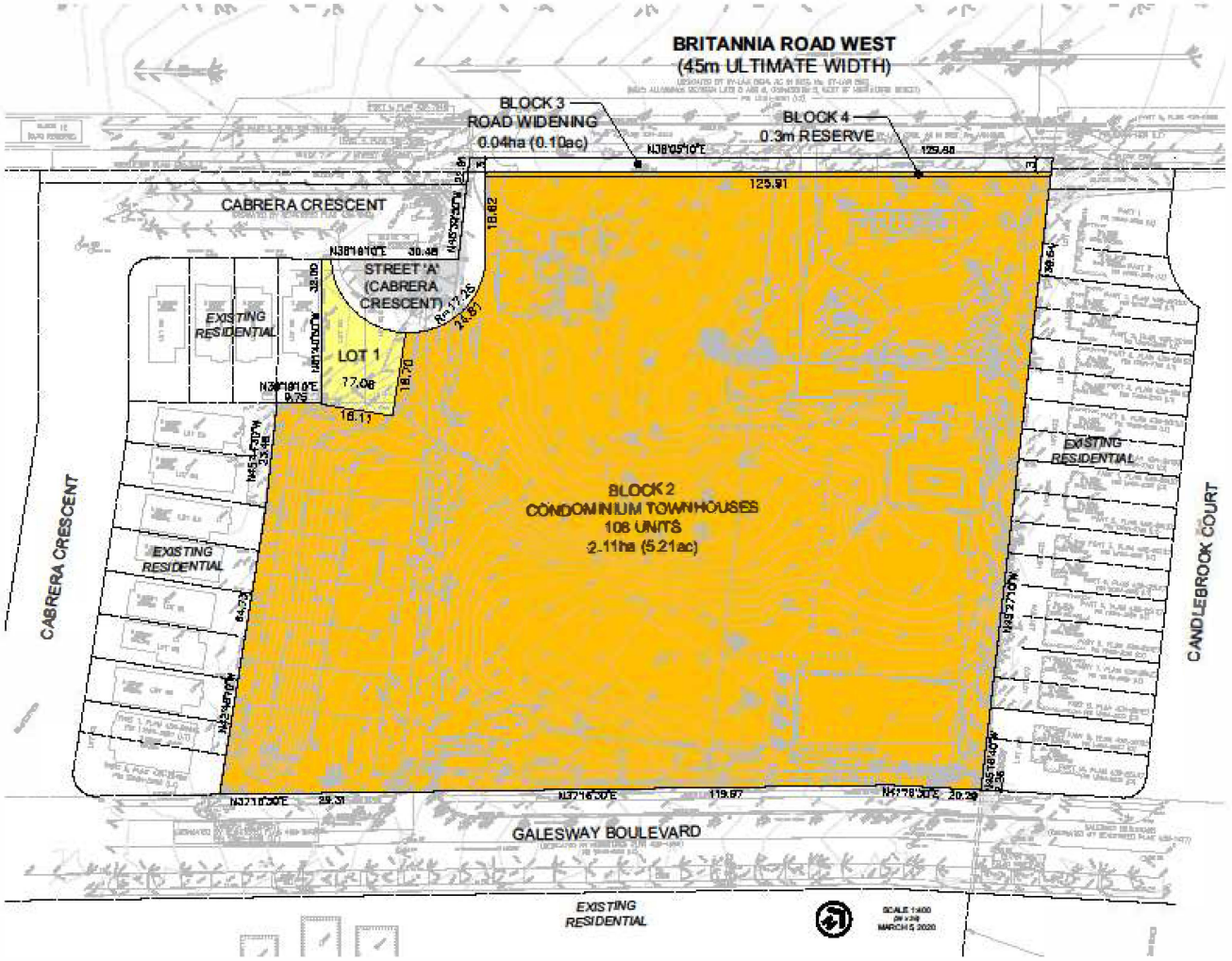
Supporting Studies and Plans

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

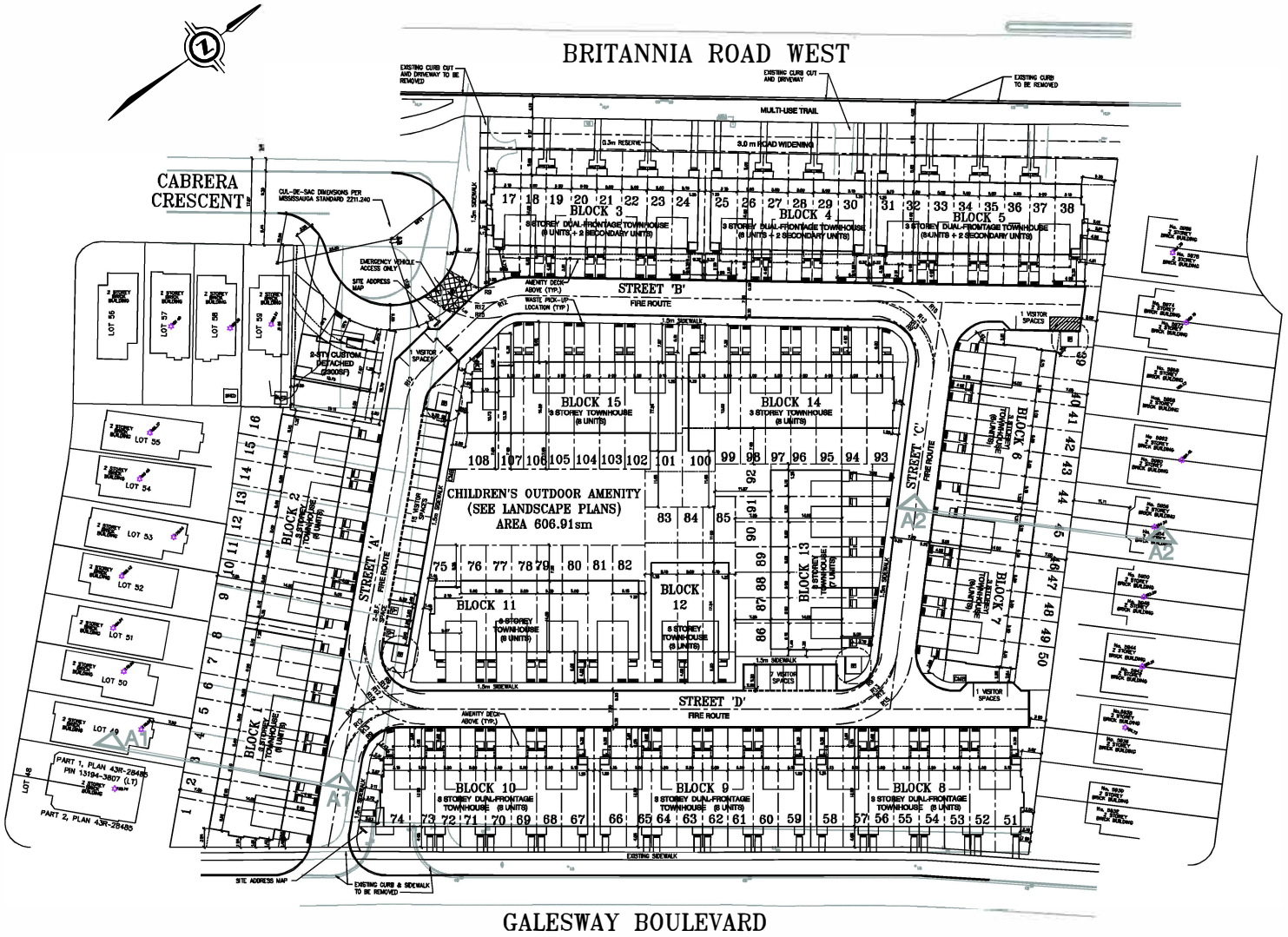
- Survey
- Site Plan and Context Plan
- Draft Plan of Subdivision

- Building Elevations and Floor Plans
- Grading and Servicing Plans
- Sanitary and Storm Drainage Plans
- Landscape Concept Plan
- Tree Preservation Plan
- Draft Zoning By-law Amendment
- Parcel Abstracts
- Planning Justification Report
- Arborist Report
- Functional Servicing Brief
- Geotechnical Investigation
- Phase One Environmental Site Assessment
- Housing Report
- Noise Feasibility Study
- Urban Transportation Considerations

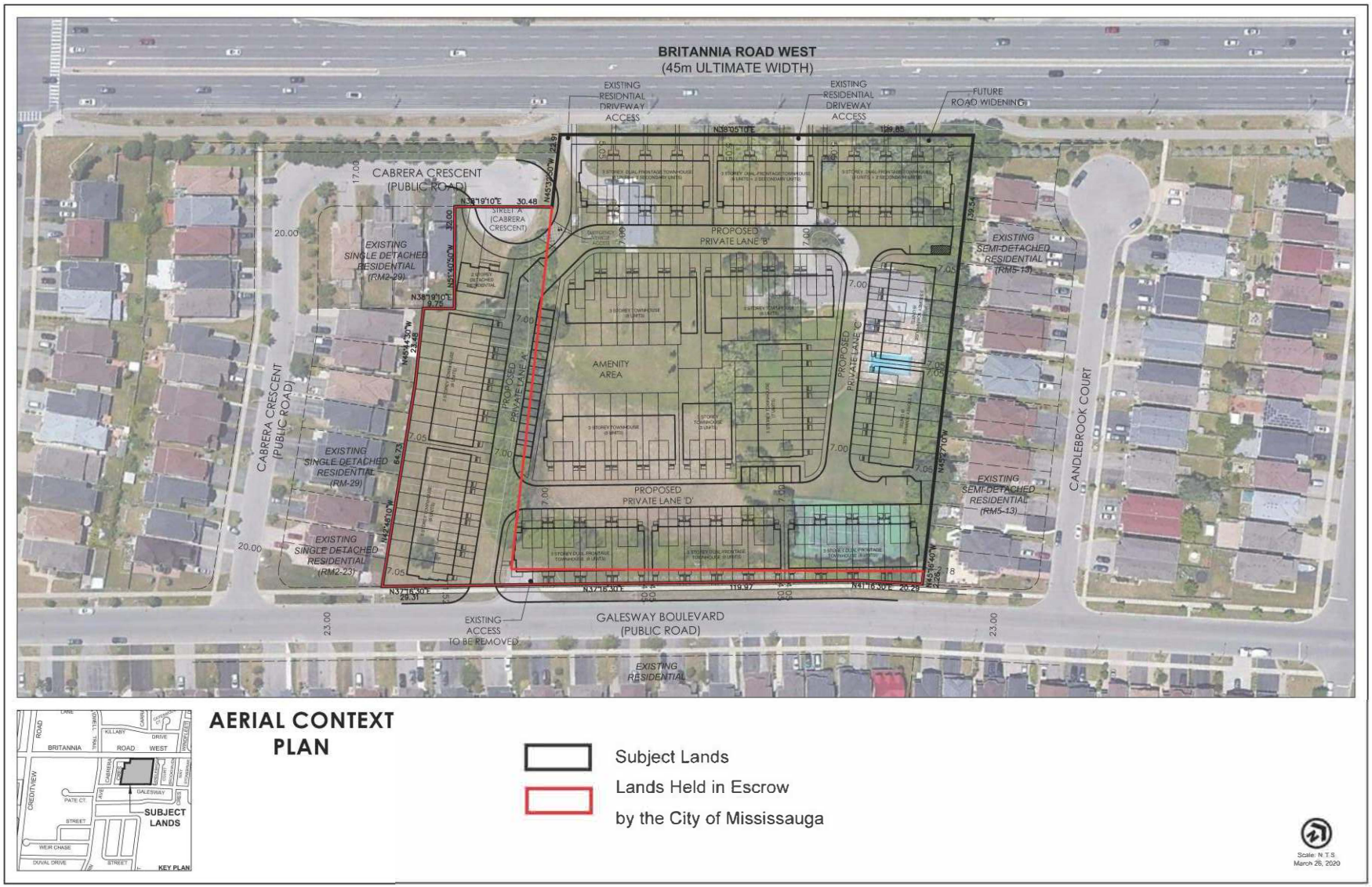
Draft Plan of Subdivision, Concept Plan and Elevations



Draft Plan of Subdivision


BRITANNIA ROAD WEST
CABRERA CRESCENT
MULTI-USE TRAIL
0.3m RESERVE
3.0 m ROAD WIDENING
BLOCK 3
BLOCK 4
BLOCK 5
STREET 'B'
FIRE ROUTE
BLOCK 15
BLOCK 14
STREET 'C'
CHILDREN'S OUTDOOR AMENITY
(SEE LANDSCAPE PLANS)
AREA 606.91sm
BLOCK 11
BLOCK 12
BLOCK 13
STREET 'A'
STREET 'D'
BLOCK 1
BLOCK 2
BLOCK 6
BLOCK 7
BLOCK 10
BLOCK 9
BLOCK 8
GALESWAY BOULEVARD

Site Plan



Concept Plan



CONCEPTUAL ELEVATION A
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK



CONCEPTUAL PRIVATE ROAD SIDE ELEVATION A
DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT BLOCK



CONCEPTUAL ELEVATION B
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK



CONCEPTUAL PUBLIC ROAD SIDE ELEVATION A DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT BLOCK

Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

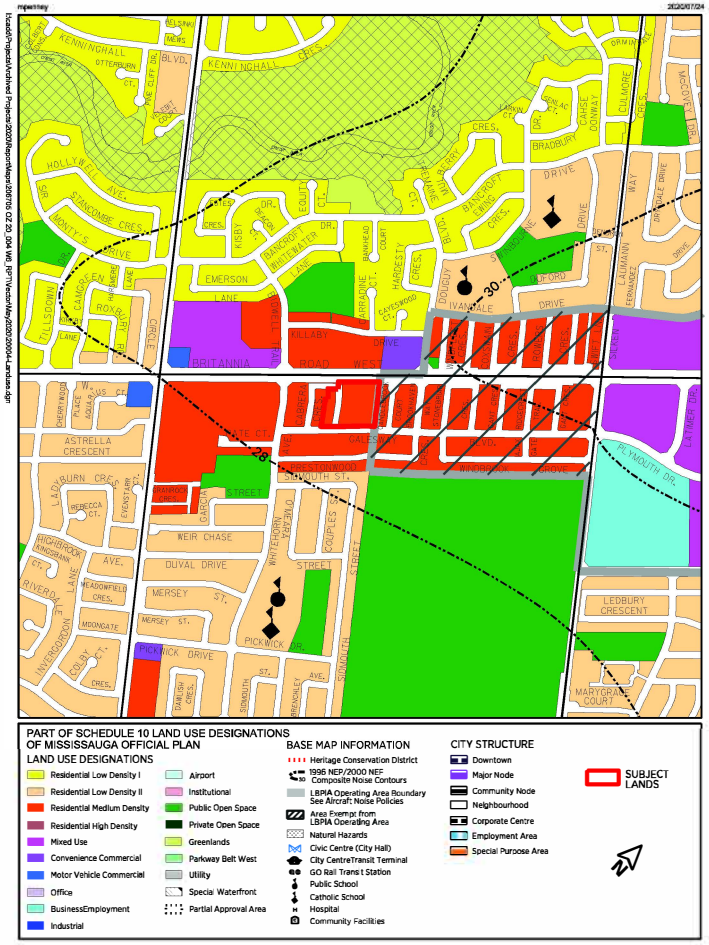
Mississauga Official Plan

Existing Designation

The site is designated **Residential Medium Density** which permits all forms of townhouse dwellings.

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

Excerpt of East Credit Neighbourhood Character Area



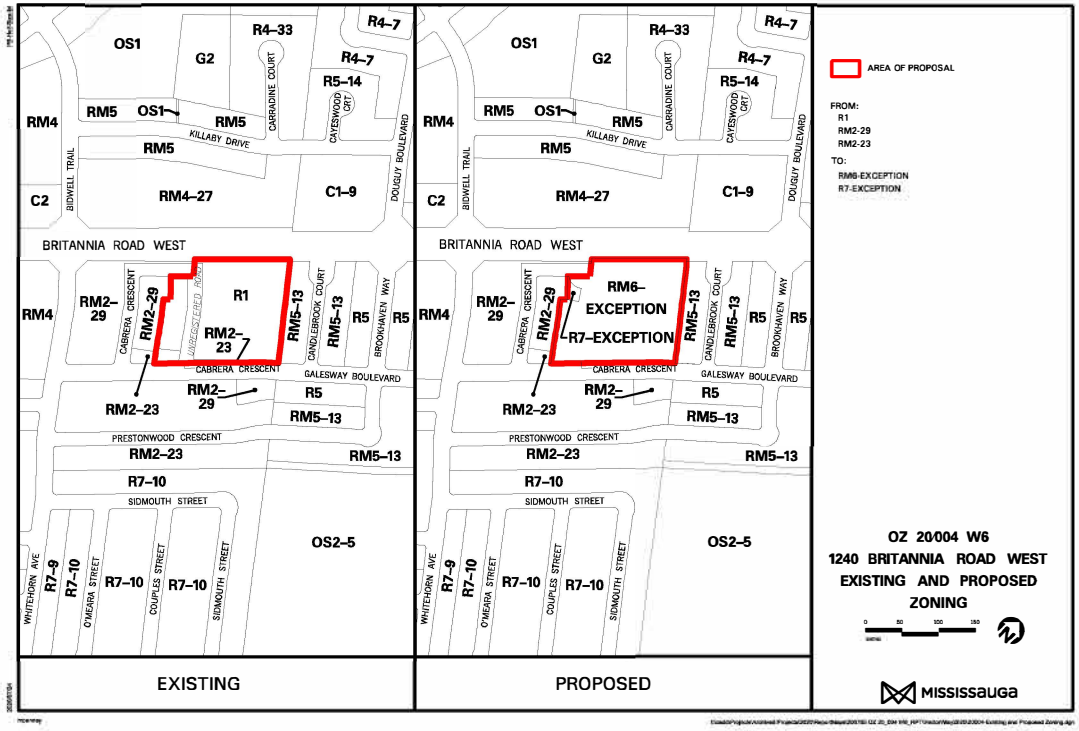
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **R1** (Detached Dwellings – Typical Lots), which permits detached homes, **RM2-23** (Semi-detached), which permits semi-detached homes and **RM2-29** (Semi-Detached), which permits detached and semi-detached homes.

Proposed Zoning

The applicant is proposing two zones on the property. The proposed zoning for the detached home on Cabrera Crescent is **R7 – Exception** (Detached Dwellings – Shallow Lots). The proposed zoning for the townhome blocks is **RM6 - Exception** (Townhouses on a CEC - Road).



Proposed Zoning Regulations

Zone Regulations	Zone Regulations	Proposed R7 - Exception Zone Regulations
Minimum **Rear Yard** – **Interior Lot**	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Maximum width of an attached **garage**: measured from the inside face of the **garage** walls	Lesser of 5.5 m (18 ft.) or 50% of **lot frontage**	Not Applicable
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Where a **lot** abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any **building** or **structure** to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setbacks.	22.5 m +(74 ft.) required **yard**/setback	Not Applicable
Minimum **Lot Area – CEC corner lot**	190 m^2 (2,045 $ft.^2$)	178 m^2 (1,915 $ft.^2$)
Minimum **Lot Frontage - CEC corner lot**	8.3 m (27.2 ft.)	6.5 m (21.3 ft.)
Lot with an **exterior side lot line** that is a **street line** of a designated right-of-way 20.0 m or greater identified in		

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Subsection 2.1.14 of this By-law	7.5 m (24.6 ft.)	Not Applicable
Lot with an **exterior side lot line** abutting a **street**	4.5 m (14.7 ft.)	Not Applicable
Lot with an **exterior side lot line** abutting a CEC - sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum **Interior Side Yard -** Unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Where **interior side lot line** is the **rear lot line** of an abutting parcel	2.5 m (8.2 ft.)	Not Applicable
Minimum **Rear Yard** – **Interior lot/CEC – corner lot**	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
Lot with an **exterior side lot line** abutting a **street**	4.5 m (14.7 ft.)	**rear yard lot line** abutting a **street** 4.0 m (13.1 ft.)
Minimum setback of a **townhouse** to a CEC - visitor **parking space**	3.3 m (10.8 ft.)	2.5 m (8.2 ft.)
Lot with an **exterior side lot line** abutting a CEC – sidewalk	3.3 m (10.8 ft.)	Minimum setback to an internal walkway 0.8 m (2.6 ft.)
Minimum **front yard** setback to a balcony located over a **driveway**	Not Applicable	3.5 m (11.4 ft.)
Minimum width of a sidewalk	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Maximum **driveway** width	3.0 m (9.8 ft.)	Maximum **driveway** width for end **dwelling units** abutting Britannia Road West 6.2 m (20.3 ft.)

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Maximum encroachment of a **balcony**, window, **chimney**, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required **rear yard**	1.0 m (3.2 ft.)	Maximum encroachment of a **balcony**, into the required **rear yard** 1.9 m (6.2 ft.)
External Heating, Air Conditioning, Home Back-up Generator, and Pool Heating/Filtering Equipment	External heating, air conditioning, home back-up generator, and pool heating/filtering equipment may be located in a required **yard**, other than a **front yard**, provided that it is not closer than 0.61 m (2.0 ft.) to any **lot line**.	External heating and air conditioning equipment may be located in a **front yard** provided that it is located on a **balcony**
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement **(PPS)**	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)
Growth Plan for the Greater Golden Horseshoe **(Growth Plan)**	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the *Greenbelt Act*, 2005 does	There are no natural features on this site. Therefore, the lands are not subject to the policies of the Greenbelt Plan.

Policy Document	Legislative Authority/Applicability	Key Policies
	not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River. The portion of the lands which forms part of the Credit River and associated valleylands is captured within the **Urban River Valleys** designation of the Greenbelt Plan. Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.	
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition. The portions of the lands that contain the valleylands associated with the Credit River are designated **Public Open Space** and **Buffer Area** in the PBWP.	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *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 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. The proposed application is exempt from Regional approval.

Relevant Mississauga Official Plan Policies

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

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the East Credit Neighbourhood Character Area and are designated **Residential Medium Density**. The **Residential Medium Density** designation permits all forms of townhouse dwellings. The applicant is proposing to maintain the **Residential Medium Density** designation on the subject lands.

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

	Specific Policies	**General Intent**
Chapter 4 **Vision**	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 **Direct Growth**	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	Mississauga will protect and conserve the character of stable residential neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
Chapter 7 **Complete Communities**	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive. 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.

	Specific Policies	General Intent
		Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both
Chapter 9 **Build A Desirable Urban Form**	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.2.2	Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. Infill and redevelopment within Neighbourhoods will respect the existing and planned character. 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. While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. 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. 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; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; d. and providing opportunities for weather protection, including awnings and trees.

	Specific Policies	General Intent
Chapter 11 General Land Use Designations	Section 11.1 Section 11.2.5.5	The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. In addition to the Uses Permitted in all Designations, lands designated Residential Medium Density will also permit the following uses: • all forms of townhouse dwellings.
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies. To provide consistent application of planning and urban design principles, all development applications will address, among other matters: a) the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; b) conformity with the policies in this Plan; c) the sustainability of the development to support public transit and to be oriented to pedestrians; d) in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) the adequacy of engineering services; f) the adequacy of community infrastructure; g) the adequacy of the multi-modal transportation systems; h) the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i) the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k) site specific opportunities and constraints; l) sustainable design strategies; and m) urban form and public health.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
Student Yield: 21 Kindergarten to Grade 5 9 Grade 6 to Grade 8 12 Grade 9 to Grade 12 School Accommodation: Whitehorn P.S. Enrolment: 673 Capacity: 744 Portables: 0 Hazel McCallion Sr. P.S. Enrolment: 742 Capacity: 671 Portables: 4 Rick Hansen S.S. Enrolment: 1,672 Capacity: 1,725 Portables: 0	Student Yield: 7 Kindergarten to Grade 8 6 Grade 9 to Grade 12 School Accommodation: St Raymond Elementary School Enrolment: 350 Capacity: 651 Portables: 0 St. Joseph Secondary School Enrolment: 1,267 Capacity: 1,269 Portables: 4 * Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.

7. Community Comments

A pre-application community meeting was held by National Homes on March 10, 2020. Ward 6 Councillor, Ron Starr, was in attendance.

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.

- Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety
- An additional vehicular access point should be provided onto Britannia Road West in order to mitigate increased traffic on Galesway Boulevard
- The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons
- A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety
- In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards
- The increased number of dwelling units will have an adverse impact on neighbourhood safety
- The proposed development will increase pollution and noise
- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 15, 2020)	Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Galesway Boulevard and a 250 mm (9.8 in.) sewer located on Britannia Road West. Municipal water infrastructure consists of a 150 mm (5.9 in.) water main located on Cabrera Crescent, a 300 mm (11.8 in.) water main located on Galesway Boulevard and a 750 mm (29.5 in.) water main located on Britannia Road West. A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 2020 has been received and will be sent for modeling for the hydrant flow test and may require further revisions. Regional Site Servicing approvals are required prior to the local municipality issuing building permits. A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.
Dufferin-Peel Catholic District School Board (April 21, 2020) and the Peel District School Board (May 11, 2020)	The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. The Peel District School Board responded that prior to final approval the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (May 12, 2020)	Community Services notes the proposed development is within walking distance of Garcia Park, which is 220 m (721 ft.) from the subject property. This 1.48 ha (3.67ac) park provides neighbourhood recreational facilities such as a community playground, soccer pitches, and open space opportunities. The park is located at the corner of Garcia Street and Whitehorn Avenue, approximately southwest of the subject site and will support the neighbourhood needs of the proposed development. Pickwick Green, is located approximately 510 m (1673 ft.) from the subject property, and contains a community playground, soccer pitches, including open space. This 2.3ha (5.68 ac) park located on Pickwick Drive will serve neighbourhood needs of future residents. Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 m (32.8 ft.) of frontage on Galesway Boulevard in accordance with current City standards. Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, C.P.13, as amended) and in accordance with City's Policies and Bylaws.
City Transportation and Works	Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details

Agency / Comment Date	Comments
Department (July 21, 2020)	and revisions prior to the City making a recommendation on the application, as follows: **Stormwater** A Functional Servicing Brief (FSR), prepared by Urbantech Consulting, dated March 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new storm sewer to service the development lands and private road, with outlets to the existing storm sewer on Galesway Boulevard and Britannia Road West, as well as on-site stormwater management controls for the post development discharge. The proposed plan will require the Region of Peel's approval. The applicant is required to provide further technical information to: • Demonstrate the feasibility of the proposed storm sewer; • Demonstrate that there will be no impact on the City's existing drainage system; and • Demonstrate that there is no impact to downstream properties by providing a Hydraulic Grade Line analysis. **Traffic** A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information as part of subsequent submissions: • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement templates for fire and emergency vehicles to evaluate the internal site circulation; • Provide satisfactory plans for a future road network including right of way widths and road configuration; • Provide additional information for any proposal that does not include the completion of Cabrera Crescent as intended; • Address any traffic concerns from the Community related to the proposed development. **Environmental Compliance** A Phase One Environmental Site Assessment (ESA), dated March 11, 2020, prepared by DS Consultants Ltd was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The report indicates the possibility of contamination of the subject lands. Therefore, a Phase Two ESA is required to be submitted to the Transportation and Works Department for review. Additionally, the applicant is required to provide the following information as part of subsequent submissions: • A Certification letter-report for any lands to be dedicated to the City; • A letter of Intention for aboveground tank, septic, and wells decommissioning; • A dewatering commitment letter.

Agency / Comment Date	Comments
	Noise A Noise Feasibility Study prepared by HGC Engineering dated March 24, 2020 was submitted in support of the proposed development. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities. According to the findings of the report some of the dwellings along Britannia Rd. West require the provision of air conditioning and upgrading glazing construction as noise mitigation measures whereas all other lots will be fitted with forced air ventilation system for the future provision of air conditioning by the occupant, details which will be further reviewed at building design stage. **Engineering Plans/Drawings** The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards and existing Agreements. The applicant will also be required to provide additional documentation to address additional matters for any required land dedication and road network configuration as part of their development proposal.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Transit Reviewer - Arborist – City Property - Public Art Coordinator - Fire Prevention - Bell Canada - Enbridge - Rogers Cable - Greater Toronto Airport Authority - Alectra Utilities - Arborist - Streetscape
	The following City Departments and external agencies were circulated the applications but provided no comments: - Realty Services - Peel Regional Police - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Canada Post - 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 proposed zoning by-law exception standards appropriate?
- Is the overall site design and layout appropriate?

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, traffic and environmental compliance and resolution of previous subdivision obligations associated with file T-M98012, which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

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

Recommendation Report
Detailed Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard

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1. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on April 15, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated September 9, 2021, state that that detailed technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and air traffic. The results of the preliminary Noise Feasibility Study indicate that noise mitigation measures will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the site plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

Stormwater

A Functional Servicing Report (FSR), prepared by Urbantech Engineering dated July 2021, was submitted in support of the proposed development. The applicant is proposing to have a storm sewer connect to both Galesway Boulevard and Britannia Road West to service the subject lands, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed FSR is also required from the Region of Peel as Britannia Road West is a Regional Road.

In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required.

Further details are required prior to registration of the subdivision, including Region of Peel approval of the ultimate stormwater management proposal.

Traffic

A total of two traffic impact study (TIS) submissions were provided by BA Consulting Group Ltd. Based on the second submission, dated October 2020, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 70 (15 in, 55 out) and 95 (60 in 35 out) two-way site trips for the weekday AM and PM peak hours in 2025 respectively.

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

Environmental Compliance

Based on the Phase I ESA (project # 19-337-100), dated March 11, 2020, and Phase Two ESA, dated March 5, 2021, prepared by DS Consultants Ltd, the site is suitable for the proposed use. No further investigation is required at this time.

Prior to Registration, the following documents are required:

- Dewatering Commitment Letter
- Certification letter for lands to be dedicated to the City.

Other Engineering Matters

Municipal Infrastructure, including but not limited to road works within Cabrera Crescent, land dedication and easements are required as a result of this development. The review of the detailed engineering drawings, including but not limited to grading, servicing, drainage features and supporting reports will be further evaluated as part of the municipal infrastructure detailed design and addressed through the Subdivision Agreement prior to registration of the proposed development.

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City requirements. Any outstanding items required in support of this development will be dealt with through Draft Plan Conditions, the Subdivision Agreement and the site plan review process.

School Accommodation

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

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these

policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

3. Consistency with PPS

The Public Meeting Report dated August 14, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

4. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.1.2 c) in the Growth Plan states that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned

transit; and, areas with existing or planned public service facilities.

Section 2.2.1.4 in the Growth Plan directs municipalities to "provide a range and mix of housing options". It states that complete communities will "provide a more compact built form".

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying an underutilized medium density site and utilizing existing municipal infrastructure.

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

5. Region of Peel Official Plan

As summarized in the public meeting report dated August 14, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

6. Mississauga Official Plan (MOP)

The subject site is designated **Residential Medium Density** which permits townhomes. The proposal for 105 townhomes does not require an amendment to the Mississauga Official Plan policies for the East Credit Neighbourhood Character Area, with respect to land use. However, a City initiated technical official plan amendment was required to remove the extension of Cabrera Crescent from Schedule 10 (Land Use Designations) of MOP. The official plan amendment was approved by Planning and Development Committee on May 31, 2021 and adopted by Council on June 16, 2021. The proposed subdivision application conforms to Mississauga Official Plan.

7. Revised Site Plan



Proposed Site Plan

8. Zoning

The application under File OZ 20/004 W6, to change the zoning to **RM6-25** (Townhouses on a CEC – Road) to permit 105 townhomes, was approved by Planning and Development Committee on May 31, 2021 subject to the holding provisions referenced in Section 12 of Appendix 4. Council adopted the zoning by-law amendment on June 16, 2021. The site is currently zoned **H-RM6-25** which permits 105 condominium townhome dwellings.

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 to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the concept plan, further revisions will be needed to address matters such as tree removal permissions, additional green development initiatives and architectural design.

10. Draft Plan of Subdivision

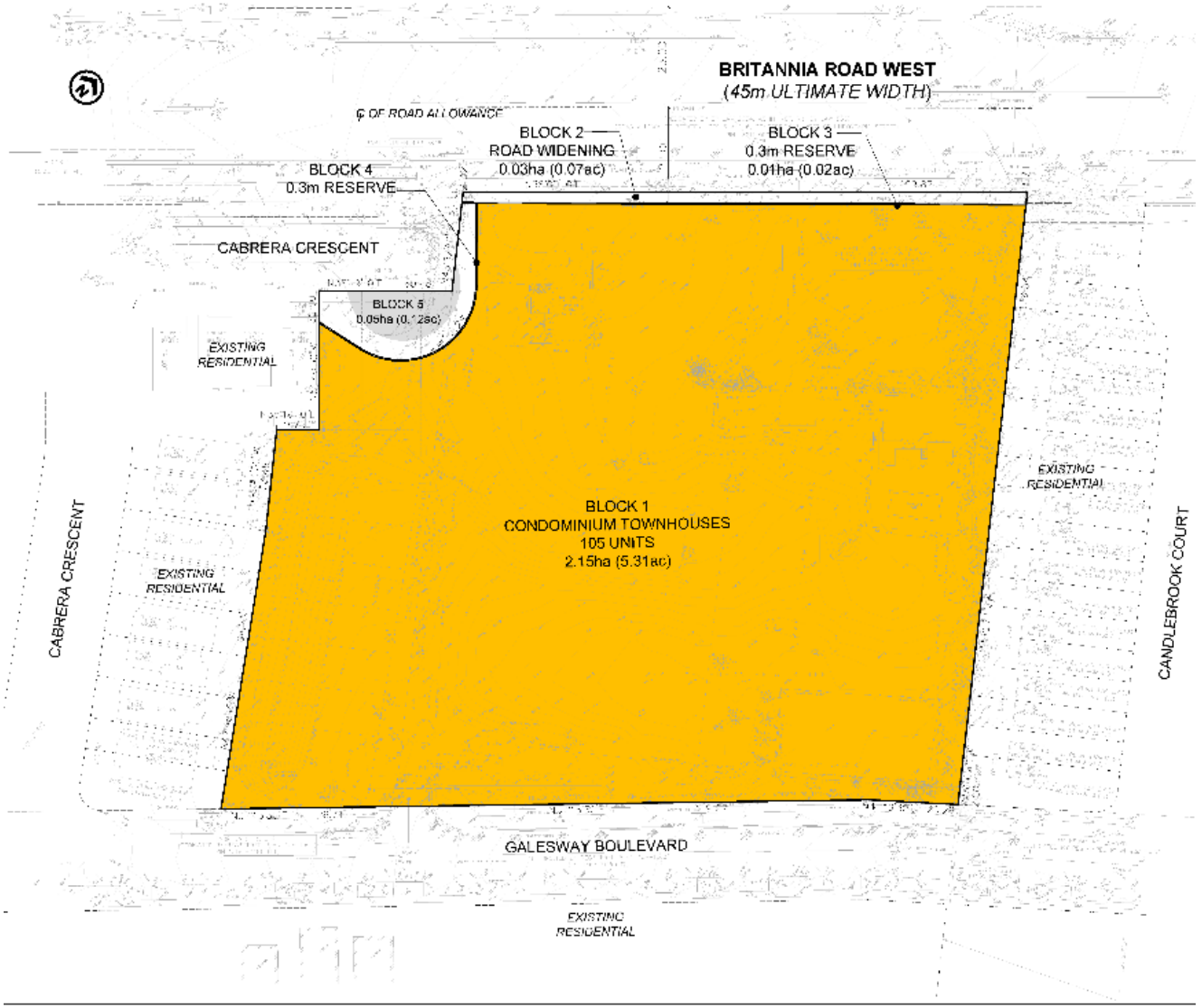
The draft plan of subdivision was held in abeyance until a decision was made by Planning and Development Committee on May 31, 2021, to approve the associated rezoning and city-initiated official plan amendment applications under File OZ 20/004 W6, to permit 105 townhomes and to remove the extension of Cabrera Crescent on Schedule 10 (Land Use Designations).

Council directed staff to amend the Development Agreement and Servicing Agreement for existing Plan of Subdivision 43M-1563 to remove lands from that plan of subdivision, which are now included in the current application.

The applicant was directed by Council to amend the draft plan of subdivision under File T-M20001 W6 to identify the lands to be dedicated to the City to complete Cabrera Crescent with a cul-de-sac that meets City standards (further details can be found in Section 15 of Appendix 4).

The revised proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.



Proposed Draft Plan of Subdivision

11. Conclusions

In conclusion, City staff has evaluated the application to permit 105 townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the East Credit Neighbourhood Character Area in accordance with the residential Medium Density Designation of MOP. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households.

Staff are of the opinion that the application is consistent with and conforms to Provincial, Region and City planning instruments. The associated rezoning and official plan amendment applications under File OZ 20/004 W6 to permit 105 townhomes and to remove the extension of Cabrera Crescent on Schedule 10 (Land Use Designations) were approved by Planning and Development Committee on May 31, 2021 and adopted by Council on June 16, 2021. Staff has no objection to the approval of this subdivision application subject to the conditions attached as Appendix 3.

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SCHEDULE A
CONDITIONS OF APPROVAL

FILE:	**T-M20001 W6**
SUBJECT:	**Draft Plan of Subdivision** **Part of Lot 5, Concession 3, West of Hurontario Street** **City of Mississauga** **National Homes (1240 Britannia) Inc. (1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard)**

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

1.0 Approval of the draft plan applies to the plan dated April 13, 2021

2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.

3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION

STATUS REPORT DATED SEPTEMBER 15, 2021 THAT CORRESPONDS WITH THE RESUBMISSION DATED JULY 21, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

5.0 The applicant/owner shall pay in full, all assessments levied against the property, as well as the current years taxes and/or local improvement charges, prior to the registration of the plan.

6.0 Prior to the execution of the Subdivision Agreement, should there be any mortgagees, the City will require that the mortgagees execute in duplicate, a Consent and Postponement.

7.0 Prior to final approval, the applicant/owner is required to register restrictions on title to all the lots/blocks prohibiting the transfer of the lots/blocks until such time as the common element condominium road is registered. A copy of the Registered Restriction is to be submitted to the Development and Design Division.

8.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widening, including lands for the creation of a turning circle at the terminus of Cabrera Crescent, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.

9.0 The applicant/owner shall agree to provide a public pedestrian access easement over the 2.0 m sidewalk leading from the Cabrera Crescent cul-de-sac to Britannia Road West to facilitate pedestrian connectivity to Britannia Road West.

10.0 Prior to final approval, the 0.3 m (1 ft.) reserve associated with Blocks 74 and 75 on Plan of Subdivision 43M-1563 shall be lifted.

11.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.

12.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

13.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.

14.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".

15.0 Prior to final approval, payment in cash or certified cheque will be required by Community Services Department to cover the cost of planting street trees, up to 60 mm caliper on Galesway Boulevard for every 10 m of public road frontage. Such fees will be charged at prevailing rates of approved City policies and by-laws on the day of payment.

16.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses:

16.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.

16.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.

17.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:

17.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.

17.2 The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.

18.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.

19.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.

20.0. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.

21.0 Prior to execution of the Subdivision Agreement, the developer under separate arrangements or agreements with the various utility companies, is to determine the precise extent of their requirements.

22.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

23.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

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City of Mississauga
Corporate Report

MISSISSAUGA

Date: May 7, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 20/004 W6

Meeting date:
May 31, 2021

Subject

RECOMMENDATION REPORT (WARD 6)

Official Plan Amendment and Rezoning applications to permit 105 townhomes
1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard, south side of Britannia Road West, east of Whitehorn Avenue
Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.
File: OZ 20/004 W6

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act,* any further notice regarding the proposed amendment is hereby waived.

2. That the application under File OZ 20/004 W6, National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd., 1240 Britannia Road West to change the zoning to **RM6-25** (Townhouses on a CEC – Road) to permit 105 townhomes, be approved subject to the conditions referenced in the staff report dated May 7, 2021 from the Commissioner of Planning and Building.

3. That the city initiated, technical official plan amendment to remove the Cabrera Crescent extension from Schedule 10 (Land Use Designation), of Mississauga Official Plan, be approved.

4. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

5. That Realty Services be directed to order an appraisal of Blocks 71, 74, 75 and the lands south of Block 75, in order to establish a purchase price for the lands. That, Legal Services

and Realty Services draft an Agreement of Purchase and Sale between National Homes (1240 Britannia) Inc. and the City for these lands once the value of the lands has been determined.

6. That Realty Services be directed to prepare a report for consideration at General Committee, to declare Blocks 71, 74, and 75 of Plan 43M-1563 and the lands south of Block 75 surplus and recommend that the unopened road allowance be closed by by-law.

7. That Council direct the Transportation and Works Department to prepare a by-law to stop up and close the unopened road allowance on the lands south of Block 75 on plan 43M-1563.

8. That Council direct staff to amend the existing Development Agreement and Servicing Agreement for Plan 43M-1563, to facilitate the execution of the Agreement of Purchase and Sale to transfer Blocks 71, 74, 75 and the lands south of Block 75 on plan 43M-1563 to the applicant, and that the Commissioner of Planning and Building and be authorized to approve the amended Development Agreement.

9. That Council direct the Planning and Building Department to prepare a by-law to deregister Lots 60 to 69 and Blocks 70, 71, 74, 75 and the lands south of Block 75 on Plan 43M-1563.

10. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

11. That the "H" holding symbol is to be removed from the **RM6-25** (Townhouses on a CEC - Road) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated May 7, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

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

Executive Summary

- The application is to change the zoning by-law to allow 105 townhomes
- As a result of the recommendation to eliminate the extension of Cabrera Crescent, it has been determined that a City-initiated technical official plan amendment is required to Schedule 10 (Land Use Designations) of Mississauga Official Plan

- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reducing the total number of units proposed, retention of mature trees, adding a second vehicular access onto Galesway Boulevard and increased side yard setbacks
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on September 8, 2020, at which time an Information Report:
(https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=4287)
was received for information. Recommendation PDC-0029-2020 was then adopted by Council on September 16, 2020.

That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd. to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- The total number of units proposed has been reduced from 109 units to 105 units in order to accommodate a more centrally located amenity space, which has been increased from 606 m^2 (6,523 ft^2) to 633 m^2 (6,813 ft^2). The reduced density has also provided an increased side yard setback from Block 5 to the existing residential homes to the east and an increased side yard setback from Block 3 to the proposed public sidewalk. The proposed revisions will provide additional privacy to existing and future area residents
- The proposal has been revised to accommodate three Tree Preservation Areas along the east property boundary, which will ensure the retention of 5 mature trees. The proposal has also been revised to include 147 replacement trees, which will provide privacy and long term environmental benefits
- The proposed emergency access onto Cabrera Crescent has been removed and a second vehicular access has been provided onto Galesway Boulevard.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the application on July 7, 2020. A pre-

submission community meeting was held by Ward 6 Councillor Ron Starr on March 10, 2020. Supporting studies were posted on the City's website at http://www.mississauga.ca/portal/residents/development-applications.
The public meeting was held on September 8, 2020. There were no members of the public that made deputations regarding the application. Responses to the issues raised at the community meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan (MOP). An official plan amendment is not required for the proposed townhomes. A city-initiated technical Official Plan Amendment to remove the extension of Cabrera Crescent on Schedule 10 (Land Use Designations) is recommended.

A draft plan of subdivision (currently being held in abeyance until a decision is made by Planning and Development Committee to approve the proposed rezoning and city-initiated official plan applications), is also necessary in order to develop the site. A detailed analysis of the matters to be addressed prior to draft plan of subdivision approval can be found in Section 15 of Appendix 2. The evaluation of the proposed rezoning was analyzed using the following criteria:

- Directing Growth: Are townhomes consistent with the Residential Medium Density designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Compatibility with road network: Should Cabrera Crescent be extended to Galesway Boulevard?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed rezoning to permit 105 townhomes has been found acceptable, based upon the following:

- The proposal represents intensification that is compatible with the neighbourhood context and conforms to existing MOP policies
- The proposal provides appropriate transition to the existing land uses and provides a range of residential built forms while continuing to respect the character of the area
- The proposed CEC road is compatible with the existing road network, which is characterized by cul-de-sacs and crescents
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households. The proposed rezoning and City-initiated technical official plan amendment are acceptable from a planning standpoint and should be approved.

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

Attachments

Appendix 1: Information Report
Appendix 2: Detailed Planning Analysis

A. Whittemore

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

Prepared by: Tori Stockwell, Development Planner

Recommendation Report
Detailed Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

1240-1310 Britannia Road West, 0 Cabrera Crescent, 5939-5989 Cabrera Crescent and 1295 Galesway Boulevard

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1. Community Comments

Written comments received, and comments made at the community meeting and public meeting were generally directed towards traffic volume, retention of existing mature trees and privacy. Below is a summary and response to the specific comments heard.

Comment
An additional vehicular access point should be provided onto Britannia Road West, in order to mitigate increased traffic on Galesway Boulevard.

Response
Britannia Road West is classified as a Regional arterial road. The intent of arterial roads is to move large volumes of traffic with limited interruption and the Region was not supportive of an access to Britannia Road. Where feasible, access is to be obtained by way of local roads, such as Galesway Boulevard.

Comment
Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety.

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

Comment
The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons.

Response
Based on the Tree Preservation Plan and Arborist Report there is opportunity to retain 10 existing trees. The trees proposed for removal include those that are dead, not considered to be in a vigorous state, not suitable for preservation due to conflicts with grading requirements, or are infected with Emerald Ash Borer (EAB) and are not safe for retention. The proposal includes 147 replacement trees, which will be disease resistant native and/or non-invasive species with moderate to large growth potential and are better adapted to providing both privacy and long term environmental benefits than some of the existing trees.

Comment
A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety.

Response
A fence will be provided along the property lines adjacent to existing residential development. A detailed review will be conducted by Urban Design staff during the site plan application process.

Comment
In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards.

Response
The orientation of the proposed townhome blocks provide a rear yard to rear yard condition relative to the existing residential development. Where applicable, the retention of mature vegetation and increased side yard setbacks further mitigate overlook onto adjacent properties. The planning analysis determined that the proposed development is compatible with the neighbourhood and that any potential impacts are acceptable.

Comment
The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed.

Response
Although MOP states that neighbourhoods will not be the focus for intensification this does not mean they will remain static. MOP policies allow for some intensification to occur in neighbourhoods where it is considered to have a compatible built form, and is sensitive to the existing and planned context. MOP states that parks should generally be accessible for residents within 800 m (2,625 ft.) of their dwellings.

The preliminary planning analysis identified that the application will have minimal impact on existing services in the community. The site is located in close proximity to two public parks and River Grove Community Centre. The proposed development also includes a centrally located outdoor on-site amenity area, which will accommodate residents of the townhome development.

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

Response
While there may be some disturbances associated with the construction of the townhomes, these impacts will be temporary. In addition, the electrical transformers, garbage and recycling areas are located internal to the site and will not impact adjacent properties.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS
The application was circulated to all City departments and commenting agencies on April 15, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works
Comments updated April 22, 2021, state that detailed technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and air traffic. Noise mitigation will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the site plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept. Infiltration is being proposed on-site to achieve the water balance criteria. Further details related to the infiltration measures, as well as the overall refinement of the stormwater management report can be addressed prior to site plan approval. The Region of Peel's approval of any stormwater directed to Britannia Road West in the post-development condition will be addressed prior to the Lifting of the Holding zone.

Traffic

Two traffic impact study (TIS) submissions were provided by BA Consulting Group Ltd., in support of the proposed development. Based on the second submission, dated October 2020, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 70 (15 in, 55 out) and 95 (60 in, 35 out) two-way site trips for the weekday AM and PM peak hours in 2025 respectively.

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

Environmental Compliance

A Phase Two Environmental Site Assessment, dated March 5, 2021, prepared by DS Consultants has been received along with the reliance letter, dated March 5, 2021.

No further subsurface investigation is required regarding the environmental quality of the soil and ground water.

The following matters will be addressed prior to lifting of the Holding zone provision:

- Provide certification that lands to be dedicated to the City meet applicable standards
- Provide Temporary Discharge letter.

Other Engineering Matters

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement or draft plan conditions.

School Accommodation

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

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

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

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

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

4. Consistency with PPS

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

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options.

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing

communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

The amount of intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing.

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

5. Conformity with Growth Plan

Section 2.2.1.2 c) in the Growth Plan states that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities.

Section 2.2.1.4 in the Growth Plan directs municipalities to "provide a range and mix of housing options". It states that complete communities will "provide a more compact built form". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

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

Section 9.1.1 of MOP states 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. Section 9.1.3 states infill and redevelopment within Neighbourhoods will respect the existing and planned character.

The relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to the Growth Plan as it is completing the neighbourhood fabric in a built up area, utilizing existing infrastructure.

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

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 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 comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan (ROP). The proposed development conforms to ROP as it is an appropriate development that efficiently uses land to complete the development of a neighbourhood.

7. Mississauga Official Plan (MOP)

The subject site is designated **Residential Medium Density** which permits townhomes. The proposal for 105 townhomes does not require an amendment to the Mississauga Official Plan policies for the East Credit Neighbourhood Character Area, with respect to land use. However, should Council approve the application, a City initiated technical official plan amendment will be required to remove the extension of Cabrera Crescent from Schedule 10 (Land Use Designations) of MOP. In the event this amendment to Schedule 10 proceeds and comes into force and effect, then the proposal will be in conformity with Mississauga Official Plan.

8. Revised Site Plan and Elevations



Figure 1 – Proposed Site Plan



CONCEPTUAL ELEVATION A
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK



CONCEPTUAL ELEVATION B
REGULAR TOWNHOUSES - TYPICAL 8 UNIT BLOCK

Figure 2 – Proposed Elevations

9. Zoning

The proposed **RM6-25** (Townhouses on a CEC - Road) is appropriate to accommodate the proposed 105 townhomes.

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

Proposed Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-25 Zone Regulations
Maximum number of **dwelling units** on all lands zoned RM6-25	N/A	105
The **lot line** abutting Britannia Road West for Blocks '4', '5' and '6' identified on Schedule RM6-25 of this Exception shall be deemed to be the front lot line	N/A	✓
The **lot line** abutting Galesway Boulevard for Blocks '10', '11', and '12' identified on Schedule RM6-25 of this Exception shall be deemed to be the front lot line	N/A	✓
"Front Lot Line" means the line that divides a **lot** from a **CEC – road** or a **street**	N/A	✓
The areas identified on Schedule RM6-25 of this Exception as a tree preservation area, shall only be used for conservation purposes, and no **buildings** or **structures**, **swimming pools**, tennis courts or any like recreational facilities, except for fences along the **lot lines**, shall be permitted	N/A	✓
Minimum **CEC - amenity area** for all lands zoned RM6-25 to be provided in one contiguous area	N/A	630 m^2 (6,781 ft^2)
Minimum l**ot area CEC – corner lot**	190 m^2 (2,045 ft^2)	160 m^2 (1,722 ft^2)
Minimum **lot frontage CEC – corner lot**	8.3 m (27 ft.)	6.4 m (21 ft.)
Lot with an **exterior side lot line** abutting a **street**	4.5 m (14 ft.)	3.4 m (11 ft.)
Lot with an **exterior side lot line** abutting a CEC - sidewalk	3.3 m (10 ft.)	1.2 m (4 ft.)
Minimum i**nterior side yard** unattached side	1.5 m (5 ft.)	1.2 m (4 ft.)
Minimum **interior side yard** where **interior side lot line** is the **rear lot line** of an abutting parcel	2.5 m (8 ft.)	1.2 m (4 ft.)
Minimum **rear yard interior lot/CEC – corner lot**	7.5 m (24 ft.)	7.0 m (23 ft.)
Maximum **height**	10.7 m (35 ft.) and 3 **storeys**	13.0 m (42.6 ft.) and 3 **storeys**
Minimum setback of a **townhouse** to a CEC – visitor **parking space**	3.3 m (10 ft.)	1.8 m (6 ft.)
Minimum setback of a **townhouse** to a **CEC - amenity area**	1.5 m (5 ft.)	1.2 m (4 ft.)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-25 Zone Regulations
Maximum **driveway** width of end **unit** abutting Britannia Road West	3.0 m (9 ft.)	6.2 m (19 ft.)
Maximum encroachment of a **porch** or **deck** inclusive of stairs located at and accessible from the **first storey** or below the **first storey** into the required **rear yard** for Blocks '4' to '6' and '10' to '12'	5.0 m (16 ft.)	2.5 m (8 ft.)
Maximum encroachment of a **balcony** into the required **rear yard** for Blocks '4' to '6' and '10' to '12'	1.0 m (3 ft.)	2.5 m (8 ft.)
Maximum encroachment of a **balcony** or **deck** inclusive of stairs into the required **rear yard** for Blocks '1' to '3' and '7' to '9'	1.0 m (3 ft.)	1.5 m (5 ft.)
Maximum encroachment of a **balcony** or **deck** inclusive of stairs into the required **rear yard** for Blocks '4' to '6', '10' to '12' and '13' to '17'	1.0 m (3 ft.)	2.5 m (8 ft.)
External heating and air conditioning equipment may be located on a **balcony** for Blocks '4' to '6' and '10' to '12'	N/A	✓
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Bonus Zoning

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

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as the proposal conforms to the permission in the Medium Density designation in MOP, and therefore, does not meet the eligibility requirements contained in Corporate Policy 07-03-01 – Bonus Zoning.

11. Affordable Housing

In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requested that a minimum of 10% of the proposed units (not including the first 50 units) be affordable in order to accommodate a diverse range of incomes and household sizes.

The applicant has proposed that six of the townhomes located adjacent to the Britannia Road West property line will contain a secondary unit, for a total of 6 secondary units. The proposed secondary units provide a mix of housing options to

accommodate a diverse range of incomes and household sizes, and is considered in accordance with the City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga.*

Based on the above requirement, the applicant has committed to provide 6 secondary units within the development, which will be secured by way of a Subdivision Agreement.

12. "H" Holding Symbol

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

- Resolution of the required land dedications and conveyances; services, road configuration and access required in support of the development; entering into agreements as required satisfactory to the City and the Region of Peel or any other applicable authority; execution of an amending agreement of the existing development and servicing agreements for 43M-1563; de-registration of a portion of subdivision 43M-1563 and the provision of any outstanding or updated reports, documents, drawings/plans to the satisfaction of the City, the Region or any other applicable authority in support of any required land dedication, easement or servicing proposal.

13. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the concept plan, further revisions will be needed to address matters such as tree removal permissions, additional green development initiatives and architectural design.

14. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Reduced energy consumption through LED light sources
- Cisterns will be provided to reduce impact on stormwater infiltration.

15. Draft Plan of Subdivision

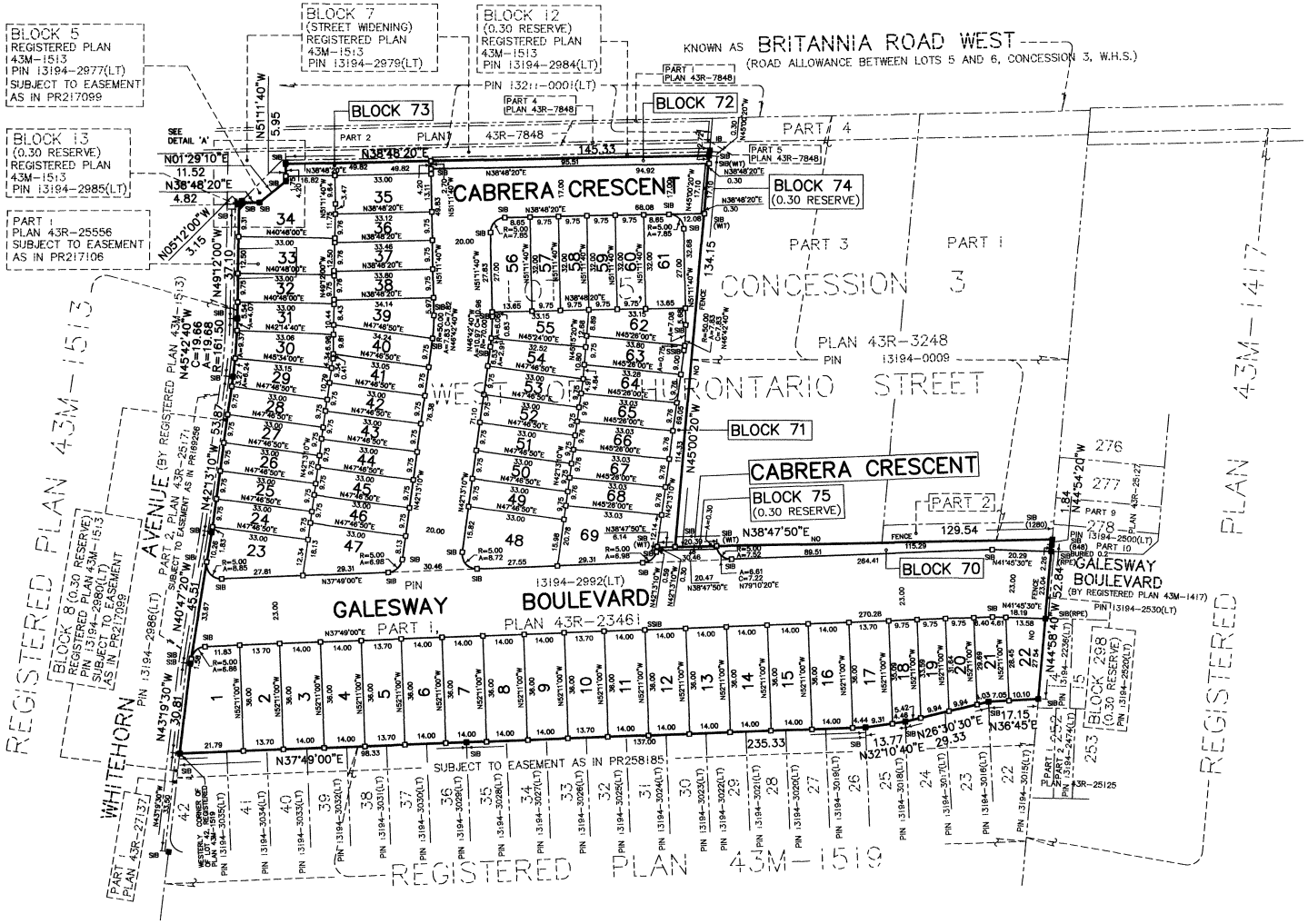


Figure 3 – Existing Plan of Subdivision 43M-1563 Mattamy Homes (Country Club)

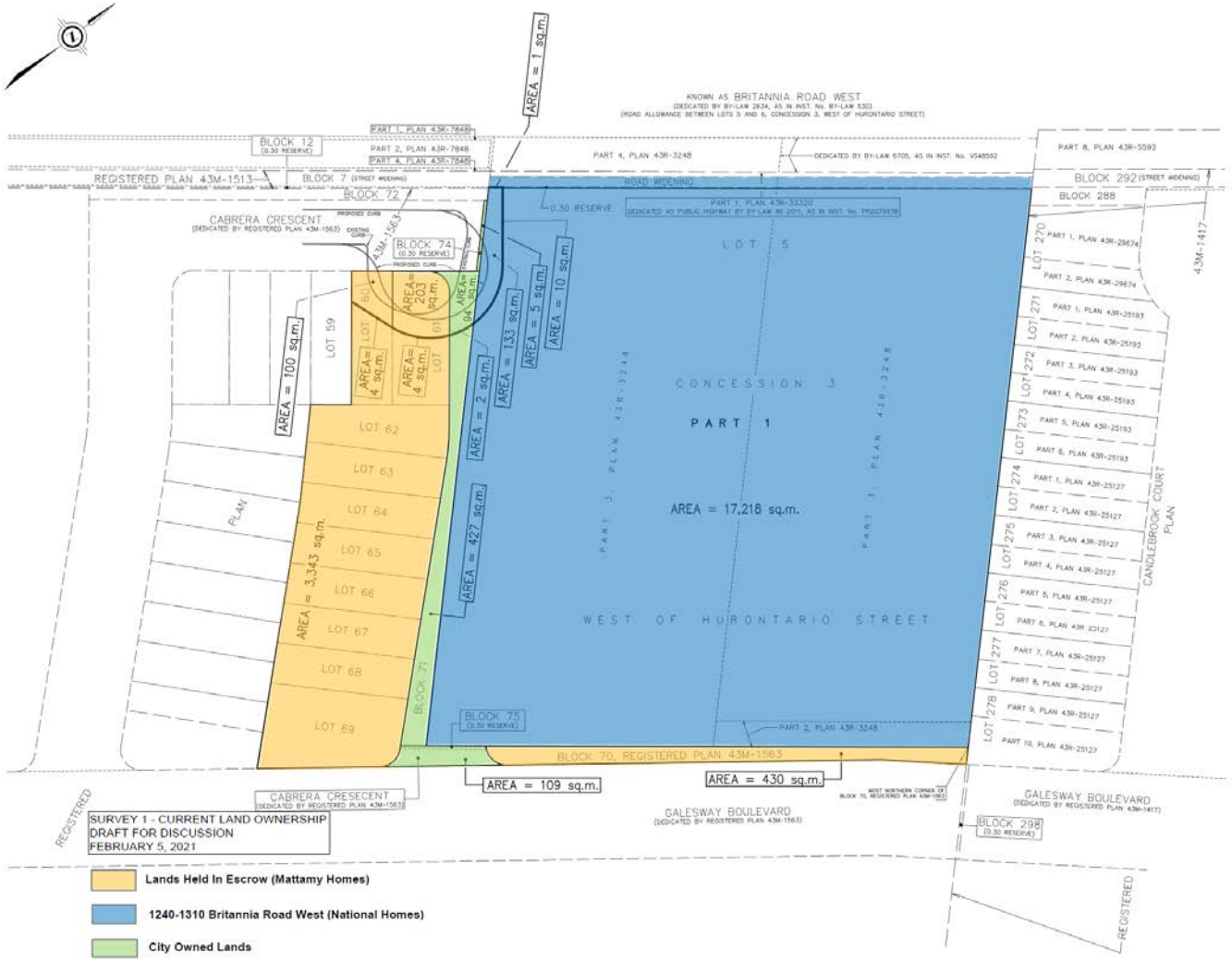
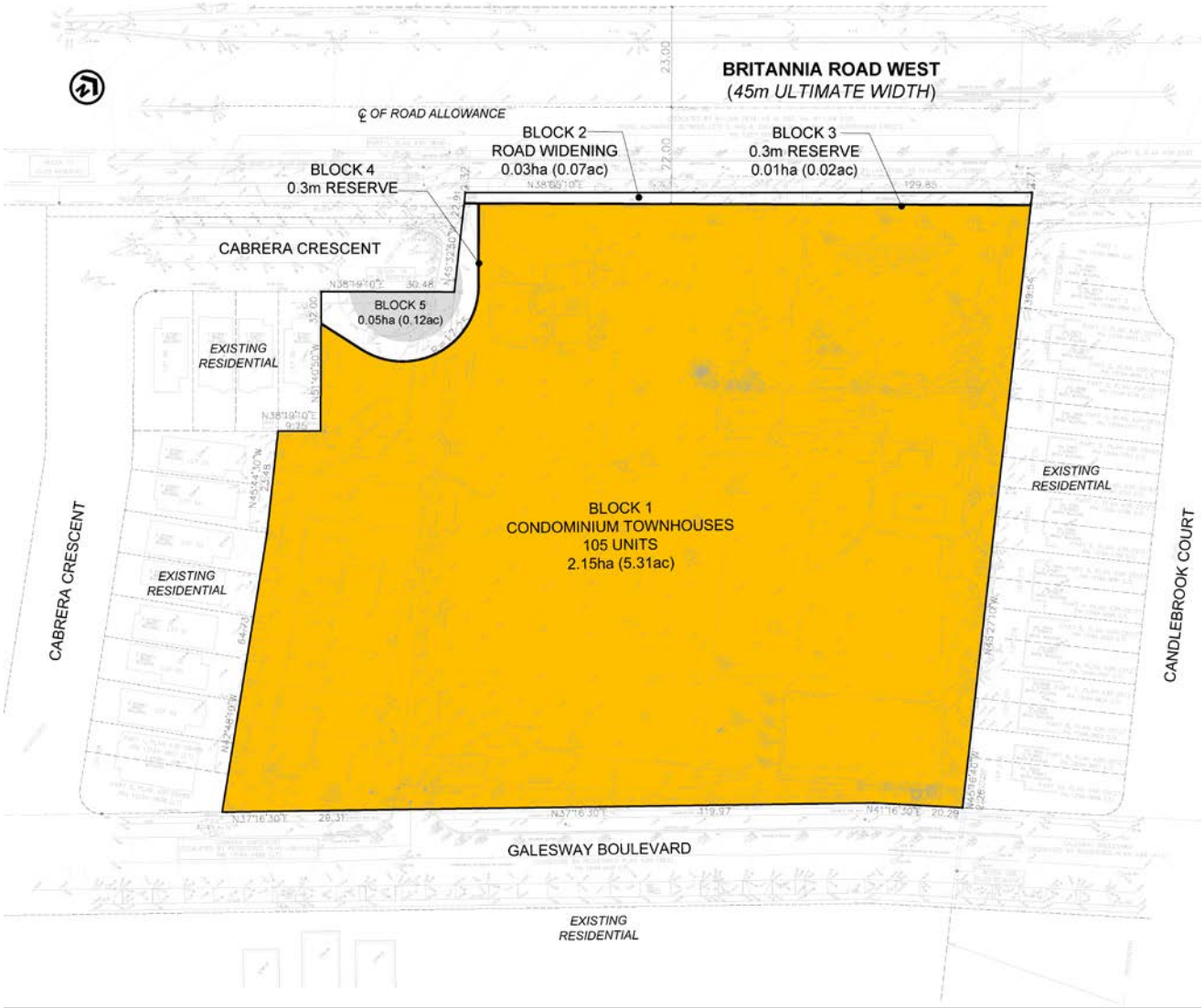


Figure 4 – Analysis of Current Land Ownership

Figure 5 – Proposed Draft Plan of Subdivision (File T-M20001 W6)



History

In November 2002, Council executed a Servicing Agreement under File T-M98012 (Mattamy (Country Club) Ltd.), which deeded Lots 60 to 69 and Block 70 on to the City (existing Plan of Subdivision 43M-1563 - see Figure 3), to be held in escrow until such time that the existing temporary turning bulb was extended to connect to Galesway Boulevard, and the lands could be developed for detached homes.

In addition, Blocks 71, 74 and 75 on Plan 43M-1563 (see Figure 3) were deeded gratuitously to the City as partial road blocks to be established as Public Highway (namely Cabrera Crescent extension). The balance of the road and municipal services were to be constructed to Galesway Boulevard as part of the future development to the east (namely the subject lands - 1240 to 1310 Britannia Road West). The Servicing Agreement for Plan 43M-1563, further required the dedication of lands located south of Block 75 to the City and have subsequently been established as Public Highway (see Figure 4).

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd., a zoning by-law amendment application and subdivision application were made to the City on March 31, 2020 under Files OZ 20/004 W6 and T-M20001 W6. The applications include lands currently owned and held in escrow by the City (see Figure 4).

Under Section 51(16) of the *Planning Act*, only the landowner may submit a subdivision application for draft plan approval. A portion of the lands included in the subdivision application (see Figure 4) are presently owned by the City, and an amendment is required to Schedule 10 of Mississauga Official Plan to correspond to what is contemplated by the draft plan of subdivision. Therefore, the application under File T-M20001 W6 is premature and is being held in abeyance until: a decision is made by Planning and Development Committee to approve the proposed zoning by-law amendment application under File OZ 20/004 W6; the applicant acquires ownership of all the lands which are to be included within the draft plan of subdivision; and, a City initiated technical official plan amendment is implemented to Schedule 10 of Mississauga Official Plan. The following matters must then be addressed prior to the City being able to proceed with the processing and approval of the associated draft plan of subdivision application under File T-M20001 W6 (see Figure 5).

1. A draft reference plan must be prepared by the applicant (National Homes) to identify the limits of the lands located south of Block 75 (see Figure 4), that were dedicated and established as public highway, namely Cabrera Crescent, as part of Plan 43M-1563.

2. The Realty Services Division will order an appraisal to value Blocks 71, 74, 75 and the lands south of Block 75, as part of Plan 43M-1563 (see Figure 3), in order to establish a purchase price for the surplus lands. Subsequent to receiving the appraised values of Blocks 71, 74, 75 and the lands south of Block 75, a purchase and sale agreement will be agreed upon between the applicant and the Legal Services/Realty Services Division. A report will be prepared by Realty Services for consideration at General Committee,

to enable Blocks 71, 74, and 75 to be declared surplus and to close, by by-law and declare surplus, the lands south of Block 75. The report will recommend the approval of the purchase and sale agreement.

3. The Transportation and Works Department will prepare the by-law to stop up and close the lands south of Block 75 (see Figure 4).

4. Applicant to ask City to amend the existing Development Agreement and Servicing Agreement to facilitate the execution of the Agreement of Purchase and Sale to transfer Blocks 71, 74, 75 and the lands south of Block 75 to National Homes (see Figure 3).

5. Realty Services and Legal Services will administer the reconveyance of Lots 60 to 69 and Block 70 on Plan 43M-1563 (see Figure 4), currently being held in escrow by the City of Mississauga to Mattamy (Country Club) Limited.

6. The Planning and Building Department will prepare a by-law to deregister Lots 60 to 69 and Blocks 70, 71, 74, 75 and the lands south of Block 75 on Plan 43M-1563 (see Figure 3), to be passed by Council.

7. The applicant will amend the draft plan of subdivision under File TM-20001 W6 to include the all of the lands included in the subdivision, including the remainder of the lands to be dedicated to the City to terminate Cabrera Crescent with a cul-de-sac that meets City standards.

Once steps 1-7 have been completed, a report on the draft plan of subdivision will be brought forward to a subsequent Planning and Development Committee meeting.

16. Conclusions

In conclusion, City staff has evaluated the application to permit 105 townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the East Credit Neighbourhood Character Area in accordance with the residential Medium Density Designation of MOP. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of this rezoning application and City initiated technical official plan amendment subject to the recommendations provided in the staff report.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: October 1, 2021

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 18/012 W11 and
T-M20004 W11

Meeting date:
October 25, 2021

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 142 back to back townhomes, five street townhomes and extend Emby Drive
51 and 57 Tannery Street and 208 Emby Drive
North of Thomas Street, south of Tannery Street, extension of Emby Drive
Owner: NYX Tannery Ltd.
Files: OZ 18/012 W11 and T-M20004 W11

Recommendation

1. That the applications under File OZ 18/012 W11 and T-M20004 W11, NYX Tannery Ltd., 51 and 57 Tannery Street and 208 Emby Drive to amend Mississauga Official Plan to add an additional use to the Special Site policy; to change the zoning to **H-RM5-59** (Street Townhouses), **H-RM9-4** (Back to Back and Stacked Townhouses) and **G1** (Greenlands) to permit 142 back to back townhomes, five street townhomes, amend the limits of the adjoining Greenlands, extend Emby Drive to Tannery Street, create a railway buffer block and that the draft plan of subdivision under File T-M20004 W11 be approved subject to the conditions referenced in the staff report dated October 1, 2021 from the Commissioner of Planning and Building.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

4. That the "H" holding symbol is to be removed from the **H-RM5-59** (Street Townhouses) and **H-RM9-4** (Back to Back and Stacked Townhouses) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 1, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

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

6. That notwithstanding planning protocol, that the report dated October 1, 2021 from the Commissioner of Planning and Building regarding the draft plan of subdivision under file T-M20004 W11, NYX Tannery Inc., be considered both the public meeting and combined information and recommendation report.

Executive Summary

- The applications are to amend the policies of the official plan, change the zoning by-law to permit a142 back to back townhomes, five street townhomes, amend the limits of the Greenlands and to permit a plan of subdivision for six blocks including blocks for the extension of Emby Drive to Tannery Street, townhomes, greenlands and a railway buffer block
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including traffic, stormwater, and Emby Drive configuration
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on March 18, 2019, at which time an Information Report (Item 4.1 https://www7.mississauga.ca/documents/committees/pdc/2019/2019_03_18_PDC_Agenda.pdf) was received for information. Recommendation PDC-0021-2019 was then adopted by Council on March 18, 2019.

> That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by NYX Capital Corp. to permit 155 back to back stacked condominium townhomes in seven blocks on public and private roads, to extend Emby Drive, and to amend the limits of the Greenlands, under File OZ 18/012 W11, 51 and 57 Tannery Street and 208 Emby Drive, be received for information.

That four oral submissions be received.

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



Aerial Image of 51 and 57 Tannery Street and 208 Emby Drive

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Reduce the number of back to back stacked condominium townhomes from 155 units to 142 units
- Realign the proposed Emby Drive extension between Thomas Street and Tannery Street
- Propose five street townhomes fronting onto the new extension of Emby Drive
- Create a railway buffer block for a berm and noise wall

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on February 12, 2019. A community meeting was held by Ward 11 Councillor George Carlson on February 20, 2018. Five people attended the meeting. Four written submissions were received. Supporting studies were posted on the City's website at http://www.mississauga.ca/portal/residents/development-applications.

The public meeting was held on March 18, 2019. Four members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to amend the Residential High Density Special Site policy to permit townhomes as an additional use. A zoning by-law amendment is required to change the zoning from **D** to **RM5-59**, **RM9-4** and **G1**.

The proposed official plan amendment, rezoning and draft plan of subdivision applications to permit 142 back to back stacked townhomes, five street townhomes, amend the limits of the Greenlands, extend Emby Street and create a railway buffer block have been found acceptable, based upon the following:

- The proposal represents intensification of underutilized properties
- The proposal is compatible with adjacent uses and includes the conversion of an industrial property within the Streetsville Community Node Character Area

- The proposal contributes to the range of housing types in the Node
- The proposal includes the completion of the area road network through the extension of Emby Drive between Tannery Street and Thomas Street
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood, provides an appropriate form of intensification and increases the housing choices for residents. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Attachments

Appendix 1: Information Report
Appendix 2: Detailed Planning Analysis
Appendix 3: City Conditions of Approval

A. Whittemore

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

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: 2019/02/22

To: Chair and Members of Planning and Development Committee

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

Originator's file: OZ 18/012 W11

Meeting date: 2019/03/18

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit 155 back to back stacked condominium townhomes on public and private roads, to extend Emby Drive, and to amend the limits of the Greenlands

51 and 57 Tannery Street and 208 Emby Drive, northwest of the intersection of Queen Street South and Thomas Street

Owner: NYX Capital Corp.

File: OZ 18/012 W11

Bill 139

Recommendation

That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by NYX Capital Corp. to permit 155 back to back stacked condominium townhomes in seven blocks on public and private road, to extend Emby Drive, and to amend the limits of the Greenlands, under File OZ 18/012 W11, 51 and 57 Tannery Street and 208 Emby Drive, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit 155 back to back stacked condominium townhomes. The applicant is proposing to amend the official plan to amend the **Residential High Density** – **Special Site 2** policy of the Streetsville Community Node Character Area to allow back to back stacked townhomes. The zoning by-law will also need to be amended from **D** (Development) and **G1** (Greenlands) to **RM9-Exception**

(Horizontal Multiple Dwellings with more than 6 Dwelling Units) and **G1** (Greenlands) to implement this development proposal.

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

The applicant will be submitting a draft plan of subdivision application to facilitate the various dedications and required municipal works, once the ultimate alignment of the proposed Emby street extension and the extent and configuration of the Mullet Creek Valley and floodplains has been determined.

Applicant's concept plan of the proposed back to back stacked townhomes



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



Comments

The property is located northwest of the intersection of Queen Street South and Thomas Street within the Streetsville Community Node Character Area. The site is currently occupied by detached homes and industrial buildings. A portion of Mullet Creek is located on the west side of the site while the CP rail line abuts the east property line.

The surrounding uses contain a mix of industrial, residential, and commercial uses. To the north there is a retirement home and the remains of a condominium apartment building that was destroyed by fire while during construction. Industrial lands are located to the west and south. Queen Street South mainstreet commercial area is located to the east.

Aerial image of 51 and 57 Tannery Street and 208 Emby Drive.



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

Due to proximity of industrial uses, this application will be subject to consideration of D-6 Guidelines, which are to prevent or minimize land use conflicts.

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

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 environmental and design issues have been resolved.
Significant issues to be addressed include:

- Confirmation of the adequacy of the existing sewer and waste service
- Confirmation of the Emby Drive extension alignment
- Provision of a mix of housing including affordable housing
- On-site contamination
- Built form and setbacks
- A concept plan that demonstrates how the adjoining residential parcel can be incorporated
- Delineation of the floodplain and erosion hazards
- Compliance with the Fire Route by-law

Attachments

Appendix I: Detailed Information and Preliminary Planning Analysis

A Whittemore

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

Prepared by: Robert Ruggiero, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: NYX Capital Corp.

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7. Community Comments 35
8. Development Issues 35
9. Section 37 Community Benefits (Bonus Zoning) 38

1. Site History

- There are two detached homes with accessory buildings and industrial buildings on the subject property. The homes predate the City of Mississauga's building permit records, but are visible on 1954 aerial imagery. The industrial buildings were constructed between 1968 and 1974. There have been several changes to the residential and industrial buildings over time, some of which may not comply with the existing zoning or have been constructed without the benefit of a building permit.

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed. The subject lands are zoned **D** (Development), which permits only legally existing uses and **G1** (Greenlands) which permits conservation and parkland.

- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density – Special Site 2** and **Greenlands** in the Streetsville Community Node Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located on the south side Tannery Street, east of Joymar Drive, and west of Queen Street South within the Streetsville Community Node. The area includes residential, industrial, and commercial uses. A seven storey retirement home is located on the north side of Tannery Street. The remains of a condominium apartment building that was destroyed by fire while it was under construction is also located on the north side of Tannery Street. The subject property includes a portion of Mullet Creek along the west side while the CP rail line abuts the east property line. Emby Drive starts at Thomas Street and terminates at the south property line. The site is currently occupied by residential detached homes with accessory buildings and industrial buildings that contain automotive repair and manufacturing businesses.

The property is regulated by Credit Valley Conservation (CVC) due to the location of Mullet Creek and its associated valley system. A portion of the property is classified as Natural Hazard as it contains floodplain and erosion hazards. The City's Natural Area Survey (NAS) identifies a portion of the property as Natural Green Space (SV10) which is part of Mississauga's Natural Heritage System. The determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of CVC and the City. The proposed rezoning will be reviewed against MOP policies which are discussed further in Section 6.

Property Size and Use	
Frontages: Tannery Street Emby Drive	 71.40 m (234.3 ft.) 15.20 m (49.9 ft.)
Depth (irregular):	174.30 m (571.9 ft.)
Gross Lot Area:	1.79 ha (4.4 ac.)
Existing Uses:	Two detached homes with accessory buildings, two large industrial buildings and two smaller industrial buildings

	
Image of existing conditions facing southeast from Tannery Road	Image of existing conditions facing north from Emby Drive

Surrounding Land Uses

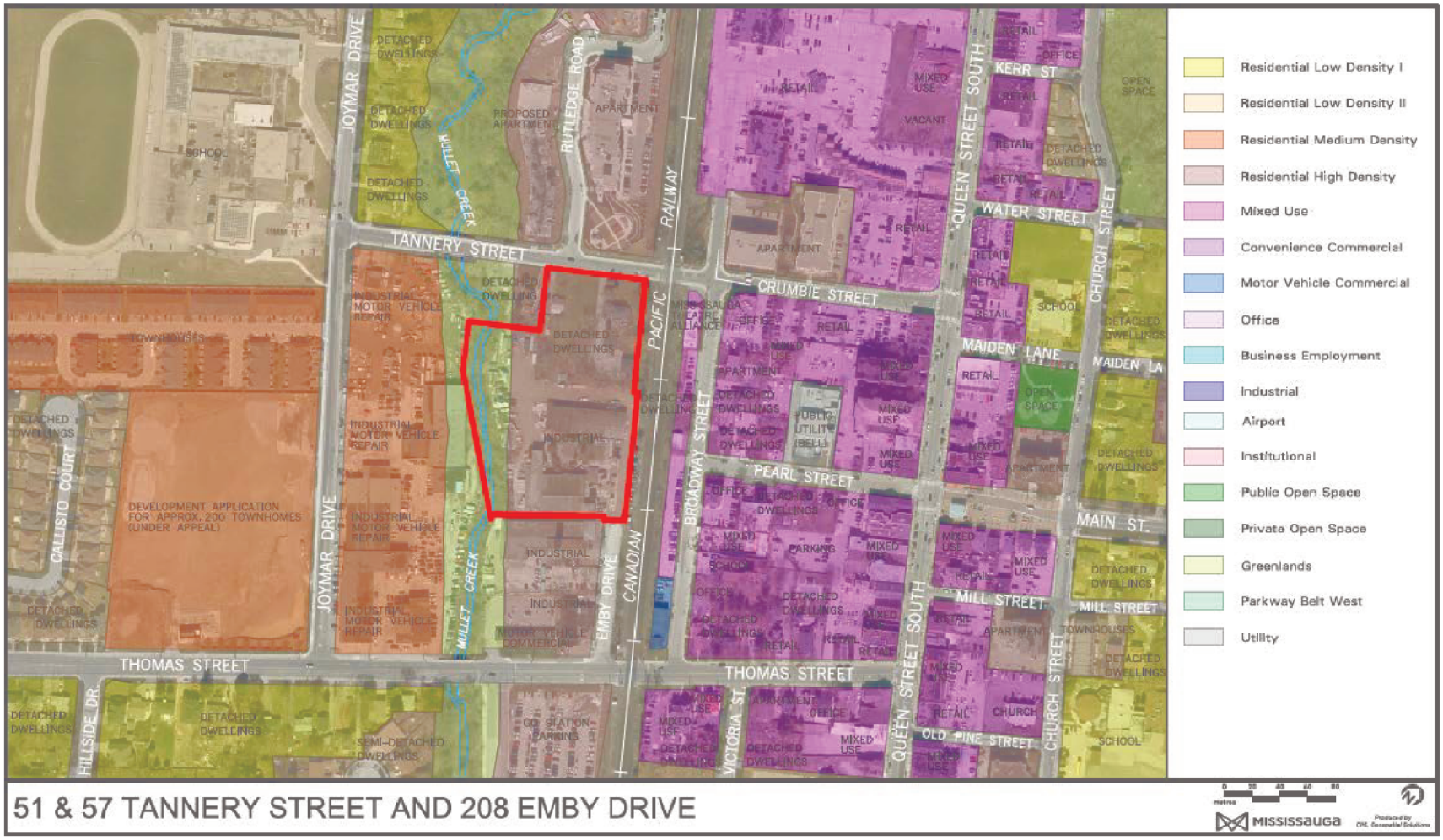
The surrounding land uses are:

North: Seven storey retirement home (Credit River Retirement Residence), and the remains of a condominium apartment building damaged by fire

East: CP Rail Line, apartment buildings with heights ranging between two and seven storeys, office and retail commercial uses, and the Queen Street South mainstreet commercial area

South: Industrial buildings, vehicle pound facility, Streetsville GO Station, detached homes

West: Mullet Creek, industrial buildings containing automotive repair uses, and townhomes



Aerial image of 51 and 57 Tannery Street and 208 Emby Drive with land use designations and existing uses

The Neighbourhood Context

The subject property is located within the Streetsville Community Node Character Area. The Streetsville Community Node is a historic area, incorporated in 1858 as a village. The immediate and broader area is undergoing transition and growth. The immediate area has a mix of former industrial uses, and more recent medium and high density residential developments. The node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly along the Queen Street South mainstreet

Demographics

Based on the 2011 census, the existing population for Streetsville Community Node is 1,265 with a median age of 45 (compared to the City's median age of 39). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 11% children (0 to 14 years) and 22% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 2,100 and 2,800 respectively. The average household size is 2 persons with 52% of people living in apartments that are either five storeys or higher (double the City's average of 25%). The mix of housing tenure for the node is 160 units (23%) owned and 555 units (78%) rented with a vacancy rate of approximately 0.7%. In addition, the number of jobs within this community node is 2,090. Total employment combined with the population results in a population and jobs (PPJ) for Streetsville Community Node of 61.92 persons plus job per ha.

Other Development Applications

There is one active development application in the vicinity of the subject property for a development application for approximately 200 townhomes at 80 Thomas Street (Dunpar), located southwest of the site. The application has been appealed to the Local Planning Appeal Tribunal (LPAT).

Community and Transportation Services

Streetsville Library is approximately 400 m (1,312.3 ft.) northeast of the site. Streetsville Village Square and Jon Clipperton Park are approximately 250 m (820.1 ft.) east of the site. Vic Johnston Arena, Streetsville Memorial Park and the Credit River are located approximately 700 m (2,296.6 ft.) to the east from the subject property. This application is anticipated to have minimal impact on existing services in the community. Additional comments from Community Services can be reviewed within Section 9 of this Appendix.

There is GO train service approximately 400 m (1312.3 ft.) to the south on the Milton Line to Union Station and MiWay bus routes 9, 49, 67, 305, 306, and 313 serve the subject site.

3. Project Details

The applications are to permit 155, four storey, back to back stacked condominium townhomes in seven buildings; extend Emby Drive through the site to Tannery Street; and to amend the limits of the Greenlands in order to protect the Mullet Creek Valley and associated floodplains. One building will face Tannery Street, three will face the Emby Drive extension, and three will back directly onto Mullet Creek. The majority of units will be served by an internal condominium road, while a portion of units will be accessed from Tannery Street and Emby Drive. All resident and visitor parking is proposed to be located underground.

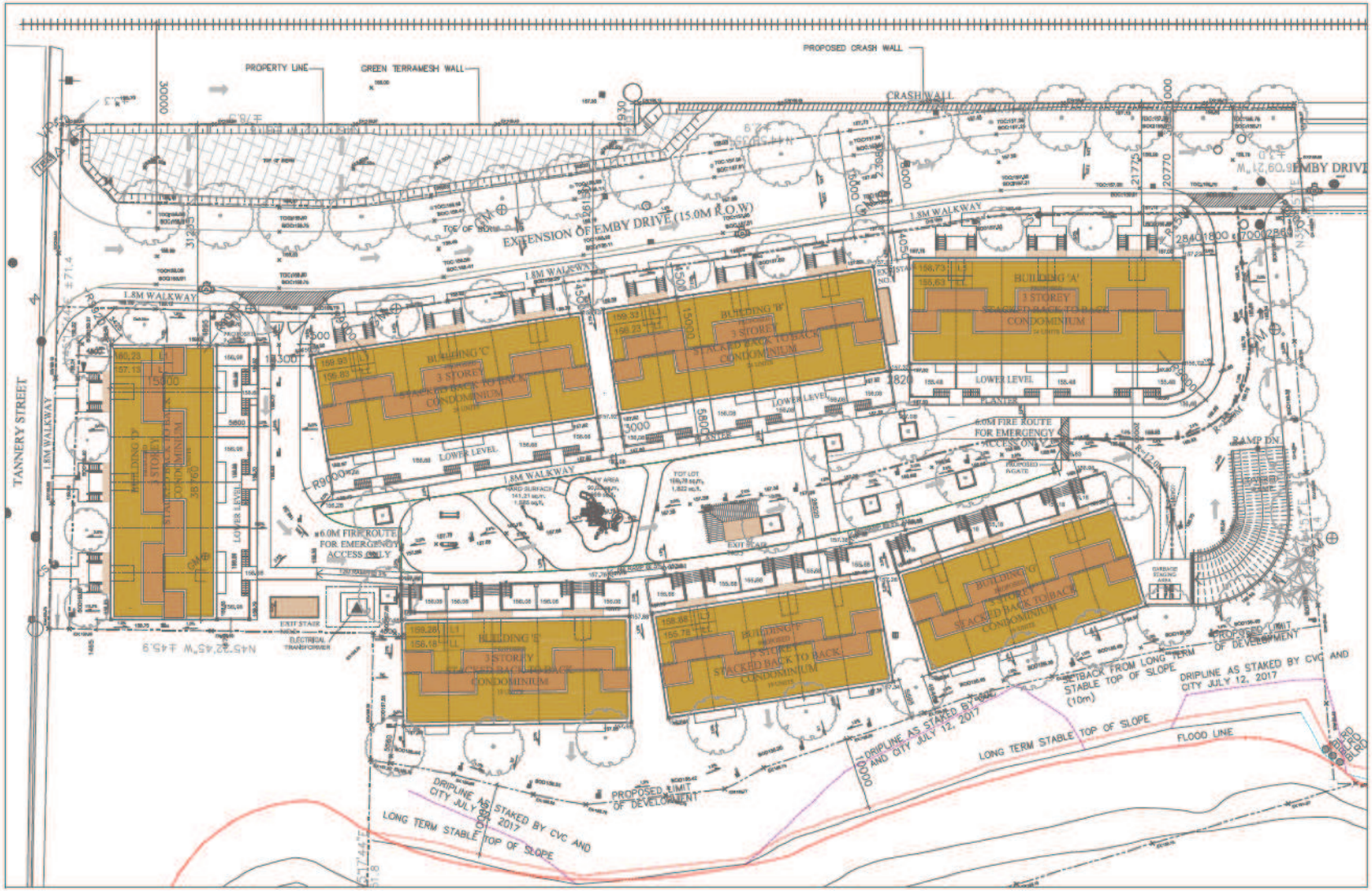
Development Proposal	
Applications submitted:	Received: June 15, 2018 Deemed complete: July 3, 2018
Developer/ Owner:	NYX Capital Corp.
Applicant:	Tim Jessop, NYX Capital Corp.
Number of units:	155 back to back stacked condominium townhomes
Proposed Gross Floor Area:	15 869.88 m2 (170,822 ft2)
Height:	4 storeys
Lot Coverage:	34.8%
Floor Space Index:	1.46
Landscaped Area:	59.1% (including walkways and hard surface)
Net Density:	86.59 units/ha (35.07 units/acre)
Road Type:	Public and private condominium roads
Anticipated Population:	470* *Average household sizes for all units (by type) based on the 2016 Census
Parking: resident spaces visitor spaces Total	Required Proposed 202 202 31 31 233 233
Green Initiatives:	Stormwater Retention, Permeable Pavement, Native Vegetation, Storm Water Quality Control, Water Balance Control

Supporting Studies and Plans

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

- Planning Justification Report
- Draft official plan amendment bylaw
- Draft zoning bylaw
- Context Plan
- Site Plan
- Parking Plan
- Floor Plans
- Elevations
- List of Low Impact Design Features
- Functional Servicing and Stormwater Management Report
- Site Grading Plan
- Site Servicing Plan
- Traffic Study
- Noise and Vibration Study
- Environmental Impact Statement
- Arborist Report
- Tree Inventory and Preservation Panel
- Stage 1 and 2 Archaeological Study
- Phase I Environmental Site Assessment
- Phase II Environmental Site Assessment
- Geotechnical Report
- Slope Stability Analysis

Concept Plan



Elevations


TOP OF PARAPET
STUCCO
TOP OF PARAPET
T.O. ROOF TERRACE
THIRD FLOOR
STONE
GLASS RAILING
SECOND FLOOR
BRICK
GROUND FLOOR
STONE
SUNKEN PATIO
LOWER LEVEL
1950
1150
3100
3100
3100
3100
TOP OF PARAPET
STUCCO
TOP OF PARAPET
T.O. ROOF TERRACE
THIRD FLOOR
STONE
GLASS RAILING
SECOND FLOOR
BRICK
GROUND FLOOR
STONE
SUNKEN PATIO
LOWER LEVEL

Applicant's Rendering

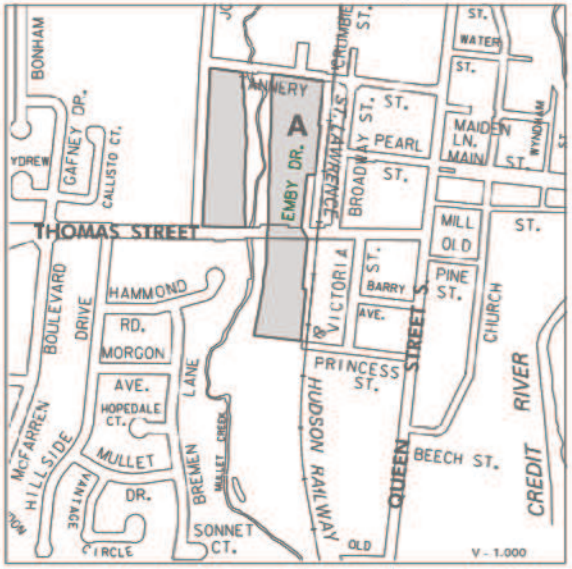


4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density** **Special Site 2** which permits apartment dwellings with a maximum FSI of 1.8 and requires a public road connection from Thomas Street to Tannery Street; and **Greenlands** which permits conservation use and parkland.



Special Site 2, Streetsville Community Node Character Area Land Use

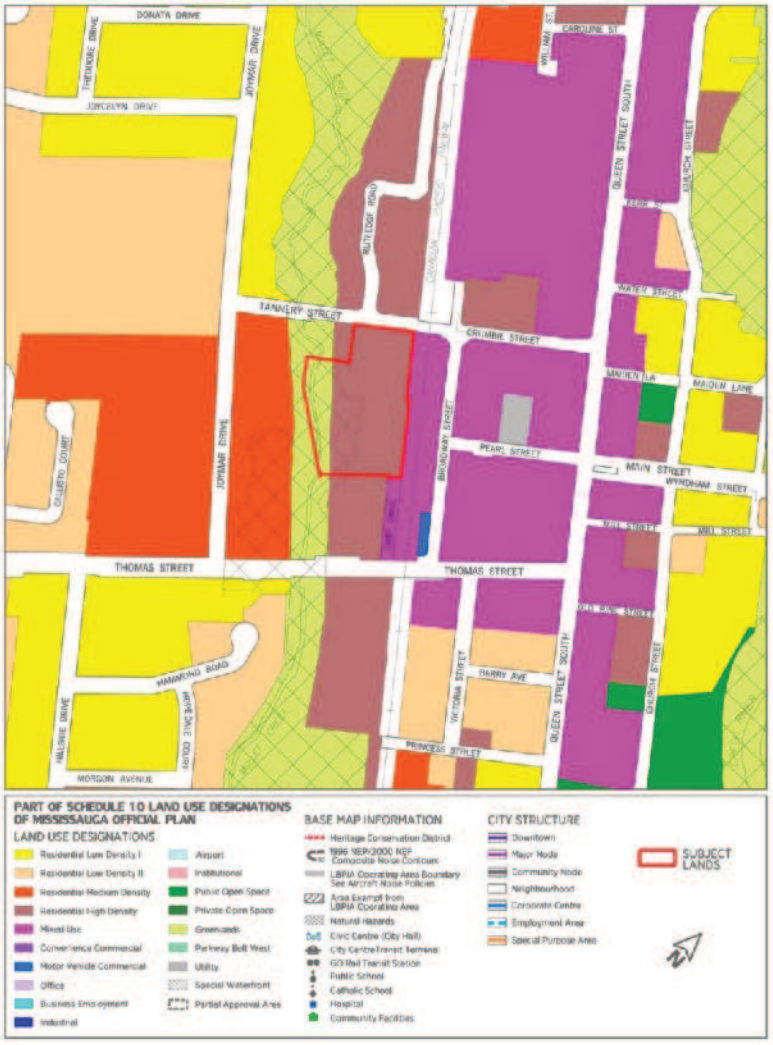
Proposed Designation

Residential High Density **Special Site 2** to permit apartment dwellings with a maximum FSI of 1.8, however the following additional policy will apply:

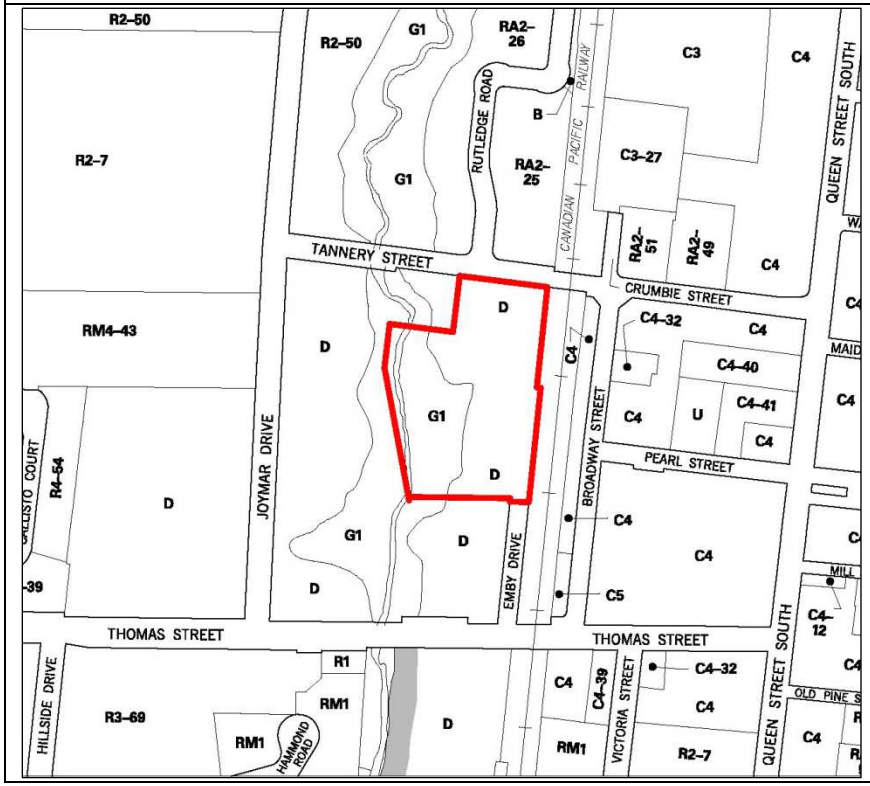
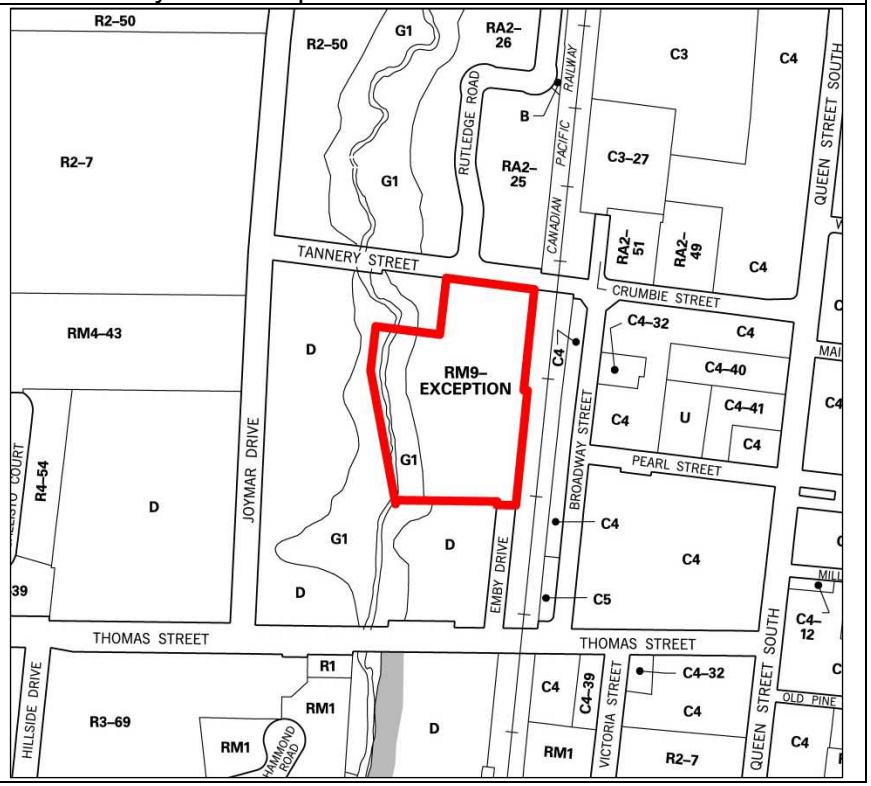
back to back stacked townhomes will be permitted;

Greenlands which permits conservation and parkland to recognize the lands subject to flood hazards and protect the Mullet Creek valleylands and floodplains

Excerpt of Streetsville Community Node Land Use



Mississauga Zoning By-law

Existing Zoning	**Proposed Zoning**
The site is currently zoned **D** (Development), which permits legally existing uses and **G1** (Greenlands) which permits conservation and parkland.	The applicant is proposing to rezone the property to Proposed Zones **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units), in order to permit back to back stacked townhomes and **G1** (Greenlands) to recognize the Mullet Creek Valley and floodplains.
	

Proposed Zoning Regulations

Zone Regulations	**RM9 Base Zone Regulations**	**Proposed RM9-Exception Zone Regulations**
Maximum **Floor Space Index (FSI)**	0.9	1.46
Minimum front and exterior side yard	7.5 m (24.6 ft.)	4.05 m (13.3 ft.)
Maximum encroachments into required yards of a porch located on the first storey	1.8 m (5.9 ft.)	3 m (9.8 ft.)
Minimum internal setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Minimum internal setback from a rear wall of a horizontal multiple dwelling to an internal walkway	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Minimum internal setback from a side wall of a horizontal multiple dwelling to a side wall of another dwelling	3 m (9.8 ft.)	2.8 m (9.2 ft.)
Minimum width of a sidewalk	2 m (6.6 ft.)	1.8 m (5.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

The requested official plan and zoning changes will be evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan. The following table summarizes the applicable policy and regulatory documents that affect these applications.

Following the table, is preliminary assessment of both the City of Mississauga Official Plan policies against provincial and regional planning tools and that the proposal. The last table identifies the Mississauga Plan policies which will be used to evaluate the proposal.

Policy	Mississauga Official Plan (MOP) Policies	Proposal
***Provincial Policy Statement* (PPS)**	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
***Growth Plan for the Greater Golden Horseshoe* (Growth Plan)**	The existing policies of MOP conform with the *Growth Plan*	The proposed development is generally in conformity with 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	The lands are located within the Streetsville Community Node Character Area and are designated **Residential High Density □ Special Site 2** and **Greenlands** which permits apartment dwellings with a maximum Floor Space Index (FSI) of 1.8. Community Nodes are intended to provide access to uses required for daily living including local shops and restaurants, community facilities, and a range of housing types that meet the needs of residents in the area as they move through their lifecycle.	The applicant is proposing to amend the **Residential High Density □ Special Site 2** designation to allow for back to back stacked townhomes, whereas only apartments are permitted.
Zoning By-law 225-2007	The lands are currently zoned **D** (Development) and **G1** (Greenlands)	The applicant is proposing to change the existing zoning to **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 units) to permit the proposal with several exceptions to address reduced setbacks and to amend the limits of the lands currently zoned **G1** (Greenlands) in order to recognize the lands subject to flood hazards and protect the Mullet Creek valley lands and floodplain.

Consistency with *Provincial Policy Statement* 2014

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

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/012 W11 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

Provincial Policy Statement **(PPS)**	**Mississauga Official Plan Policies (MOP)**	**OZ File 18/012 W11 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 Community Nodes (as defined in MOP) by infilling with a mix of uses and diverse housing stock that supports the general intent of the PPS with respect to building strong healthy communities and the efficient use of land.	Residential intensification promotes the efficient use of lands and the additional population facilitates economic growth. As part of the recommendation report, the applications will be assessed with regard to whether the proposal represents appropriate infill development.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently 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	The Streetsville Community Node is identified as a Community Node which is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area). As described in policy 5.3.3, Community Nodes among other things are intended to: □Be an area of intensification with a mix of uses; □Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move	The Streetsville Community Node contains a mix of housing types and tenures. A new back to back stacked townhouse development would contribute to the range of housing types available to residents. The applications are under review for consistency with MOP policies.

***Provincial Policy Statement* (PPS)**	**Mississauga Official Plan Policies (MOP)**	**OZ File 18/012 W11 Consistency**
intensification and redevelopment in accordance with criteria in 1.1.3.3	through their lifecycle. Achieve a targeted growth density of between 100 and 200 residents plus jobs per hectare.	
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.	The Streetsville Community Node an area intended for intensification (MOP policy 5.3.3.3). The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities). Policies in MOP ensure intensification is in accordance with the wise management of resources and protecting health and safety.	The applications are located in a Community Node, which is an area designated for intensification. Community Nodes provide access to a multitude of uses that are required for daily living. The applications will have to demonstrate consistency with MOP policies with respect to land use compatibility and transition to the surrounding neighbourhood.
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. The proposed development provides intensification within the Community Node and is being evaluated if it provides an appropriate transition to the surrounding land uses. 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 proposed development is being reviewed for consistency with the MOP built form transitional and compatibility policies.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Community Nodes are intended to provide a diverse range of housing options for residents at different stages of life (5.3.3).	The applications are only proposing back to back stacked townhomes. An evaluation to determine if this meets the intent of this policy is being undertaken.
3.0 Protecting Public Health and Safety		
3.1 Natural Hazards 3.1.1 Development shall generally be directed to areas outside of: a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or	Mississauga Official Plan requires new development to be located outside of floodplain areas. It also requires property owners to submit the necessary studies to ensure that the appropriate limits of development can be identified. (MOP Policy 6.3.47, 6.3.48)	The applicant has submitted an environmental impact study to delineate the floodplain boundaries and the exact limits of development.

***Provincial Policy Statement* (PPS)**	**Mississauga Official Plan Policies (MOP)**	**OZ File 18/012 W11 Consistency**
dynamic beach hazards; b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and c. hazardous sites.		
3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	Mississauga Official Plan requires applicants to address remediation issues on site and to submit the necessary information to determine the extent of contamination and suggested remediation actions. (MOP Policy 6.7.1.)	The applicant has submitted the required environmental reports which is currently under review and will be addressed.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the *Provincial Policy Statement* is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the *Provincial Policy Statement* 4.7 The Official Plan is the most important vehicle for implementation of the *Provincial Policy Statement*	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the Provincial Policy Statement.	The applications are generally consistent with the Provincial Policy Statement.

Conformity with *Growth Plan* 2017

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

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 18/012 W11 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

Growth Plan for the Greater Golden Horseshoe	**Mississauga Official Plan Policies (MOP)**	**OZ 18/012 W11 Conformity**
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas. The Streetsville Community Node is an Intensification Area intended to provide a mix of uses required for daily living, including local shops, restaurants, community facilities cultural, heritage and entertainment uses, schools, parks and a range of housing types to serve residents throughout their lifecycle. Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth plan anticipates.	The proposed development would contribute to the neighbourhood fabric by intensifying an underutilized site within a designated intensification area. The applications will have to demonstrate compatibility with the policies of MOP with respect to the intended character of the Community Node. Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.
1.2 The *Growth Plan for the Greater Golden Horseshoe*		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP	The applications will provide housing within a location meant to accommodate growth. The appropriateness of the built form as it relates to implementing the vision is being further evaluated.

Growth Plan for the Greater Golden Horseshoe	**Mississauga Official Plan Policies (MOP)**	**OZ 18/012 W11 Conformity**
	directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP section 4.5). Further the intent is to further develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active transportation.	
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: 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	MOP policies include but are not limited to: a. Providing for a mix of land uses in a vibrant pedestrian oriented environment (MOP section 5.3.3); b. Identifying the area as a Community Node which is intended to accommodate intensification with a gross density of between 100 and 200 residents plus jobs (MOP section 5.3.3); c. Providing for a range of housing types to meet the needs of the adjacent population as they move through their lifecycle. Ensuring that development in Community Nodes will be in a form and density that complements the existing character and achieves a high quality urban environment.	The proposed development seeks to provide for intensification which adds to the range and mix of housing options. The compatibility with MOP character and design policies is being reviewed.
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the Growth Plan as it pertains to the proposed development.	As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the *Growth Plan* and other planning documents, and how to read the plan	MOP has been reviewed in respect to the *Growth Plan* and other applicable Provincial planning documents.	MOP has been reviewed in respect to the Growth Plan and other applicable Provincial planning document.
2. Where and How to Grow		
2.1 Context		
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	The Streetsville Community Node is planned as a complete community and identified as a Community Node which is an area for intensification that provides for a mix of housing	The proposal seeks to make better use of land and infrastructure and increase transit usage in a Community Node, well served by public transit and community uses.

Growth Plan for the Greater Golden Horseshoe	**Mississauga Official Plan Policies (MOP)**	**OZ 18/012 W11 Conformity**
and complete communities, and increasing the modal share for transit and active transportation.	and employment uses. This node is situated on existing transit routes and is in proximity to existing community infrastructure (GO station, schools, parks, libraries, community centres, emergency services and places of religious assembly.	
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Streetsville Community Node is designated as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods.	The applications generally seek to intensify in an appropriate location.
Relevant Policies: a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will: 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) c. The *Growth Plan* will support the achievement of complete communities that i. Features a diverse mix of land uses ii. Improves social equity	a. The Streetsville Community Node is an established area with sufficient infrastructure to accommodate growth. b. The Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made. The Nodes are to include a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.	The applications generally support the intent of these policies by providing a denser built form within an intensification area, that has convenient access to public transportation. The proposed development will be evaluated against the applicable MOP policies.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
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		
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).	The Streetsville Community Node is located within the delineated built-up area and will assist in achieving intensification targets.	The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on site is subject to further review.
2.2.4 Transit Corridors and Station Areas		
General Statement of Intent for this Section: Given the Provincial Investment in higher order transit, municipalities are to plan for "major transit station areas on priority transit corridors: as identified on Scheduled 5 of the Growth Plan (2.2.4.1)	The Streetsville Community Node is located on an existing Higher Order Transit line. MOP identifies Streetsville Community Node as an intensification area. The subject site is 385 m from the platform of the Streetsville GO Station. MOP policies support intensification that is appropriate for the location. Intensification Areas (community nodes and station areas) will be planned to reflect their role in the City Structure Hierarchy (5.5.4)	The development applications are supportive of the Growth Plan intent to direct development within major transit station areas. However, the manner in which growth is accommodated on site is subject to further review.
2.2.5 Employment		
General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.	The Community Node policies encourage a mix of uses.	The subject lands are designated Residential High Density.
2.2.6 Housing		
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.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at:	The proposal provides for additional housing options.

Growth Plan for the Greater Golden Horseshoe	**Mississauga Official Plan Policies (MOP)**	**OZ 18/012 W11 Conformity**
	http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	
Relevant Policies: a. The Region is responsible for preparing a housing strategy (2.2.6.1) 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)	A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)	The Region of Peel and the City of Mississauga are working together to address affordable housing issues. The applications would generally help in meeting intensification targets and diversify the housing stock available in the area.
4 Protecting What is Valuable		
The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017. 4.2.2.3 Within the Natural Heritage System: new development or site alteration will demonstrate that: 1. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;	A portion of the lands at the northwest corner of the site is identified as a Natural Green System (SV10) forms part of the Mullet Creek. MOP contains policies that require the protection, conservation and enhancement of the City's Natural Heritage System. (MOP Policies 6.3.24 – 6.3.38)	The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit Valley Conservation to determine the limits of development.
5.0 Implementation		
Statement of Intent: Comprehensive municipal implementation is required 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. 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.	MOP must confirm with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.

D-6 Compatibility between Industrial Facilities (Ministry of the Environment, Conservation and Parks)

The D-6 guideline is intended to be applied in the land use planning process to prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another. The applications will be reviewed against the D-6 guidelines.

Region of Peel Official Plan

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

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Section 4 Vision	Section 4.4.5 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
Section 5.3.3 Community Nodes	Section 5.3.3.3 Section 5.3.3.4 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.3.12 Section 5.3.3.13	Community Nodes will be focus of a mix of uses including commercial, residential, educational and open spaces. Community Nodes are Intensification Areas. Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare. Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development. Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes. Community Nodes will be served by frequent transit services that provide city wide connections. Community Nodes will be developed to support and encourage active transportation as a mode of transportation.
Section 5 Direct Growth- Intensification Areas	Section 5.5.1 Section 5.5.3 Section 5.5.5 Section 5.5.8 Section 5.5.9 Section 5.5.13 Section 5.5.14 Section 5.5.16	The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities. Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.

	Specific Policies	General Intent
		Intensification Areas will be planned to maximize the use of existing and planned infrastructure. Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Pedestrian movement and access from major transit routes will be a priority in Intensification Areas. Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.
Section 6 Value the Environment	Section 6.3 Section 6.3.9 Section 6.3.14 Section 6.3.24 Section 6.3.25 Section 6.3.26 Section 6.3.32 Section 6.3.33 Section 6.7 Section 6.7.1	Mullet Creek is identified as a Natural Hazard as per Schedule 3 Natural Systems in MOP. MOP requires protection, restoration, and expansion of the natural heritage system through a number of measures. Mississauga□s Natural Heritage System is composed of the following: Significant Natural Areas; Natural Green Spaces; Special Management Areas; Residential Woodlands; and Linkages. Natural Green Spaces are wetlands and watercourses that do not fulfill the requirements of a significant wetland or significant valleyland, even if they are predominantly engineered; and The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures: a. ensuring that the development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity locations. New lots created by land division that will have the effect of fragmenting the ownership of Natural Green Spaces, and buffers will generally be discouraged and will be supported by an Environmental Impact Study. Lands that meet the criteria of a Natural Hazard Lands will be designated Greenlands and zoned to ensure their long term protection, life, and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features. Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. Natural hazards are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard

	Specific Policies	General Intent
		lands. Vegetated protection areas buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis. To ensure that contaminated sites are identified and appropriately addressed by proponents: a) owners of the lands proposed for development will submit information as required by the City to identify the potential for contamination b) all potential sources of contamination must be considered. c) the development or approval of amendments to the Official Plan for known or potentially contaminated sites will be deferred until the proponent of the development undertakes a study assessing the potential for contamination in accordance with Provincial regulations and standards as well as City policies If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered. Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations.
Section 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2 Housing Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	The official plan supports the creation of complete communities and that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive. 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. Mississauga will provide opportunities for: a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes. Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.

	Specific Policies	General Intent
Section 9 Building a Desirable Urban Form	Section 9.1.2 Section 9.1.6 Section 9.1.7 Section 9.1.8 Section 9.1.9 Section 9.1.13 Section 9.2.1.1 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.5 Section 9.2.1.7 Section 9.2.1.21 Section 9.2.1.30 Section 9.2.3.2 Section 9.3.1.4 Section 9.3.5.6 Section 9.4.3.1 Section 9.5.1.2 Section 9.5.1.12	Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life. Mississauga will promote a built environment that protects and conserves heritage resources. Mississauga will transform the public realm to create a strong sense of place and civic pride. Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design. Development will create distinctive places and locales. 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. 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. Small land parcels should be assembled to create efficient development parcels. Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Development will provide open space, including squares and plazas appropriate to the size, location and type of the development. All development will utilize sustainable design practices. Development will be designed to: a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e. meet universal design principles;

	Specific Policies	General Intent
		Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles. Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: a. natural Heritage System; b. natural hazards (flooding and erosion); c. natural and cultural heritage features; Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.
Section 11 General Land Use Designation	Section 11.2.5	Lands designated Residential High Density will permit the following use: a. apartment dwelling. 11.2.5.10 A horizontal multiple dwelling will not include an apartment dwelling.
Section 14 Community Nodes	Section 14.1.1.2 Section 14.1.1.3	For lands within a Community Node a minimum building height of two storeys to 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. Proposal for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that: a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.
Section 14.10 Streetsville	Section 14.10.6.2	The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway. Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply: a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

	Specific Policies	General Intent
		Redevelopment of Area A (refer to page Existing and Proposed Mississauga Official Plan Designation for the Subject Site page 12-13) should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.
Section 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • adequate engineering services in order to support the proposed applications are under review • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

6. School Accommodation

The Peel District School Board		The Dufferin-Peel Catholic District School Board	
Student Yield:		Student Yield:	
24	Kindergarten to Grade 5	11	Junior Kindergarten to Grade 8
10	Grade 6 to Grade 8	9	Grade 9 to Grade 12
12	Grade 9 to Grade 12		
School Accommodation:		School Accommodation:	
Ray Underhill Public School		St Joseph Elementary School (Streetsville)	
Enrolment:	283	Enrolment:	329
Capacity:	350	Capacity:	478
Portables:	1	Portables:	0
Dolphin Senior Public School		St. Aloysius Gonzaga Secondary School	
Enrolment:	580	Enrolment:	1708
Capacity:	555	Capacity:	1656
Portables:	0	Portables:	0
Streetsville Secondary School			
Enrolment:	866		
Capacity:	1008		
Portables:	0		

* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.

7. Community Comments

A community meeting was held by Ward 11 Councillor, George Carlson on February 20, 2019. Five people were in attendance. There have been four emails and phone calls received regarding traffic, density and drainage.

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.

- Traffic – how will the additional density create traffic impacts?
- Character – how large are the units, and what is the proposed tenure?
- Access – is there enough vehicle access to the site?
- Parking – how much parking is provided, where is it located, will each unit have a parking space?

8. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (July 23, 2018)	Regional services consist of an existing 300 mm diameter watermain and an existing 200 mm diameter sanitary sewer located on Emby Drive. There is an existing 300 mmm diameter watermain and an existing 250 mm diameter sanitary sewer located on Tannery Street. A satisfactory Functional Servicing Report (FSR) and single-use demand table will be required to determine the adequacy of the existing services for the proposed development prior to the approval of the zoning and official plan amendments. There is a Regional sanitary sewer easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted. The applicant is proposing an extension of the right of way (Emby Drive), along with an extension to the existing watermain. Modelling will be required to determine if an upgrade to the existing sanitary sewer will be required as well. A satisfactory waste management plan is required prior to site plan approval. At the Draft Plan of Condominium stage, the Region will require the applicant to enter into a Condominium Water Servicing Agreement. The Region requires review of the Condominium Declaration and Description prior to the registration of the Condominium.

	An executed Subdivision Agreement may be required prior to registration of the Plan of Subdivision.
Credit Valley Conservation Authority (October 24, 2018)	CVC provides planning and technical clearance services to the City of Mississauga and Region of Peel as it relates to natural heritage protection, and water and natural hazard management. In this case, determination of the development limits is in progress as concerns regarding the determination of existing onsite conditions (slope hazard) are to be addressed. In addition, clarification regarding the stormwater management strategy, including the functionality of the proposed stormwater facility are anticipated. Detailed technical comments have been provided through the Application Status Report clarification is anticipated regarding the technical details associated with the slope hazard, stormwater management, natural features, etc.
Dufferin-Peel Catholic District School Board (July 25, 2017) and the Peel District School Board (July 17, 2018)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department Parks and Forestry Division/Park Planning Section (September 20, 2018) Community Services - Arborist (July 24, 2018)	Future residents of the proposed development will be served by Jon Clipperton Park (P-512), zoned OS1, which contains a playground that is located less than 430 m (1410.8 ft.) from the subject lands. Streetsville Rotary Park (P-375), zoned C4-51, contains a playground and parking lot that is located 650 m (2132.6 ft.) from the subject lands. It is recommended that the identified Greenlands are deeded gratuitously to the City and shall be appropriately zoned for protection and conservation purposes. Should this application be approved, with lands being dedicated, hoarding and fencing will be required along the boundary of the Greenlands. Additionally, securities will be required for greenbelt clean-up, restoration, parkland protection, hoarding, and fencing. Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City Policies and By-laws. The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The Tree Removal application will be reviewed in conjunction with the site plan application prior to the issuance of a demolition or sediment control permit.
City Community Services Department Fire and Emergency Services Division (July 20, 2018)	Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable. Based on the site plan circulated through this rezoning, it would appear as if two blocks do not comply with By-law 1036-81, and consequently, will not be approved at the site plan review stage or at the time of building permit review.
City Community Services Department Heritage Planning (August 20, 2018)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting any adverse impacts to any significant archaeological resources found.
City Transportation and Works	The applicant has been requested to provide additional technical details. Development matters currently under review and

Department (August 9, 2018)	consideration by this department include: • Grading, Servicing and Site Plan • Environmental Site Assessment; soil contamination, underground storage tanks • Record of Site Condition • Traffic Impact Study; and Emby Drive Alignment • Existing and proposed easements • Functional Servicing and Stormwater Management Report • Noise and Vibration Report • Slope stability • Crash wall and berm The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: Community Services Public Art Rogers Cable Greater Toronto Airport Authority Alectra Utilities MiWay Enbridge Canada Post Canadian Pacific Rail Metrolinx
	The following City Departments and external agencies were circulated the applications but provided no comments: Economic Development Bell Canada

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project s land use, massing, density, setbacks and building configuration?
- Can the contamination issues be addressed?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Is the proposed alignment of the extension of Emby Drive satisfactory?
- Can the proposed blocks be comply with the Fire Route by-law?

- How will the existing Regional sanitary sewer on the property be impacted by the development?
- How will a proposed concept plan incorporate the abutting lands zoned **D** (Development)?
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues
- The delineation of the floodplain and erosion hazards associated with Mullet Creek to the satisfaction of the City and CVC
- Determine the best application process to facilitate required land dedications and public works

New urban design guidelines and zoning by law regulations for back to back and stacked townhouses were endorsed by Council in July 2018. An appeal to the zoning by-law was settled at LPAT in February 2019, and it is now in force and effect with the exception of four specific regulations. Although the subject applications were submitted in advance of the urban design guidelines being endorsed by Council and the zoning by-law coming into force and effect, staff are reviewing the applications in the context of good urban design and planning principles, which include the existing **RM9** (Horizontal Multiple Dwellings with more than 6 dwelling units) zone regulations, the new urban design guidelines endorsed by Council and the new **RM9** zoning regulations for stacked and/or back to back townhouses.

Development Requirements

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

To address the ultimate alignment of the proposed Emby Street extension and the configuration of the Mullet Creek Valley and floodplains the applicant has agreed to submit a draft plan of subdivision application to facilitate the various dedications and required municipal works.

9. Section 37 Community Benefits (Bonus Zoning)

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

Recommendation Report
Detailed Planning Analysis

Owner: NYX Tannery Ltd.
51 & 57 Tannery Street and 208 Emby Drive

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1. Community Comments

Through the community and public meetings that were held, comments from the public were generally directed towards traffic, density and parking.

Below is a summary and response to the specific comments that were heard.

Comment
Concern with increased traffic in the area.

Response
A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. In addition, Emby Road will be extended to connect to Tannery Street and dedicated to the City as part of the approval of this application.

Comment
Concern with the density of the proposed development.

Response
The Mississauga Official Plan contains policies which direct growth to intensification areas, including a Community Node. This development proposal conforms with the policies related to density as the current official plan designation permits a floor space index (FSI) range of 1.0 to 1.8. The development proposes an FSI of 1.6 for the back to back stacked townhomes and a FSI of 1.4 for the street townhomes.

Comment
Concern with the loss of rental units on the property.

Response
The City's Rental Housing Protection By-law came into effect June 1, 2019. This by-law requires a permit for the demolition of rental units and the conversion of rental units to condominium ownership. A demolition permit for the existing dwelling was issued on May 27, 2019, before this by-law came into effect. The Rental Housing Protection By-law was not applicable to the property at that time.

Comment
Concern with middle income earners and what housing options are available for them.

Response
The City's Affordable Housing Strategy promotes diversity in housing supply for owners and encourages rental opportunities to achieve a balanced rental market. This development will provide for more housing options than the existing dwellings.

Comment
Loss of mature trees abutting the existing detached dwelling.

Response
The Arborist Report prepared by Beacon Environmental has been reviewed. Though a number of trees will be removed, the City's Private Tree Protection By-law requires owners to obtain a permit and has provisions for replacement trees. In addition, a portion of the property abutting the Mullet Creek will be zoned **G1** (Greenlands) to protect the natural area.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on June 2, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation & Works Department

Comments updated July 21, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

A Noise and Vibration Report was prepared by HGC Engineering. The purpose of the report is to evaluate the noise and vibration sources that may impact the development. The noise and vibration sources include road and rail traffic. The sound level predictions indicate that noise mitigation will be required, the details of which will be confirmed at the detailed design stage prior to plan registration. Additionally, upgraded building construction will be required and will be addressed through the Site Plan and Building Permit processes. Potential ground borne vibration from the CP Rail corridor is not expected to affect the development.

Stormwater

A Functional Servicing and Stormwater Management Report, prepared by LEA Consulting Ltd. and dated March 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site.

The applicant has demonstrated a satisfactory stormwater servicing concept, including onsite stormwater management techniques, and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site are being pursued, and low impact design features are also being proposed. The applicant is proposing to construct an internal storm sewer to service the development lands, accommodate adjacent external flow, and construct/ upsize the storm sewer on Thomas Street all the way to the outlet at Mullet Creek. An Environmental Compliance Approval (ECA) will be required from the Ministry of the Environment, Conservation and Parks and approval of the proposed plan is required from Credit Valley Conservation (CVC). Details will be addressed at the detailed design stage prior to registration of the draft plan of subdivision.

Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. The final submission, dated March 8, 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 61 (11 in, 50 out) and 70 (44 in, 26 out) two-way site trips for the weekday AM and PM peak hours in 2022, respectively.

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

Environmental Compliance

Based on the review of the Remedial Action Plan (RAP), dated March 8, 2021, prepared by OHE, there are further details required to confirm that the site complies with the Environmental Regulations. These requirements, outlined below, will be addressed prior to the lifting of the holding symbol on the property:

- Submission of Risk Assessment (all associated reports, Certificate of Property Use (CPU documents) and Record of Site Condition for the development lands.

Other Engineering Matters

As part of this development proposal, a berm/wall combination and grading and drainage works abutting the CP Rail lands are required to support the development limits. A concept showing how external grading and drainage into this site will be managed accounting for the extension of Emby Drive and the preliminary design of the berm-wall has been received and confirmed by CP Rail as feasible. Further details are required, including CP Rail approval of the detailed design of the berm-wall, ultimate grading and drainage plans and reports and the proposed Emby Road extension will be addressed prior the lifting of the holding zone on the property.

Other site specific details including, but not limited to, municipal infrastructure design and construction, servicing, such as storm sewer extension/upsize, land dedications, easements, road and boulevard works and the construction of the required berm/fence noise barriers, are required in support of this development and will be dealt with through the related Subdivision Agreement prior to plan registration.

School Accommodation

In comments, dated July 17 and July 25, 2018, the Dufferin-Peel Catholic District School Board and Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated March 18, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposal represents an opportunity to modestly intensify and increase the range of housing in the neighbourhood. The development also represents an efficient land use pattern that avoids environmental health and safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

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

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region’s growing population. The new plan is intended, amongst other things, to increase the

housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

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.

The Ministry of the Environment, Conservation and Parks D-6 Compatibility between Industrial Facilities, Guideline is intended to be applied in the land use planning process to prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another. The D-6 guidelines do not apply to railways, but would apply to the commercial/industrial uses to the south of the site. In support of the proposal a noise and vibration study was submitted. The study concluded that the impacts of noise meet the applicable guidelines, subject to the inclusion of a noise warning clause in all purchase and sale and lease agreements for the applicant's lands.

The proposed development conforms to the Growth Plan as it is intensifying under utilized properties, including the conversion of an industrial property to medium density residential uses within the Community Node.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated March 18, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built

environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in Streetsville.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Streetsville Community Node Character Area, to permit 142 back to back townhomes and five townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

Directing Growth

The subject site is located in the Streetsville Community Node Character Area, on the south side of Tannery Street, east of Joymar Drive, west of Queen Street South. The site is currently occupied by a house and an industrial building. A dwelling was previously located at 57 Tannery Street and was demolished. The site is designated **Residential High Density** with a floor space index (FSI) range of 1.0 to 1.8.The **Residential High Density** designation permits apartments. The applications are proposing to amend the Special Site to permit townhomes as an additional use. The applications propose street townhomes with an FSI of 1.4 and back to back stacked townhomes with an FSI of 1.6, densities that are within the permitted FSI range of the existing High Density Residential designation.

Compatibility with the Neighbourhood

Intensification within a Community Node is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Streetsville Community Node Character Area which exhibits many of the desirable characteristics of an established community node such as compact, mixed use development, pleasant walkable streets and a strong sense of place and community identity.

The immediate area has a mix of former industrial uses, and more recent medium and high density residential developments. The node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly along the Queen Street South main street.

The proposed development proposal is compatible with the surrounding area as it contributes to the variety of uses including forms of housing.

The proposal is also extending Emby Street through to Tannery Street in conformity with the policies of the Official Plan's Special Site policy.

Services and Infrastructure

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

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

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

- Number 9 (Rathburn-Thomas),
  49 (McDowell-Streetsville GO)
  306 (Streetsville Secondary-Terry Fox) and
  313 (Streetsville Secondary-Meadowvale)

There is GO train service approximately 400 m (1,312 ft.) to the south on the Milton Line to Union Station

There is a transit stop on Thomas Street within 250 m (820 ft.) of the site.

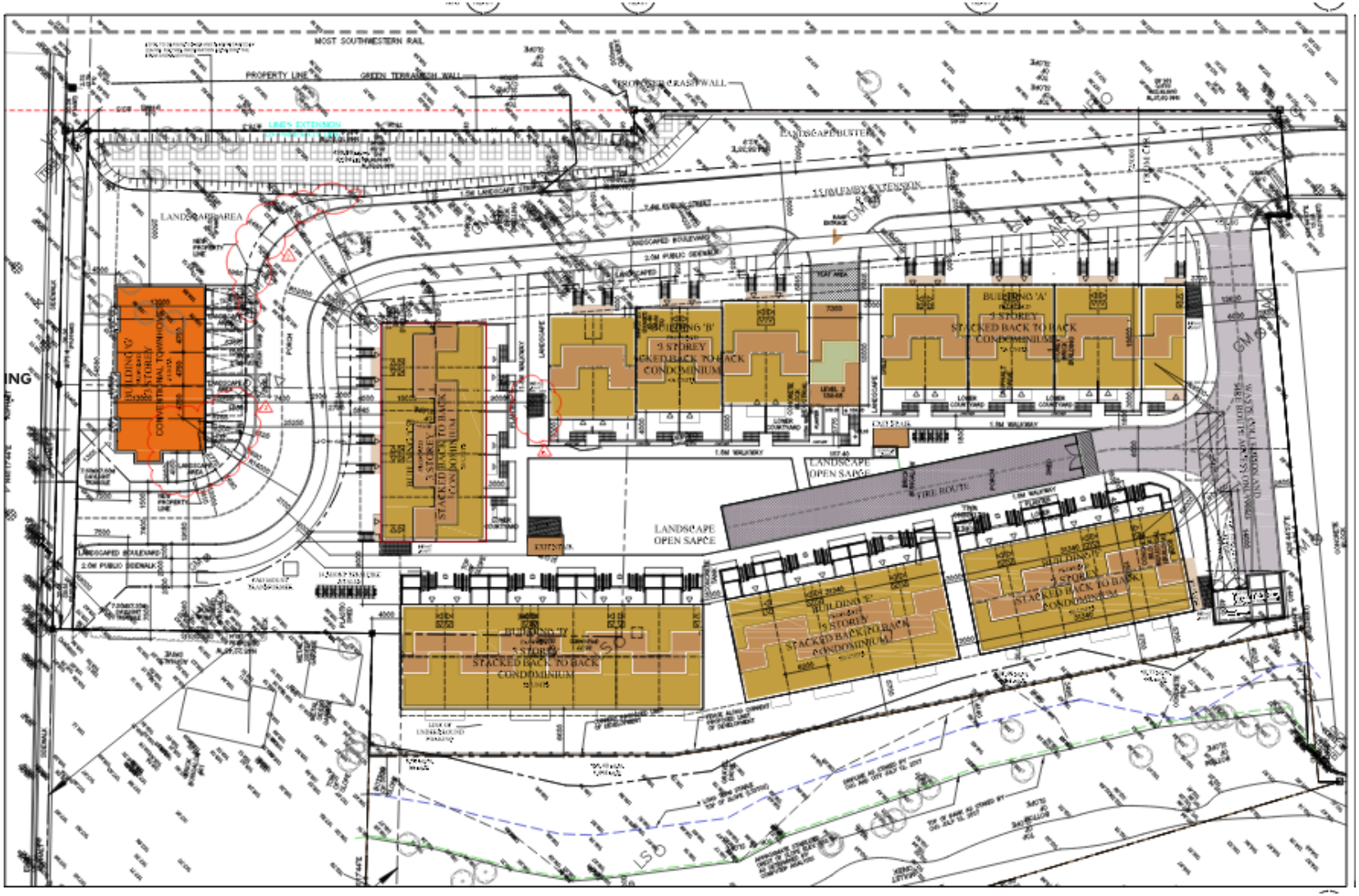
Streetsville Library is approximately 400 m (1,312 ft.) northeast of the site. Streetsville Village Square and Jon Clipperton Park are approximately 250 m (820 ft.) east of the site. Vic Johnston Arena, Streetsville Memorial Park and the Credit River are located approximately 700 m (2,296.6 ft.) to the east from the subject property. These applications are anticipated to have minimal impact on existing services in the community.

There are many restaurant, retail and service establishments located along Queen Street South. There is a commercial plaza which includes various retail uses which is located within a seven minute walk.

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

8. Revised Site Plan

The applicant has provided a revised site plan as follows:


MOST SOUTHWESTERN RAIL
PROPERTY LINE
GREEN TERRACED WALL
PROPOSED RETAINING WALL
LANDSCAPE BUFFER
LANDSCAPE AREA
15.0M BUFFER EXTENSION
2.0M PUBLIC SIDEWALK
LANDSCAPED BOULEVARD
BUILDING 'G'
3 STOREY
CONVENTIONAL TOWNHOUSE
BUILDING 'B'
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
BUILDING 'A'
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
LANDSCAPE
OPEN SAPCE
FIRE ROUTE
BUILDING 'E'
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
BUILDING 'F'
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
BUILDING 'D'
3 STOREY
STACKED BACK TO BACK
CONDOMINIUM
WASTE COLLECTION AND
FIRE ROUTE ACCESS ONLY

Site Plan

9. Zoning

The proposed **RM5-59** (Street Townhouses - Exception) and **RM9-4** (Back to Back and Stacked Townhouses - Exception) zones are appropriate to accommodate the proposed five street townhouses and 142 back to back townhouses.

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

Proposed Zoning Regulations

Zone Regulations	**RM5 Zone Regulations**	**Proposed RM5-59 Zone Regulations**
Minimum **Lot Area – interior lot**	200 m^2 (2,153 $ft.^2$)	110 m^2 (1,184 $ft.^2$)
Minimum **Lot Area – corner lot**	280 m^2 (3,013 $ft.^2$)	165 m^2 (1,776 $ft.^2$)
Minimum **Lot Frontage**	6.8 m (22.3 ft.)	4.7 m (15.4 ft.)
The **front lot line** shall be deemed to be Emby Drive		
Maximum **Floor Space Index (FSI)**	Maximum gross **floor area – residential** – 0.75 times the **lot area**	1.4
Maximum **Height**	10.7 m (35 ft.) and 3 **storeys**	11.5 m (37.7 ft.) and 3 **storeys**
Minimum **driveway** width	2.6 m (8.5 ft.)	3.0 m (9.8 ft.)
For the purposes of this by-law, height means the vertical distance between **established grade** and; (1.1) the highest point of a roof surface of a **flat roof**; or (1.2) the mean height level between the eaves and ridge of a sloped roof; (1.3) the mean height level between the eases and highest point of the **flat roof** where there is a **flat roof** on top of a **sloped roof**; (1.4) the highest point of a **structure without a roof.**		
All site development plans shall comply with the Schedule RM5-59 of this Exception. The buildable area including the setbacks from the lot lines to the buildable area will be shown on the exception schedule and will generally comply with the concept site plan shown on page 10.		
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Zone Regulations	**RM9 Zone Regulations**	**Proposed RM9-4 Zone Regulations**
Maximum **Floor Space Index (FSI)**	n/a	1.6

Zone Regulations	RM9 Zone Regulations	Proposed RM9-4 Zone Regulations
Maximum Dwelling **Height**	Sloped Roof 17 m (55.7 ft.) and 4 **storeys** Flat Roof 11.0 m (36 ft. and 4 **storeys**	12.5 (41 ft.) and 4 **storeys**
Minimum width of a **condominium road**	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Minimum number of **resident parking spaces** per condominium **stacked townhouse dwelling unit**	Without exclusive use garage and driveway: 1.10 resident spaces per studio/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit	1.3
Minimum number of **visitor parking spaces** per condominium **stacked townhouse dwelling unit**	0.25	0.20

Zone Regulations	RM9 Zone Regulations	Proposed RM9-4 Zone Regulations
For the purposes of this by-law, height means the vertical distance between **established grade** and; (1.1) the highest point of a roof surface of a **flat roof**; or (1.2) the mean height level between the eaves and ridge of a sloped roof; (1.3) the mean height level between the eaves and highest point of the **flat roof** where there is a **flat roof** on top of a **sloped roof**; (1.4) the highest point of a **structure without a roof.**		
All site development plans shall comply with the Schedule RM9-4 of this Exception. The buildable area including the setbacks from the lot lines to the buildable area will be shown on the exception schedule and will generally comply with the concept site plan shown on page 10.		
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. "H" Holding Symbol

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

- The execution of an agreement satisfactory to the City of Mississauga, and the Region of Peel to address items required to support the site development including but not limited to detailed design and construction of the required crash wall/berm abutting CP Rail lands; grading and drainage of abutting lands; land dedication and easements; and municipal infrastructure detailed design

- Receipt of any outstanding or additional technical reports, studies, documents, drawings/plans, to the satisfaction of the City of Mississauga and any other applicable authority, including but not limited to: Risk Assessment incorporating the details of the proposed risk management measures; and receipt of confirmation that the Record of site condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation

- Approval letter from Canadian Pacific Rail (CPR) for the ultimate design and construction of the required crash wall/berm, and final grading and drainage plans

11. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as stormwater management, landscape details and noise mitigation.

12. Draft Plan of Subdivision

The proposed plan of subdivision consists of six blocks. Two blocks will be zoned for street townhomes and back to back townhomes; two blocks will make up the Emby Drive road extension and Tannery Street road widening; and one block will be dedication to the City for greenlands protection. The sixth block is associated with the back to back townhomes and will provide for derailment protection from the abutting rail line. This block will include a berm/wall/fence with cladding and upgraded landscaping and/or public art, the details of which will be confirmed prior to the registration of the plan.

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3. The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.



Draft Plan of Subdivision

13. Conclusions

In conclusion, City staff have evaluated the applications to permit 142 back to back stacked townhomes and 5 street townhomes and changes to the Greenlands boundary against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to add townhomes in order to intensify two underutilized lots within the Streetsville Community Node Character Area.. The proposal takes advantage of the site's unique location and configuration attributes and further completes the road network in Streetsville by extending Emby Drive through to Tannery Street. The proposal will provide a built form that supports a mix of housing choices within the City. Staff are of the opinion that the applications are consistent with and conform to the Provincial, Regional and City planning instruments. Staff have no objection to the approval of these applications, subject to the recommendations provided in the report.

MISSISSAUGA

SCHEDULE A
CONDITIONS OF APPROVAL

APPROVAL DATE OF DRAFT PLAN OF SUBDIVISION:	**October 25, 2021**
FILE:	**T-M20004 W11**
SUBJECT:	**Draft Plan of Subdivision** **Part Lot 4, Concession 5, WHS** **51 and 57 Tannery Street and 208 Emby Drive** **City of Mississauga** **NYX Tannery Ltd.**

In accordance with By-law 343-98, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

1.0 Approval of the draft plan applies to the plan dated May 28, 2021.

2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.

3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges),

land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED September 15, 2021, THAT CORRESPONDS WITH THE RESUBMISSION DATED June 2, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

5.0 Prior to registration of the subdivision plan, a restriction on title for Block 2 and Block 4 is required.

6.0 The applicant/owner shall pay in full, all assessments levies against the property, as well as the current years taxes and/or local improvement charges, prior to the registration of the plan.

7.0 Prior to the execution of the Subdivision Agreement, should there be any mortgagees, the City will require that the mortgagees execute in duplicate, a Consent and Postponement

8.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.

9.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.

10.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

11.0 Prior to registration of the plan of subdivision and to the satisfaction of the City Transportation and Works Department, the owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Subdivision Agreement and the Noise Report.

12.0 Prior to Registration and to the satisfaction of the City Transportation and Works Department, the Owner will be required to enter into a Subdivision Agreement with the City containing a Schedule to agree to construct the required municipal works, including but not limited to: construction of the required storm sewer outlet works and any necessary municipal works required to service these lands; construction of the required boulevard works; construction of the required road works; construction of the required berm/fence noise barriers; detailed design of all works, including site servicing plans, grading plans and drainage plans; land dedications, buffer blocks and easements; and fees, securities and insurance.

The Owner shall provide a cost estimate and a Letter of Credit representing 100% of the Owner's total cost for municipal infrastructure works. The Subdivision Agreement is to include reference to the securities required for the completion of the works within the municipal right-of-way and all other matters such as: engineering drawings, timing of construction, notification for inspection, insurance certificate, inspection and processing fees. Please note that the

detailed design for the proposed works must account for the possible relocation of any existing services and utilities that may currently be located within both the Emby Drive and Tannery Street boulevards. In addition, it should be noted that PUCC approval will be required.

13.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.

14.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".

15.0 Prior to registration of the plan of subdivision, the owner/applicant shall submit draft reference plan(s) for the Region of Peel's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.

16.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.

17.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:

17.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.

17.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.

18.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.

19.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:

19.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood

schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.

20.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.

21.0 Prior to final approval, Credit Valley Conservation requires the following:

21.1 That a financial contribution in lieu of on-site stormwater management measures be provided in accordance with the recommendations of the Mississauga Storm Water Quality Control Study to the satisfaction of Credit Valley Conservation, or;

21.2 That a comprehensive Best Management Practices report be provided to address stormwater management for the subject property in accordance with the Ministry of Environment and Energy Stormwater Management Practice and Design Manual, 1994 and other applicable criteria as provided by Credit Valley Conservation and the City; and

21.3 That detailed engineering plans be prepared to the satisfaction of Credit Valley Conservation, which describe the means whereby stormwater will be treated and conducted from the site to a receiving body.

21.4 That the Subdivision Agreement between the owner and the City shall contain provisions with respect to the following, and with wording acceptable to Credit Valley Conservation, wherein the owner agrees to carry out or cause to be carried out the works noted above.

22.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.

23.0 That in consultation with Canada Post Corporation, the owner/applicant agrees to provide at their expense the following for the permanent mailbox locations:

23.1 An appropriately sized sidewalk section on which Canada Post mailboxes will be placed, adjacent to the municipal sidewalk (where applicable), and any required footpaths across the boulevard from the curb to the sidewalk;

23.2 Any required curb depressions and wheelchair access for mailbox sites where no sidewalk is planned.

24.0 Prior to final approval, the owner/applicant shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title against all residential dwellings within 300 metres of the railway right-of-way. Applicant to contact Tony To (tony.to@metrolinx.com) to initiate the easement registration process.

25.0 Prior to final approval Community Services to confirm payment in cash or certified cheque to cover the cost of planning street trees, up to 60 mm caliper, for every 10m of public street frontage. Such fees will be charged at prevailing rates of approved City policies and by-laws on the day of payment.at $589.44 per street tree for every 10 metres of frontage.

26.0 Prior to final approval Community Services to confirm the applicant has provided written confirmation that Transportation and Works has received and approved the Phase 1 and Phase 2 (if required) Environmental Site Assessment Report (ESA), together with a Record of Site Condition (RSC) for land dedicated for parkland/greenbelt/woodlot/open space.

27.0 Prior to final approval, confirmation from Community Services that all lands below the established top-of-bank, Regional storm floodplain, natural area and associated buffers or within the stability and/or erosion component of the valley slope, whichever is greater, shall be deeded gratuitously to the City as greenlands for conservation purposes and shall be appropriately zoned.

28.0 Prior to final approval, all final documents in support of the Record of Site Conditions, including the clean-up report, ESA reports, CPU documents be submitted to the satisfaction of the Transportation & Works Department.

29.0 Prior to final approval, the owner/applicant agrees to gratuitously dedicate municipal road, right of way widening and sight triangles/roundings to the satisfaction of the Transportation and Works Department.

30.0. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.

31.0 Prior to final approval, the applicant has provided written confirmation that Transportation and Works has received and approved the Phase I and Phase II ESA, the Risk Assessment Report and Risk Management Plan together with the Certificate of Property Use and RSC filing (as applicable) for land dedicated as municipal road, right of way widening and sight triangles/roundings to the satisfaction of the Transportation and Works Department.

32.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

33.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.