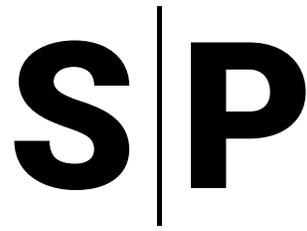


PLANNING  
JUSTIFICATION  
REPORT

49 SOUTH SERVICE ROAD | OCTOBER 2022





Sajecki Planning Inc.

*Page left intentionally blank*

## TABLE OF CONTENTS

<b>1.0 Introduction</b>	<b>7</b>
<b>2.0 Site and Surroundings</b>	<b>9</b>
2.1 Subject Site	10
2.2 Planning History	10
2.3 Surrounding Land Uses	10
2.4 Surrounding Development Applications	13
2.5 Transportation Network	15
<b>3.0 Proposal</b>	<b>19</b>
3.1 Development Overview	20
3.2 Required Approvals	27
3.3 Public Consultation	27
<b>4.0 Policy and Regulatory Context</b>	<b>29</b>
4.1 Overview	30
4.2 Planning Act	30
4.3 Provincial Policy Statement	30
4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe	32
4.5 Region of Peel Official Plan	34
4.6 City of Mississauga Official Plan	39
4.7 City of Mississauga Zoning By-law	49
4.8 Additional Considerations	50
<b>5.0 Supporting Studies and Reports</b>	<b>53</b>
5.1 Traffic Impact Study	54
5.2 Pedestrian Wind Study	55
5.3 Noise and Vibration Feasibility Study	55

5.4 Shadow Study	56
5.5 Tree Inventory / Tree Preservation Plan and Arborist Report	57
5.6 Functional Servicing Report	57
5.7 Stormwater Management Report	57
5.8 Geotechnical Investigation Report	58
5.9 Phase One Environmental Site Assessment	59
5.10 Phase Two Environmental Site Assessment	59
5.11 Stage 1 Archeological Study	59
5.12 Housing Report	59
5.12 Air Quality Report	60
<b>6.0 Planning Analysis</b>	<b>61</b>
6.1 Complete Community	62
6.2 Compatible and Attractive Built Form and Design	62
6.3 Appropriate Height and Density	63
6.4 Transit-Supportive Development	63
<b>7.0 Conclusion</b>	<b>64</b>
 <b>APPENDICES</b>	
Appendix A - Submission Requirements Checklist	67
Appendix B - Draft Official Plan Amendment	70
Appendix C - Draft Zoning By-law Amendment	74

## FIGURES AND TABLES

Figure 1   Context Map	11
Figure 2   Development Application Map	14
Figure 3   Mississauga Official Plan - Schedule 5 - Long Term Road Network	16
Figure 4   Mississauga Transit Map	17
Figure 5   Hurontario LRT Route	18
Figure 6   Site Plan	21
Figure 7   Ground Floor Plan	23
Figure 8   North Elevation	24
Figure 9   East Elevation	24
Figure 10   South Elevation	25
Figure 11   West Elevation	25
Figure 12   Floor Plan Levels 6-26 (Even Levels)	26
Figure 13   Floor Plan Levels 5-27 (Odd Levels)	26
Figure 14   Region of Peel Official Plan - Schedule D - Regional Structure	36
Figure 15   Region of Peel Official Plan - Schedule G - Rapid Transit Corridors	37
Figure 16   Peel 2051 Region Official Plan - Schedule E5 - Major Transit Station Areas	38
Figure 17   Mississauga Official Plan - Schedule 1B - Urban System - City Structure	40
Figure 18   Mississauga Official Plan - Schedule 2 - Intensification Areas	41
Figure 19   Mississauga Official Plan - Schedule 6 - Long Term Transit Network	42
Figure 20   Mississauga Official Plan - Schedule 7 - Long Term Cycling Routes	43
Figure 21   High Rise Building Context Map	44
Figure 22   Shadow Study Map	45
Figure 23   Mississauga Official Plan - Schedule 10 - Land Use Designations	47
Figure 24   Zoning By-law 0225-2007 – Index Map 07	50
Figure 25   Hurontario - Main Street Corridor Master Plan - Mineola Permitted Use Plan	52

## TABLES

Table 1 - Surrounding Development Applications	14
Table 2 - Summary of Site Statistics	28

1.0

INTRODUCTION

This Planning Justification Report has been prepared in support of applications by Edenshaw SSR Developments Limited to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 49 South Service Road (subject site).

The subject site is in Ward One at the northern edge of the Mineola Neighbourhood and in close proximity to the under construction Hazel McCallion Light Rail Transit (LRT) line. Located at the southeast corner of the Queen Elizabeth Way (QEW), also referred to as Highway 451 by the Ministry of Transportation of Ontario (MTO), and Hurontario Street interchange, it is bordered by the South Service Road to the east and south, Hurontario Street and the QEW onramp to the west, and the QEW to the north.

Located within the Hurontario Street Intensification Corridor, the existing North Service Major Transit Station Area (MTSA) and the proposed Mineola Protected Major Transit Station Area (PMTSA), the subject site is designated "Residential Low Density II" in the City of Mississauga Official Plan (2021 office consolidation). It is zoned "R1" in the City of Mississauga Zoning By-law 0225-2007.

This Planning Justification Report supports applications to amend the City of Mississauga Official Plan and Zoning By-law to permit one 26-storey residential building that will provide 352 units. A total residential gross floor area (GFA) of 21,348 m<sup>2</sup>

(229,786 ft<sup>2</sup>) is proposed, resulting in a total FSI of 4.88.

The purpose of this Planning Justification Report is to provide:

- An overview of the subject site and local context;
- A review of the applicable Provincial, Regional, and Municipal planning policy and regulatory frameworks;
- An explanation of the proposed built form uses and other development statistics;
- A summary of all supporting studies and technical reports; and,
- A description and justification of the proposed amendments to the City of Mississauga Official Plan and Zoning By-law 0225-2007.

A Development Application Review Committee (DARC) meeting was held on July 13th, 2022 to establish submission requirements for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications. DARC 22-254 provides a submission requirements checklist for the applications. Summaries of technical reports and studies completed to support the OPA and ZBA applications are provided in Section 5.0 of this report.

2.0

SITE AND  
SURROUNDINGS

---

## 2.1 Subject Site

The subject site is located on the north side of South Service Road, east of Hurontario Street, and south of the QEW in Ward 1 of the City of Mississauga. It is irregular in shape with a lot area of approximately 4,378 m<sup>2</sup> and a frontage of 68 metres along South Service Road.

There are a two-storey building and its ancillary structures on the subject site, which were previously utilized as an Ontario Provincial Police (OPP) Station but are currently vacant. The subject site is not listed on the heritage register and is not a designated heritage site.

The legal description for the subject site is Part of Lot 1, Range 2, CIR, PT 3, 43R37754, City of Mississauga, Regional Municipality of Peel.

## 2.2 Planning History

There are no previously approved OPAs or ZBAs pertaining to the subject site. Existing buildings on the subject site include a two-storey former OPP office building, ancillary structures, an asphalt-paved parking lot and landscaped grassed areas.

The subject site was first developed prior to 1952 with a single building and was subsequently redeveloped in the early 1960s with the current buildings. The last tenant was the OPP, which occupied the site from the 1960s to August 2020. The property has been vacant since August 2020.

## 2.3 Surrounding Land Uses

### 2.3.1 Immediate Surroundings

Surrounded by arterial and major collectors and a provincial highway, the subject site is located on the southeast corner of the QEW and Hurontario Street interchange.

**Northwest of subject site:** Directly northwest of the subject site is the south-east ramp onto the QEW. On the opposite side of the QEW lies the north-east ramp, utility corridor and day care centre. The North Service LRT Station will be located at the intersection of Hurontario Street and North Service Road, approximately 350m northwest of the subject site.

**Northeast of subject site:** The subject site abuts an MTO-owned underground pedestrian underpass that connects South Service Road to the north side of the QEW. The site is further framed by South Service Road to the east. Directly across South Service Road are Queen Elizabeth Sr. Public School and associated surface parking area .

**Southeast of subject site:** The subject site is located along the South Service Road. To the southeast, a three-story commercial/office building houses tenants including the Canadian Academy of Dental Health & Community Sciences.

**Southwest of subject site:** Hurontario Street and access/egress to/from the QEW are located southwest of the subject site. The lands immediately west of Hurontario Street contain surface parking and natural areas.

### 2.3.2 General Surroundings

The subject site is located at the northern edge of the Mineola Neighbourhood. The predominant urban form within Mineola is low-density residential, with low-rise commercial uses along Hurontario Street.

#### North of the QEW:

To the north of the QEW, the lands abutting Hurontario Street are located within the Downtown Hospital Character Area according to the Mississauga Official Plan (MOP). Within that character area, high rise rental apartments dominate the built form in the area east of Hurontario Street between Queensway and the QEW. Notable apartment buildings within a radius of 700m



Figure 1 | Context Map

- Downtown Hospital Character Area
- Mineola Neighbourhood Character Area

from the subject site include Sherobee Apartments (12 storeys), Sherobee Towers (25 storeys), and the Argosy (19 storeys). There are also a few low-rise apartments (2-3 storeys) located to the east of the high-rise rental apartments.

A 10-storey office building at the northeast corner of the Hurontario Street and North Service Road intersection includes tenants such as the Ontario Clean Water Agency and the Visual College of Art and Design. Other community amenities including Bronte College and St. Catherine of Siena Elementary school are located on the west side of Hurontario Street, north of the QEW.

Trillium Health Partners Mississauga Hospital, one of Canada's largest academically-affiliated health centres, anchors the west portion of the character area. Located 1km from the subject site, the hospital is adjacent to the future Queensway LRT Station.

Outside the boundary of the Downtown Hospital Character Area, low-density development, consisting primarily of detached dwellings, townhomes, and small scale commercial plazas, are the predominant built forms at the north side of the QEW.

#### South of the QEW:

The Mineola Neighbourhood is located directly south of the QEW. It includes single detached dwellings with generous setbacks and mature vegetation. Commercial buildings, mainly medical and education facilities, can be found along both sides of Hurontario Street. Education institutions such as Port Credit Secondary School and Mineola Public School are within a 1km radius of the subject site.

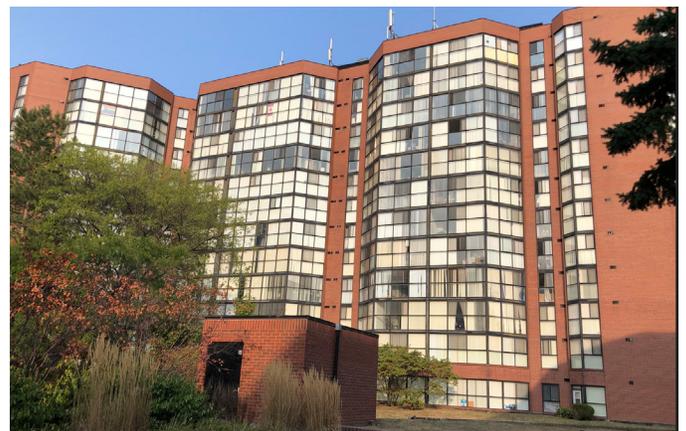
Port Credit, designated as a Community Node in the MOP, is located approximately 1.5km south of the subject site on the north shore of Lake Ontario. In recent years, the population of Port Credit has increased significantly due to condominium development including a 72-acre site located at



View of the Subject Site from South Service Road



View of the Under Construction LRT



View of the High Rise Apartments North of the QEW

70 Mississauga Road South and 181 Lakeshore Road West. Known as Port Credit West Village, or Brightwater, the under-construction development includes approximately 2,995 new residential units, including 537 townhouses and 2,458 apartment units. In addition, Port Credit has numerous commercial, educational, community and recreational facilities that cater to the needs of a varying demography. Port Credit GO Station is located adjacent to the Port Credit LRT Station, providing regional transit connections. There is also a Miway bus terminal and a GO bus terminal providing local and regional bus services. Upon the completion of the Hazel McCallion Line, residents will be able to reach Port Credit from the North Service Station in two stops.

## 2.4 Surrounding Development Applications

Mineola is an established community, consisting of mainly low-rise dwellings and some low-rise commercial buildings along Hurontario Street. There are limited opportunities for intensification, of which these opportunities are primarily located near major collectors such as the QEW and Hurontario Street. Recent development applications in Mineola mainly consist of low density residential infill development.

The area north of the QEW is the Downtown Hospital Character Area, which includes a range of building types, such as high-rise apartment buildings, low-rise townhouse dwellings and single detached dwellings. This character area is experiencing significant development activity including townhouse dwellings and apartment buildings.

Table 1 outlines both active and inactive recent development applications within 500 metres of the subject site. Information provided includes the approximate distance from the subject site, a description of the proposed development, and the status of the application.

In 2021, Dream Maker Inc submitted applications for an OPA and ZBA to the City of Mississauga for the site known as 1575 Hurontario Street, located 150m south of the subject site with frontage on Hurontario Street. The applicant proposed to amend the MOP land use designation from Residential Low Density to Residential Medium Density and zoning from R1 to RM4, to permit 18 townhomes with underground parking on a private condominium road. A public meeting was held on December 6, 2021. The application is currently withheld without further information.

2024 & 2040 Camilla Road is located within the Downtown Hospital Character Area. The majority of the site was designated as Residential High Density, while the southeast corner of site was designated as Office. In 2018, Riowalk Sandalwood Inc submitted an application for an OPA to amend the land use designation of the Office portion to Residential High Density, as well as to add a Special Site policy to permit medium density residential development for the whole site. A ZBA application was also submitted to rezone the whole site to RM8-13 to permit the use of townhouses. The applications were subsequently approved on August 1, 2018 to permit the development of 144 Back-to-back stacked townhomes.

1630-1650 Crestview Avenue is located just south of the QEW, at the southwest corner of Crestview Avenue and the South Service Road in Mineola. Carlyle Communities (Crestview) Inc submitted applications for an OPA and ZBA to allow for the development of 3-storey freehold townhouses with 20 units. The application was to amend the MOP land designation from Convenience Commercial to Medium Density Residential, and the Zoning By-law from C1 (Convenience Commercial) to RM-6-18 (Townhouse Dwellings on a Common Element Condominium). The amendments were approved by the Ontario Municipal Board on November 28, 2017.



Figure 2 | Development Application Map

Address	Distance	City File No.	Description	Status
1575 Hurontario Street	150m	OZ 17 21	18 townhouses with 36 below-grade parking spaces and 4 visitor spaces	Withheld
2024 & 2040 Camilla Road	450m	H-OZ 19 4	148 stacked and back to back townhouse dwellings	Approved
1630-1650 Crestview Avenue	500m	21CDM-M 19 11	20 Townhouses on a CEC Road	Approved
2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive	500m	OZ 12/003 W7	2 mixed-use towers, max 26 storeys and of 29 storeys	Approved

Table 1 - Surrounding Development Applications

2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive is located on the west side of Hurontario Street and north of Harborn Road within the Downtown Hospital Character Area. In 2012, Gordon Woods Development Limited submitted applications for an OPA and ZBA to permit two apartment buildings (36 and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes. In 2017, the applications were revised to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses on the ground floor, and 49 back-to-back dwellings. The OPA and ZBA were subsequently approved to allow the development of two mixed-use towers, one with a maximum height of 26 storeys and the second with a maximum height of 29 storeys.

## 2.5 Transportation Network

The subject site is located within an Intensification Corridor and an MTSA as identified on Schedule 2: Intensification Areas of the MOP. The following subsections outline the transportation network that connects the subject site to other parts of Mississauga and the wider region.

### 2.5.1 Road Network

**Hurontario Street** runs north-south and is identified in the MOP as an Arterial Road (Schedule 5: Long Term Road Network). It has a right-of-way width of 30 metres (MOP Schedule 8: Designated Right-of-Way).

Hurontario Street is undergoing significant change, with the construction of higher-order transit in the form of the LRT line, and future primary on-road/boulevard cycling route (MOP Schedule 7: Long-Term Cycling Routes). As part of the road network, Hurontario Street will continue to play an important and ever expanding role, providing connections to Downtown Mississauga and east-west routes such as Lakeshore Road and the QEW.



Rendering of 1575 Hurontario Street



View of 1630-1650 Crestview Avenue



Rendering of 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive

**Queen Elizabeth Way** is a two-way six-lane provincial highway running east-west (Schedule 5: Long Term Road Network). The section east of Hurontario Street has a right-of-way width of 22m for westbound road and 20m for eastbound road according to MOP Schedule 8: Designated Right-of-Way.

**South Service Road** is located to the immediate south of the QEW. The section east of Hurontario Street is designated as a Major Collector. It borders the subject site to the east and south and runs mostly parallel to the QEW.

### 2.5.2 Transit Network

#### Light Rail Transit Services

The Hazel McCallion Line, also known as Hurontario LRT will run along Hurontario Street in Mississauga and Brampton and fully integrate with municipal and regional transit systems. The project, valued at \$4.6 billion, includes 18 kilometres of new dedicated rapid transit between Port Credit GO Station in south Mississauga to the Gateway Terminal at Steeles Avenue in Brampton.

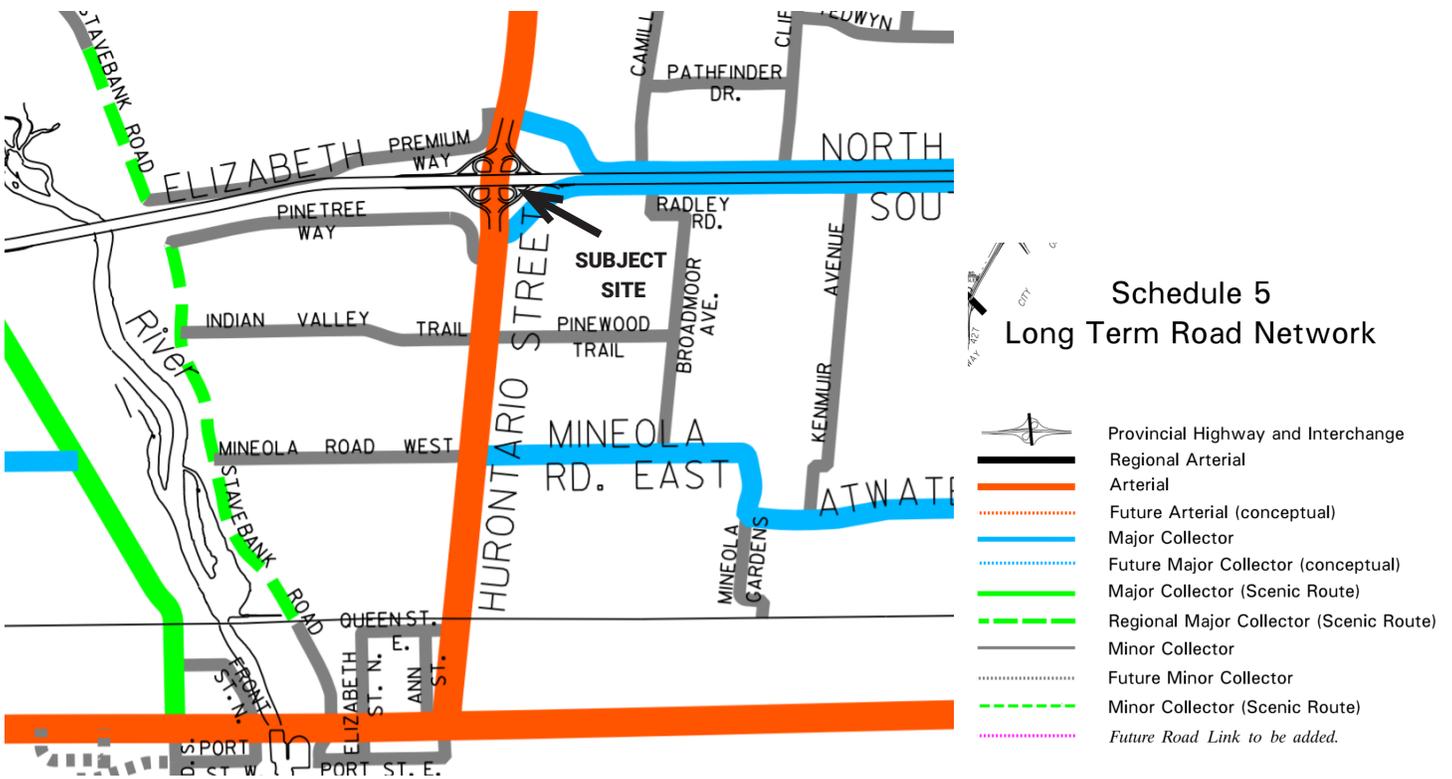


Figure 3 | Mississauga Official Plan - Schedule 5 - Long Term Road Network

The LRT will feature 19 stops and connect to major transit systems, including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, future Dundas BRT, Brampton Transit, ZUM, and MiWay. Construction of the Hazel McCallion Line is underway, expected to be completed in Fall 2024. The LRT project is the third project to include Metrolinx's Community Benefits program to help contribute to neighbourhood improvements.

The North Service Station will be located at the intersection of North Service Road and Hurontario Street, 350m northwest of the subject site (5-minute walk). The Mineola Station will be located at the intersection of Mineola Road and Hurontario Street, approximately 900m southeast of the subject site (10-12 minute walk).

### Bus Services

The subject site is within 200m of a bus stop serviced by MiWay route 2, which runs north-south along Hurontario Street and features 29 stops between Port Credit GO Station and City Centre Transit Terminal. It provides all-day service, seven days a week.

Route 2 connects to key transit stops at Port Credit and Cooksville, where GO trains and other MiWay routes such as 4, 8, 14, 23, 28, 38 and 53 are available.

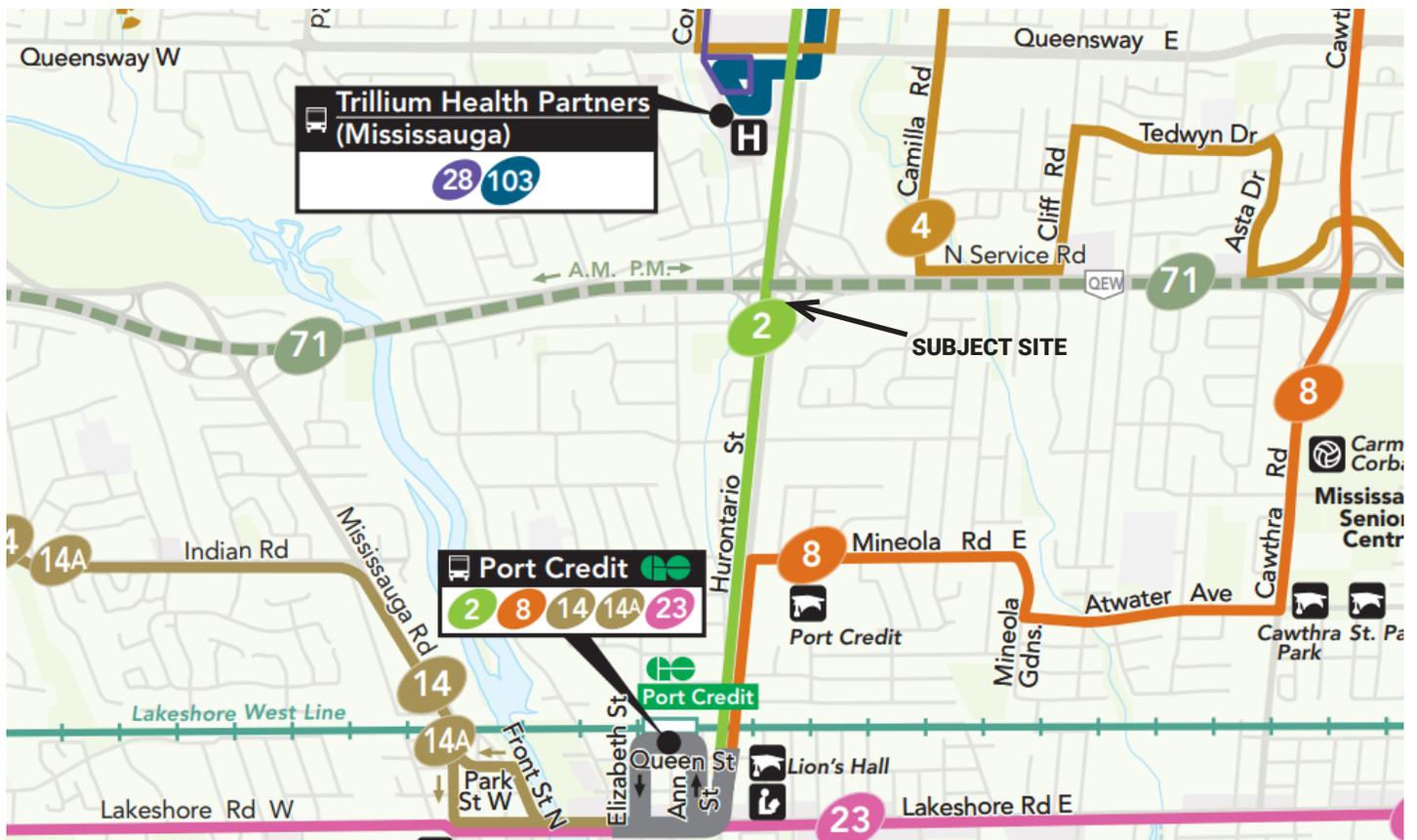


Figure 4 | Mississauga Transit Map



Figure 5 | Hurontario LRT Route

3.0

PROPOSAL

---

### 3.1 Development Overview

Edenshaw SSR Developments Limited proposes to redevelop the subject site with one high density residential building of 26 storeys (Figure 9). A total residential GFA of 21,348 m<sup>2</sup> (229,786 ft<sup>2</sup>) is proposed, which can provide 352 one to two-bedroom units. Four grade-related units are proposed on the east portion of the ground level.

A total of 902 m<sup>2</sup> (9,709 ft<sup>2</sup>) of outdoor amenity space and 339 m<sup>2</sup> (3,509 ft<sup>2</sup>) of indoor amenity space are proposed on the site; a total of 1,241 m<sup>2</sup> (13,218 ft<sup>2</sup>). The indoor amenity space will be located on the fifth level, with direct access to a large terrace wrapping around three sides of the building.

Three levels of underground parking with 137 parking spaces are proposed, including 102 residential spaces and 35 visitor spaces. A total of 229 bicycle spaces are proposed for residents, including 211 long-term parking spaces and 18 short-term spaces. Table 2 provides a summary of the proposed site statistics.

#### Site Layout and Pedestrian Circulation

The layout of the subject site is directed by its irregular shape and the surrounding road network. It is proposed to be developed with one 26-storey building with a floor plate of 886 m<sup>2</sup>. Located at the southeast corner of the QEW and Hurontario Street intersection, South Service Road provides access/egress to/from the subject site.



Rendering of the Base Building Looking Southeast

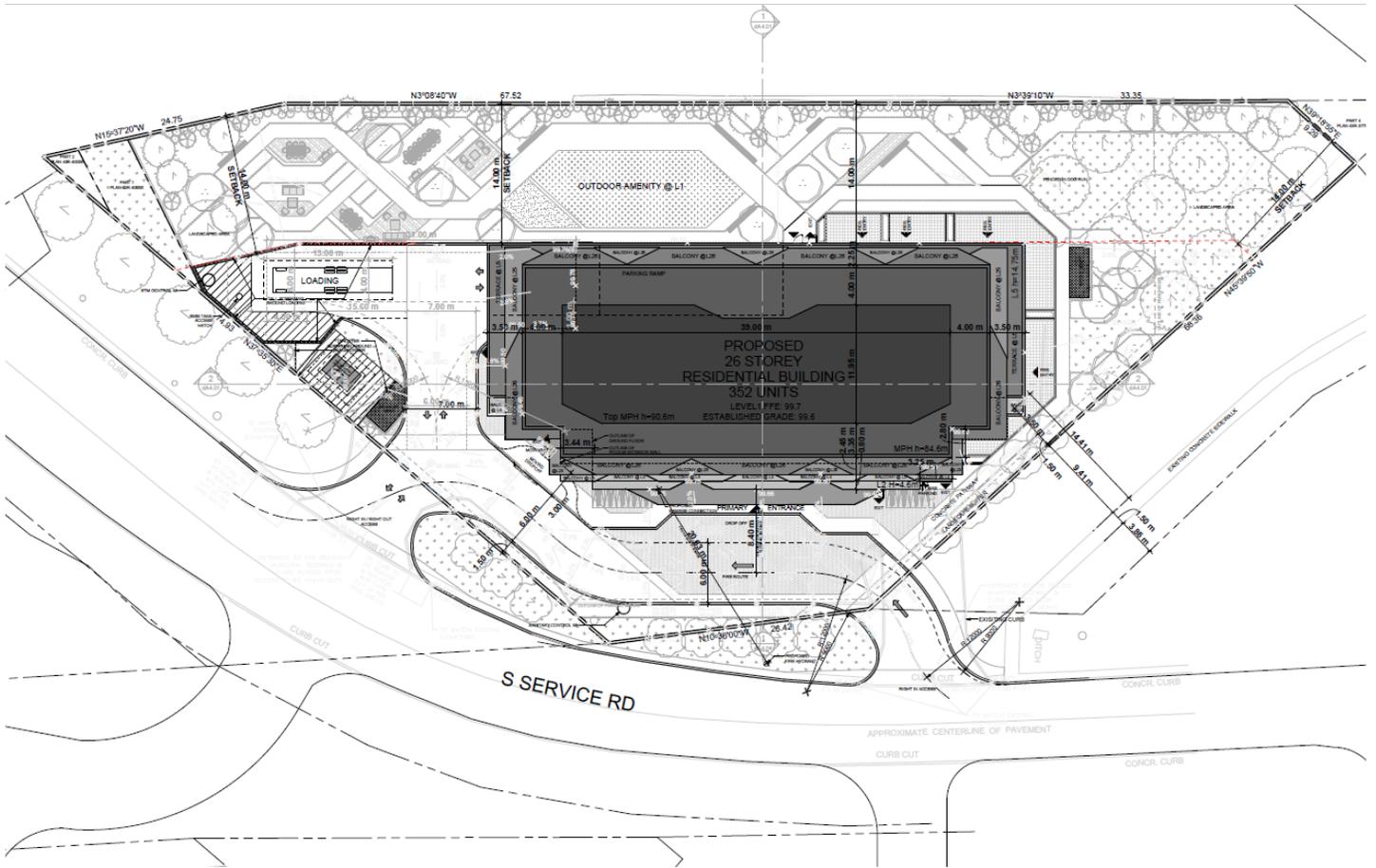


Figure 6 | Site Plan

## Built Form

The proposal includes one residential tower above a 5-storey podium. At the ground level, four residential units are located on the east portion of the floor, while servicing and loading areas are situated on the west and north side. Decorated with accent orange paneling, the podium respects the surrounding built environment by referencing existing residential buildings built with orange bricks. Above the podium, there is a setback at the fifth level, providing space for a large terrace area directly connecting to the indoor amenity area.

Starting from the sixth level, the tower portion of the building has a well-articulated exterior façade with staggered trapezoid-shaped balconies, adding visual interest to the skylines. The large separation distance between the proposed development and the existing neighbourhood minimizes the shadow impact on the surrounding low-rise dwellings.

## Landscaping and Streetscaping Improvements

### *External*

The public realm and streetscapes along South Service Road will be upgraded in accordance with City standards and consistent with existing and planned streetscapes in the neighbourhood.

### *Internal*

Landscaped areas will be provided around the property line to reduce visual and noise impacts resulting from the surrounding arterial and major collectors and provide recreational opportunities for residents. They will also enhance the privacy of the units on lower levels of the proposed building.

## Open Space and Amenity Areas

An outdoor amenity area of 902 m<sup>2</sup> is proposed on the southwest side of the site, accounting for 20.6% of the total lot area. Different zones are proposed to be integrated into the site plan including children's



Rendering of the Building Looking East



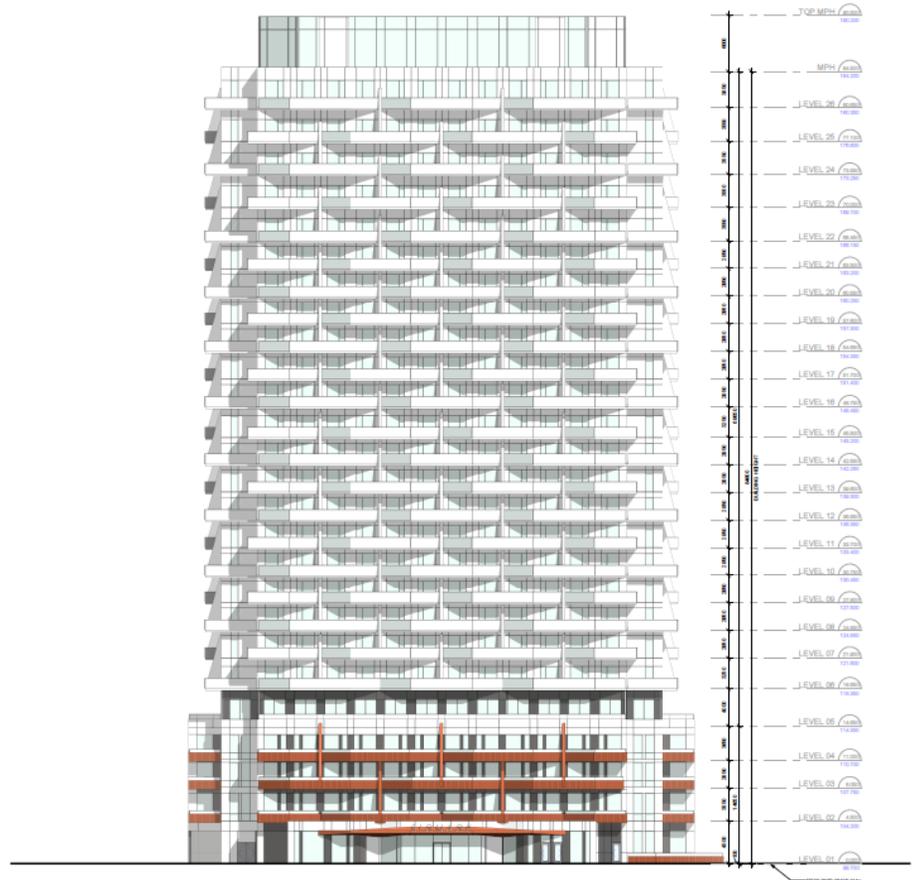
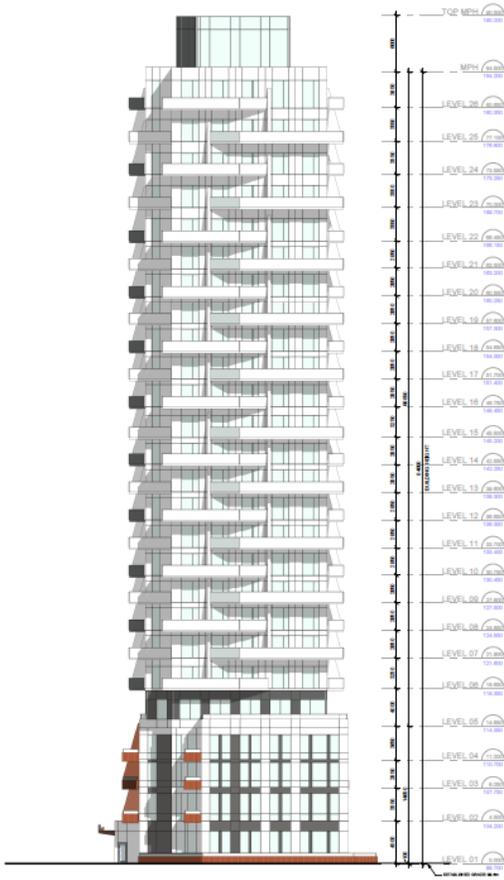


Figure 8 | North Elevation

Figure 9 | East Elevation

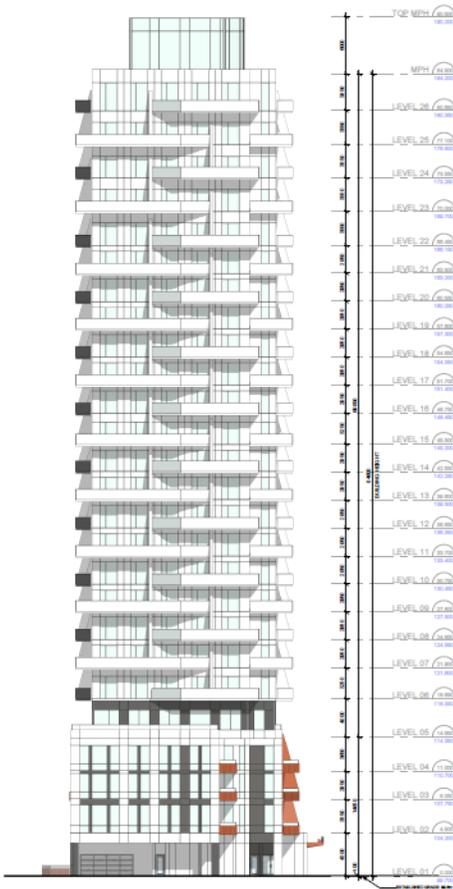


Figure 10 | South Elevation



Figure 11 | West Elevation

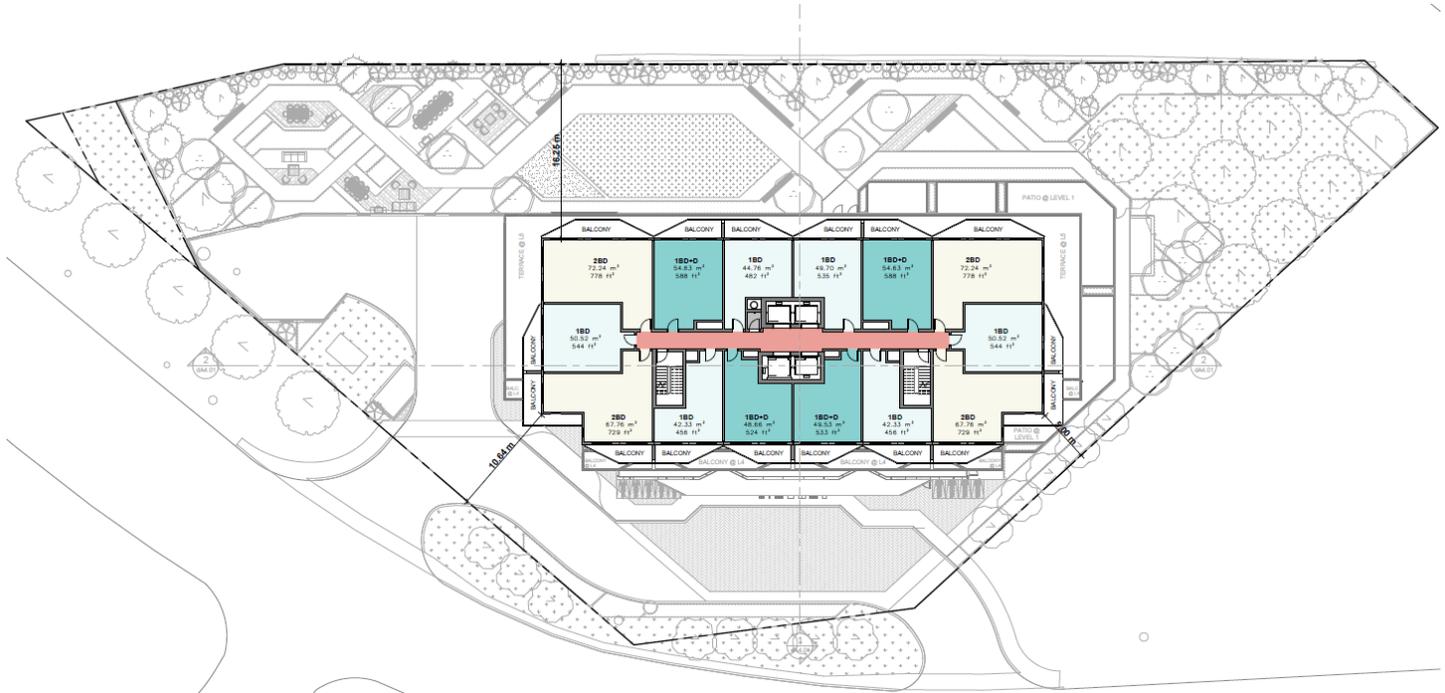


Figure 12 | Floor Plans Levels 6-26 (Even Levels)

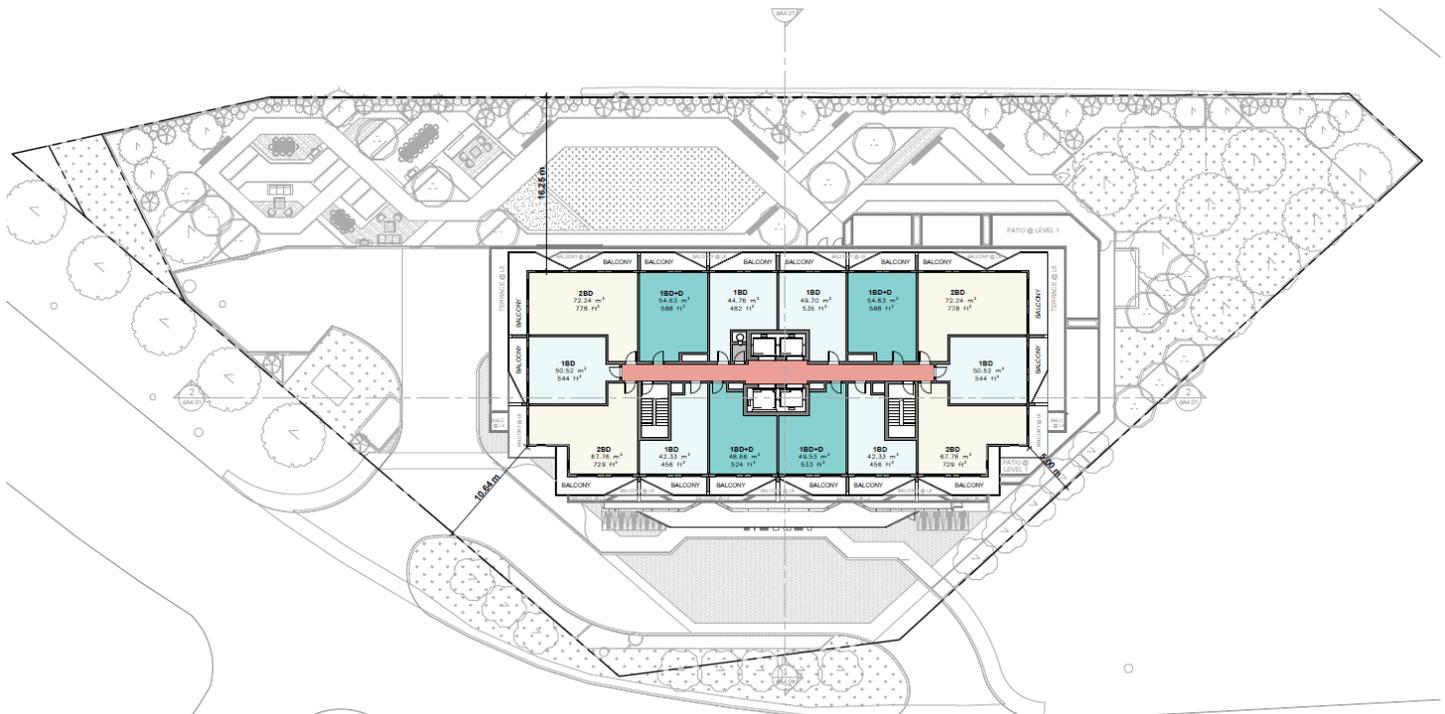


Figure 13 | Floor Plans Levels 7-25 (Odd Levels)

play area, quiet garden seating area and dining and lounge areas. An indoor amenity area of 339 m<sup>2</sup> is proposed within the top floor of the podium with access to a large terrace.

### **Servicing and Vehicle Access**

Two entry points from South Service Road are proposed to facilitate vehicular access for parking and servicing. A continuous concrete walkway will be provided to connect the existing pedestrian sidewalk and the primary entrance of the building. Lay-by parking is planned on the internal driveway for pick-up and drop-off to minimize the impact on vehicular movement along South Service Road.

### **3.2 Required Approvals**

The subject property is designated Residential Low Density II under the MOP and is located within the Hurontario Intensification Corridor and an MTSA. An OPA is required to permit a high-density residential building of 26 storeys. The OPA will also amend specific performance standards, including policies related to building heights and FSI.

City of Mississauga Zoning By-law 0225-2007 zones the property R1 (Detached Dwellings), which permits detached dwellings. As such a ZBA is required to permit the proposal. The proposed zone is RA5-XX (Residential Apartment) with site-specific exceptions including maximum height limit of 85m, maximum FSI limit of 4.9 and reduced parking requirements.

### **3.3 Public Consultation**

The public consultation approach will follow regulations outlined in the Planning Act and City of Mississauga OPA and ZBA processes.

Stakeholders and the public will be engaged throughout the development application review process via community meetings and statutory meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person. An application notice sign will be posted on the subject site and updated throughout the development application review process. A pre-application community meeting was not required as per the DARC submission requirements dated July 13th, 2022. A community meeting will be held following the application submission.

Table 2 - Summary of Site Statistics

<b>Site Area</b>	0.44 hectares (1.08 acres)
<b>Height (floors / m.)</b>	26 storeys / 84.5 m
<b>Gross Residential Floor Area (GFA)</b>	21,348 m <sup>2</sup> (229,786 ft <sup>2</sup> )
<b>Number of Residential Units</b>	
One-Bedroom	141 (40%)
One-Bedroom + Den	93 (26%)
Two-Bedroom	118 (34%)
Total	352
<b>Amenity Space</b>	
Outdoor	902 m <sup>2</sup> (9,709 ft <sup>2</sup> )
Indoor	339 m <sup>2</sup> (3,509 ft <sup>2</sup> )
Total Amenity Space	1,241 m <sup>2</sup> (13,218 ft <sup>2</sup> )
<b>Amenity Space per unit</b>	3.53 m <sup>2</sup>
<b>Floor Space Index (FSI)</b>	4.88
<b>Parking Spaces</b>	
Residential	102 (0.29 per unit)
Visitor	35
Total Parking Spaces	137
Bicycle Parking Spaces	229

4.0

---

POLICY AND  
REGULATORY  
CONTEXT

## 4.1 Overview

The following sub-sections provide an overview of Provincial, Regional, and Municipal planning policies that inform development on the subject site. This discussion outlines how the proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and Regional Official Plan (ROP), and is consistent with the direction and policy framework of the MOP.

## 4.2 Planning Act

The Planning Act R.S.O. 1990, c. P.13 (“Planning Act”) is the legislation that governs land use planning in Ontario. It enables municipalities to control land use and provides the mechanisms to exercise this control.

Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard to when carrying out responsibilities. Matters that apply to the proposed development include:

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

*provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

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

## Summary

The proposed development of the subject site is consistent with the Planning Act and has appropriate regard to matters of provincial interest.

## 4.3 Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020, replacing the PPS issued April 30, 2014. The PPS sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act.

Section 1 of the PPS provides policies for building strong and healthy communities. Policy 1.1.1 encourages efficient development and land use patterns, an appropriate range and mix of residential and employment uses, and cost-effective development patterns to minimize land consumption and servicing costs.

The subject site is located within a settlement area and built-up area according to Schedule D4 of the Region of Peel Official Plan. The PPS states that settlement areas should be the focus of growth and development (Policy 1.1.3.1). Land use patterns within these areas should feature opportunities for intensification and have a density and mix of land uses that efficiently use land and resources, are appropriate for planned or available infrastructure, support active transportation, and are transit-supportive (Policy 1.1.3.2).

The proposed development implements a land use pattern that efficiently uses the land and surrounding resources. The proposed residential use supports the existing and under-construction transit and active transportation network. With adequate water and sanitary servicing as outlined in the Functional Servicing Report (see Section 5.7), the proposed development will make efficient use of existing municipal services and infrastructure.

Section 1.4 provides a framework for housing by encouraging an appropriate range and mix of housing types and densities. Policy 1.4.3 states, in part:

*“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: ...*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

*f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

Infrastructure and public service facilities are outlined in Section 1.6 of the PPS, with transportation

systems provided in Policy 1.6.7. The PPS promotes a land use pattern, density, and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4).

The Functional Servicing Report outlines that the subject site is serviced by existing municipal services and infrastructure, including public transit. Hurontario Street is an arterial road and a higher-order transit corridor, with LRT construction underway. Hurontario Street will incorporate on-road cycling lanes to encourage alternative means of active modes of transportation. In addition, the proposed development is within a walkable distance of public and private amenities. Therefore, the subject site is well-positioned to provide new housing at a density that supports the use of active transportation.

Section 1.7 provides a framework for supporting economic prosperity. Policy 1.7.1 states, in part:

*“Long-term economic prosperity should be supported by: ...*

*b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

*c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

*e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposal enhances an underutilized site along Hurontario Street by developing it into a compact and transit-oriented site, adding 352 one to two-bedroom residential units to the Mineola Neighbourhood and the City.

## Summary

Based on the above rationale, it is our opinion that the proposed development, OPA and ZBA are consistent with the PPS.

## 4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was issued under Section 7 of the Places to Grow Act and came into effect in May 2019. It was amended in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity. According to Section 3(5) of the Planning Act, planning decisions must conform to or not conflict with the Growth Plan. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Section 1.2.1 outlines the guiding principles of the Growth Plan. The most pertinent to the proposal include to:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;*
- *Improve the integration of land use planning with planning and investment in infrastructure*

*and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,*

- *Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.*

The Growth Plan directs growth to settlement areas that have a delineated built boundary, have existing municipal water and wastewater systems, and can support the achievement of complete communities (Policy 2.2.1(2)(a)). Within these areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit), and areas with existing or planned public service facilities (Policy 2.2.1(2)(c)).



Strategic growth areas are defined as:

*“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas” (Section 7 – Definitions).*

Growth Plan policies encourage growth within settlement areas to be focused in locations with existing or planned transit, prioritizing higher order transit (Policy 2.2.1(2)). The proposed development is within a settlement area with a delineated built boundary with existing water and wastewater systems. It assists in the creation of a complete community by providing a mix of housing options in a location served by frequent transit and local amenities.

Policy 2.2.1(4) states in part that *“... the policies of this Plan will support the achievement of complete communities that:*

*a) Feature a diverse mix of land uses, including residential and employment uses and convenient access to local stores, service and public service facilities;*

*c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

*e) provide for a more compact built form and a vibrant public realm, including public open spaces;”*

The proposed development contributes to the range and mix of housing options in Mississauga. The existing housing stock in Mineola is predominantly in the form of single detached houses, which are less affordable than other housing types and can be hard to maintain by people with mobility issues. Consisting of one-bedroom (40.1%), one-bedroom plus den (26.4%) and two-bedroom units (33.5%), the housing options provided by the proposed development will increase the range and mix of housing options to accommodate a wider range of incomes and ages.

Policies in Section 2.2.2 provide direction for land use planning in delineated built-up areas. The Growth Plan states that by the time the next municipal comprehensive review is approved and for each year thereafter, a minimum of 50 percent of all residential development occurring annually within areas including Peel Region will be within the delineated built-up area (Policy 2.2.2(1)(a)).

Section 2.2.4 of the Growth Plan focuses on Transit Corridors and Station Areas. MTSA's on priority transit corridors that are served by light rail transit are to be planned for a minimum density target of 160 residents and jobs combined per hectare according to Policy 2.2.4(3).

MTSA's are to be designed as transit-supportive, offering multimodal access to stations, connections to and integration with local and regional transit services, and infrastructure to support active transportation (Policy 2.2.4(8) and 2.2.4(10)). Section 2.2.4 (5) allows upper- and single-tier municipalities to delineate boundaries and set minimum density targets for MTSA's. According to the existing MOP, the subject site is within the North Service MTSA, for which the minimum density target is 160 people and jobs per hectare. However, it is also located within the proposed Mineola PMTSA in the adopted Peel 2051

Official Plan (Adopted ROP). The proposed minimum density target for the Mineola PMTSA is 50 people and jobs per hectare, as outlined in Table 5 of the Adopted ROP. This is an exceptionally low target for an area with rapid transit. To reach the Adopted ROP density target of 50 people and jobs per hectare the PMTSA requires an additional 1,094 people and jobs by 2051. As Mineola is almost fully built out with single detached dwellings, there are very few redevelopment sites appropriate for higher density housing. The subject site provides a rare opportunity in close proximity to Hurontario Street and without transition concerns to low density housing to accommodate intensification assisting the Region's density targets for the Mineola PMTSA .

Section 2.2.6 outlines policies related to housing and encourages a diverse range and mix of housing options and densities (Policy 2.2.6.2). The proposal will expand the existing housing supply and contribute to intensification and density targets for the City of Mississauga. Non-ground-related and smaller units are not currently available in the Mineola Neighbourhood; the provision of a high density housing form will support the concept of aging in place and other aspects of complete communities.

Transportation in the Greater Golden Horseshoe should provide connectivity among transportation nodes, offer a balance of transportation choices that reduce reliance upon automobile use and promote transit and active transportation modes, and offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities (Policy 3.2.2(2)).

The transit network servicing the subject site, including LRT networks, supports many of the policies outlined in Section 3.2.2 and 3.2.3 including reduced greenhouse gas emissions and upgraded linkages between transit stations and other municipalities (Policy 3.2.3(2)).

To achieve climate change goals outlined in Section 4.2.10, municipalities must support the achievement

of complete communities and the minimum intensification and density targets outlined in the Growth Plan. They should also reduce dependence on the automobile and support existing and planned transit and active transportation (Policy 4.2.10(1)).

The proposed building is within the Hurontario intensification corridor, a MTSA and a proposed PMTSA. The site's access to the future LRT minimizes the need for private automobiles and encourages environmentally friendly modes of transportation. The Transportation Demand Management (TDM) measures outlined in GHD Limited's Traffic Impact Study promote the use of public transit and active transportation that will reduce vehicular traffic and create a pedestrian-friendly environment.

### Summary

Based on the rationale provided above, it is our opinion that the proposed development, OPA, and ZBA conform to the policies of the Growth Plan.

## 4.5 Region of Peel Official Plan

The ROP guides growth and development in the Region of Peel (the Region). The ROP was adopted by Regional Council on July 11, 1996 and received ministerial approval with modifications on October 22, 1996. The Province has delegated approval authority of Mississauga Official Plan and official plan amendments to the Region of Peel. On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the Adopted ROP, which is currently awaiting Provincial approval. The Region completed a Municipal Comprehensive Review (MCR), based on Provincial requirements, including policy changes related to PMTSAs, Intensification Targets, and Settlement Area Boundary Expansions, amongst others.

At the time this report was prepared (October 2022) the Adopted ROP had not received Provincial approval. Therefore, the proposed development will be subject to the policies in place at the time of submission. The

September 2021 Office Consolidation was used in the preparation of this report.

The ROP seeks to provide a long-term, holistic approach to planning that guides growth and development in Peel while protecting the environment, managing resources, and outlining a regional structure that manages growth effectively and efficiently.

Table 3 in Section 4.2 of the ROP outlines population, households, and employment forecasts for Peel Region. 2031 forecasts for Mississauga anticipate a population of 805,000 people, 270,000 households, and 510,000 jobs. This represents an increase of 37,000 people and 10,000 jobs from 2021. In the Adopted ROP, it is predicted that by 2041 the population, households and jobs of Mississauga will grow to 920,000, 320,000 and 565,000, respectively. By 2051, the numbers will further increase to 995,000, 345,000 and 590,000 respectively for the abovementioned categories.

Chapter 5 of the ROP contains broad planning goals, objectives, and policies in response to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in Peel Region. These communities will be connected by a multi-modal transportation system and provide efficient use of land, public services, and infrastructure (Section 5.1.2).

The subject site's location in close proximity to Hurontario Street, a higher order transit corridor, and future Hazel McCallion Line station facilitates the development of a transit-oriented, high density residential community. The proposed development will provide a mix of housing options, which can benefit future residents and increase land use efficiency.

According to Schedules D and D4 of the ROP, the subject site is located within the Urban System and Built-Up Area. Objectives for the Urban System include establishing healthy, complete urban communities

that contain living, working, and recreational opportunities (5.3.1.3), achieving intensified and compact form and a mix of land uses (5.3.1.4), and achieving a pedestrian-friendly and transit-supportive urban structure, form, and density (5.3.1.5), among others. Policy 5.3.3.2.5 requires municipalities to support increased residential and employment densities within MTSAs and major intensification opportunities, including brownfield and greyfield redevelopment to ensure transit viability and a mix of uses.

The proposal directs development to the Urban System and Built-Up Area and will efficiently use existing services and infrastructure while encouraging a compact built form in accordance with Policy 5.3.2.3.

The subject site is also located just south of a Conceptual Urban Growth Centre; the boundary abuts the north side of the QEW. Objectives for Conceptual Urban Growth Centre consist of achieving a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier (5.3.3.1.4) and including a range and mix of high intensity compact forms and activities (5.3.3.1.1).

ROP Section 5.5 addresses how the Region will contribute to the achievement of complete communities as outlined in the Growth Plan. It directs municipalities to incorporate Official Plan policies that develop compact, well-designed, transit-oriented communities that offer transportation choices, include a diverse mix of land uses, and have an appropriate mix of housing, a good range of jobs, and easy access to retail and services (Policy 5.5.2.1). The ROP also directs a significant portion of new growth to built-up areas (Policy 5.2.2.2). The vision is implemented through intensification policies set out in Section 5.5.3.

Intensification will be promoted and facilitated by Regional Council (Policy 5.5.3.2.2); by 2031, the minimum amount of residential development



Figure 14 | Region of Peel Official Plan - Schedule D - Regional Structure

allocated within Mississauga's built-up area will be 52,000 units (Policy 5.5.3.2.5). Policy 5.5.3.1.5 encourages the development of mixed-use, transit-supportive, and pedestrian-friendly urban environments that reduce automobile dependence.

The subject site represents a prime opportunity for redevelopment and intensification of an underutilized site due to its proximity to LRT stations. The proposal uses existing infrastructure in the area and establishes a pedestrian-friendly environment through its compact and transit-oriented design.

The proposal supports the achievement of a complete community and directs growth to the built-up area. The proposed 352 residential units will be accommodated immediately adjacent to the Conceptual Urban Growth Centre and will contribute to the 2031 minimum density targets.

Housing policy that furthers sustainable development patterns is detailed in Section 5.8. Objective 5.8.1.1 sets a goal of providing an appropriate range and mix of housing types, densities, sizes, and tenure to meet projected requirements and housing needs.

Area municipalities are encouraged to support residential redevelopment in areas with sufficient existing or planned infrastructure (Policy 5.8.2.2) and encourage and support a range of densities and forms of housing affordable to all households (Policy 5.8.2.3).

A total of 352 residential units are proposed within the building. The project team will discuss the potential for the provision of affordable housing with City staff. The proposal provides opportunities for housing in a location with access to a range of amenities and a well-connected transit network.

Section 5.9 sets out objectives and policies related to transportation in Peel. General objectives include:

- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system (Policy 5.9.1.2);
- To support the provision of improved transportation mobility and choice to all residents, employees, and visitors (Policy 5.9.1.3);

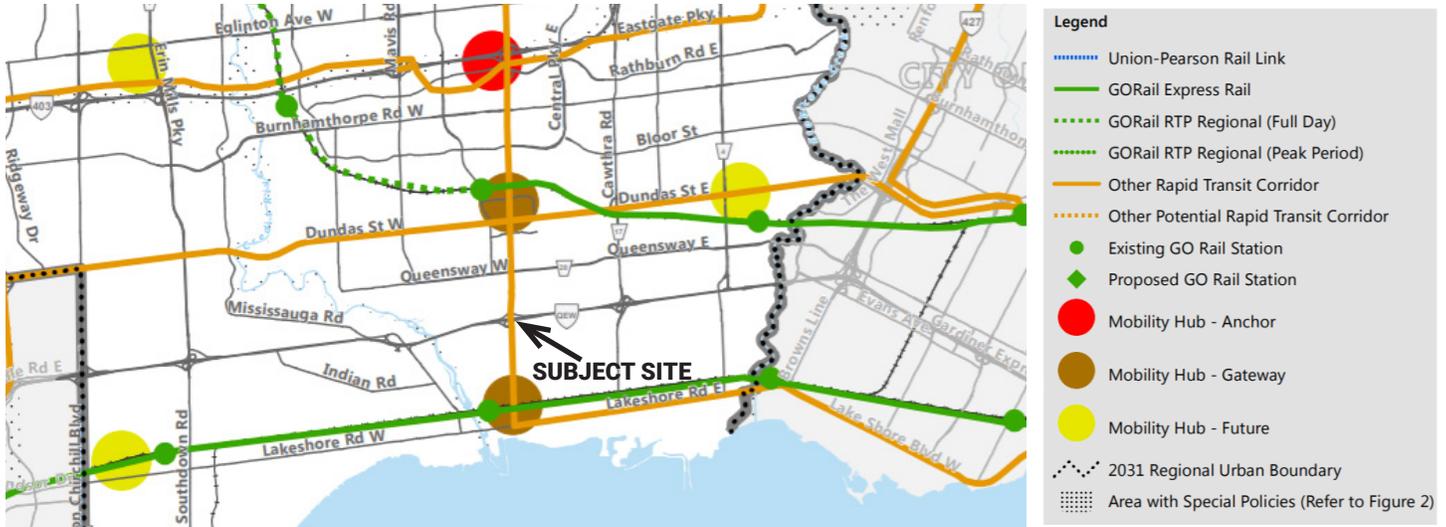


Figure 15 | Region of Peel Official Plan - Schedule G - Rapid Transit Corridors

- To promote and encourage the increased use of public transit and other sustainable modes of transportation (Policy 5.9.1.4);
- To optimize the use of the Region's transportation infrastructure and services (Policy 5.9.1.5);
- To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles (Policy 5.9.1.6); and,
- To support the integration of transportation planning, transportation investment and land use planning (Policy 5.9.1.10).

In support of these objectives, municipalities are directed to optimize the use of existing and new Regional transportation infrastructure to support growth through efficient, compact form (Policy 5.9.2.5).

The proposed development and performance standards are supportive of a multi-modal transportation system and a pedestrian-friendly, urban environment. The building makes efficient

use of an underutilized site located at the Hurontario Street and QEW Interchange. According to Schedule E, Hurontario Street is classified as a Major Road. The Major Road Network provides for inter- and intra-municipal travel within Peel according to Section 5.9.4 of the ROP.

Policy changes through Adopted ROP, 2022, require that proposed developments within an MTSA are to be reviewed according to the following objectives until local municipalities establish MTSA policies in accordance with Section 16(16) of the Planning Act:

- Demonstrates how the development will contribute to transit supportive densities that recognizes the character and scale of the surrounding community;*
- Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop;*
- Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;*

- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods;
- e) Considers the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;
- f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and
- g) Supports high quality public realm improvements to enhance the Major Transit Station Area.

density of 50 people and jobs per hectare.

The proposal meets the objectives and policies outlined in the Adopted ROP. The site is unique within Mineola as it is one of very few sites where additional height will not have an impact on the existing community due to the separation from the low-rise established neighbourhood. With 352 one and two-bedroom units, the proposed development is expected to bring 647 new residents to the area, which equates to approximately 11.2 new residents per hectare. If the proposed development is approved, the density of the Mineola PMTSA will reach 41.2 people and jobs per hectare, still falling short of the minimum density requirements. Therefore, it is critical to utilize this rare intensification opportunity to narrow the density gap and make the best use of the site's proximity to the LRT station.

In the Adopted ROP, 2022, the subject site is within the delineated boundary of the proposed Mineola PMTSA (Figure 16). The Mineola PMTSA is proposed to become a Secondary PMTSA with a minimum



Figure 16 | Peel 2051 Region Official Plan - Schedule E5 - Major Transit Station Areas

In addition, the proposed densities are transit-supportive and compact helping to connect an underutilized site back to the existing and future urban fabric through its built form and provide a safe, attractive, and vibrant environment for pedestrians and commuters.

### Summary

The subject site is within the Urban System and Built-Up Area where the ROP directs future growth. A range of residential unit types is proposed, in line with the principles and objectives for complete communities in the region. The proposed built form is compact and reflects transit-oriented density. The proposal enhances the area by redeveloping an underutilized site supporting the proposed Mineola PMTSA to achieve its minimum density target. For the reasons outlined above, it is our opinion that the proposed development and OPA and ZBA conform to the policies of the ROP.

## 4.6 City of Mississauga Official Plan

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal); this Section refers to the October 21, 2021 office consolidation, including appeal decisions and Council-approved amendments.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the city's long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth until 2051, incorporate new provincial legislation and

regulations, policy initiatives, and plans, and consider new trends ideas and policy implications.

This Section outlines chapters of the MOP that contain relevant policies to help guide the development potential of the subject site.

### Chapter 4 – Vision

Chapter 4 sets the guiding principles for the MOP, which include providing a range of mobility options by connecting people with places through coordinated land use, planning for a wide range of housing, and supporting the creation of distinct, vibrant, and complete communities (Section 4.4).

To achieve these objectives, the MOP seeks to direct growth to locations supported by planned and higher order transit, pedestrian-oriented development, and community infrastructure (Section 4.5). It aims to support complete communities by promoting urban form and development that supports public health and ensuring that communities provide access to a range of uses and services required to meet daily needs (Section 4.5). The MOP also states that new development will be directed to locations that support existing and planned transit and active transportation facilities to support the objective of creating a multi-modal city (Section 4.5). The MOP supports creating vibrant mixed-use communities and using placemaking initiatives to support active living (Section 4.5).

The proposal implements a complete community approach to planning as the site will be served by high order public transit and is near a variety of commercial uses and community amenities. The proposal will provide a variety of housing options including one and two-bedroom units that are not currently available in Mineola. It will also improve the pedestrian environment between the existing low-density neighbourhood and the future LRT station .

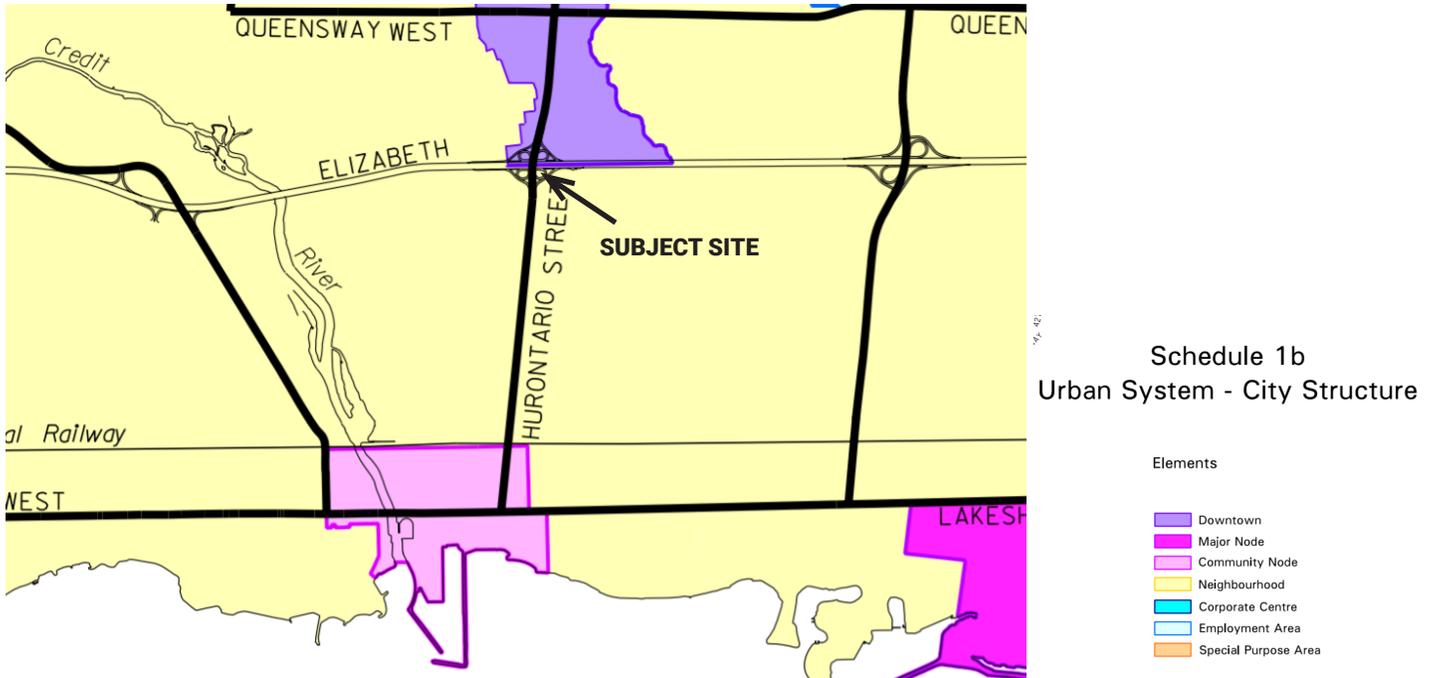


Figure 17 | Mississauga Official Plan - Schedule 1B - Urban System - City Structure

**Chapter 5 – Direct Growth**

Chapter 5 of the MOP directs growth within the City of Mississauga. The MOP encourages compact, mixed-use development that is transit-supportive and in appropriate locations to provide a range of local live/work opportunities (Policy 5.1.6).

Section 5.3 delineates the role of the City Structure in directing and accommodating growth. The subject site is located along Corridors within Neighbourhoods. Section 5.3.5 and Section 5.4 set out policies for Neighbourhoods and Corridors respectively. It states in both sections that higher density uses within Neighbourhoods are directed to Corridors and they should provide appropriate transitions in height, built form and density to the surrounding lands. Within Neighbourhoods, active transportation modes will be given priority (Policy 5.3.5.7). It is also stated in Policy 5.4.13 that low density residential development will be discouraged from locating within Intensification Corridors.

Section 5.5 sets out policies for Intensification Areas, which include Intensification Corridors and MTSA's (Policy 5.5.1). According to Schedule 2 of the MOP, the subject site is within the Hurontario Intensification Corridor and an MTSA. Intensification Areas are encouraged to have a mix of medium and high-density housing (Policy 5.5.7) to maximize existing and planned infrastructure (Policy 5.5.9). This means residential density must be sufficiently high to support transit usage (Policy 5.5.8).

Schedule 2: Intensification Areas identifies the subject site as within an Intensification Corridor, defined as lands with the potential for higher density mixed use development consistent with planned transit service levels (Figure 17). In general, development in Intensification Areas should be compact, mixed-use, and transit-supportive (Policy 5.4.4). The site was previously used as a two storey police station with surface parking, while the proposed development will result in a high-density, compact, community-

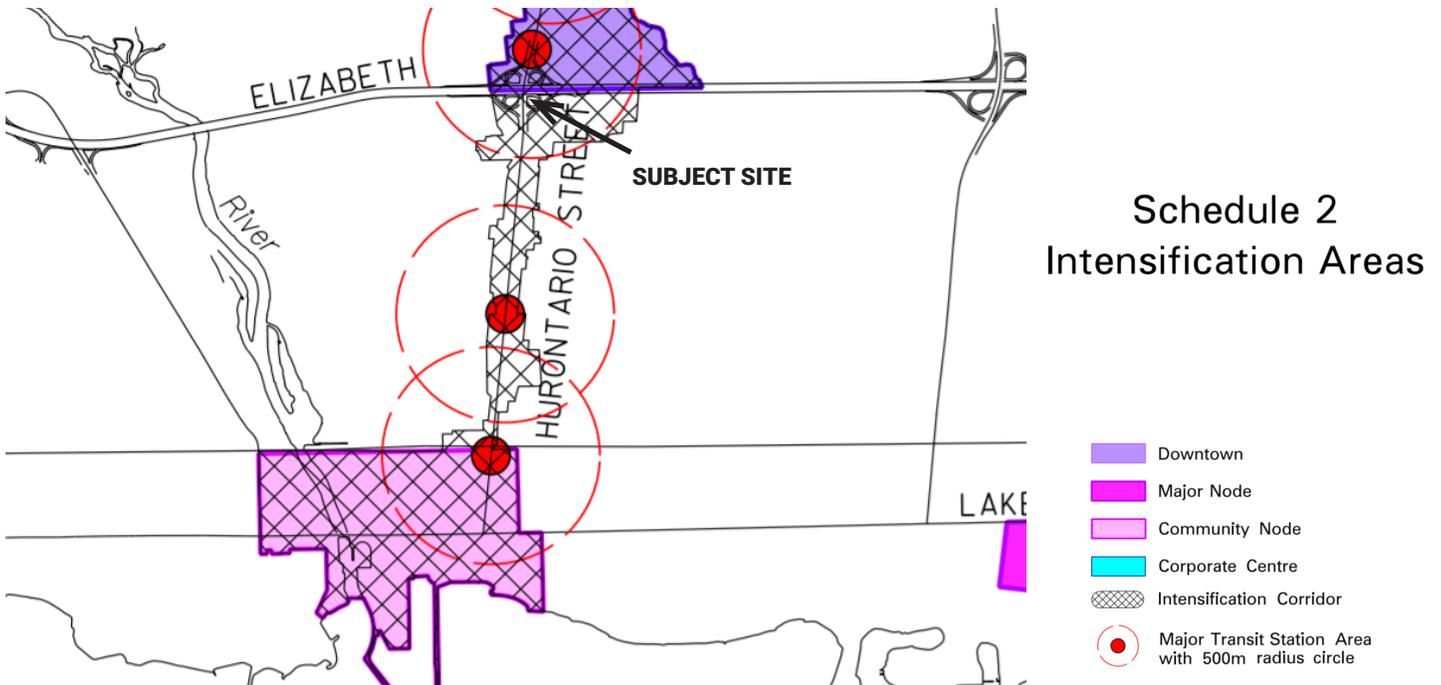


Figure 18 | Mississauga Official Plan - Schedule 2 - Intensification Areas

oriented, and transit-supportive use consistent with the policies for Intensification Corridors.

The proposed development makes efficient use of land and resources, creating 352 residential units on the subject site to maximize and support the existing and planned infrastructure. In particular, a dense residential development will capitalize on the recent investments, including the under-construction Hazel McCallion Line.

**Chapter 6 – Value the Environment**

The MOP seeks to promote sustainability through land use policies outlined in Chapter 6. These include building communities that are environmentally sustainable and encourage sustainable ways of living (Policy 6.2.2). It is also worth noting that the subject site is located within 50m of arterial and major collector and provincial highway rights-of-way, so a detailed noise impact study is required to measure

sound levels for the proposed development (Policy 6.10.3.1).

The proposed development will have no adverse impacts on the surrounding environment, as indicated in the noise report prepared by J.E. Coulter Associates Limited. The report recommends noise control measures similar to those required for residential development built nearby busy roads. The report found the proposed development is feasible from a noise and vibration perspective, and there are no major noise or vibration issues that would prove challenging to address at later stages of the design.

**Chapter 7 – Complete Communities**

Chapter 7 of the MOP outlines policies that build upon the Growth Plan’s complete community goals. To create complete communities and develop a built environment supportive of public health, the City encourages compact, mixed-use development that

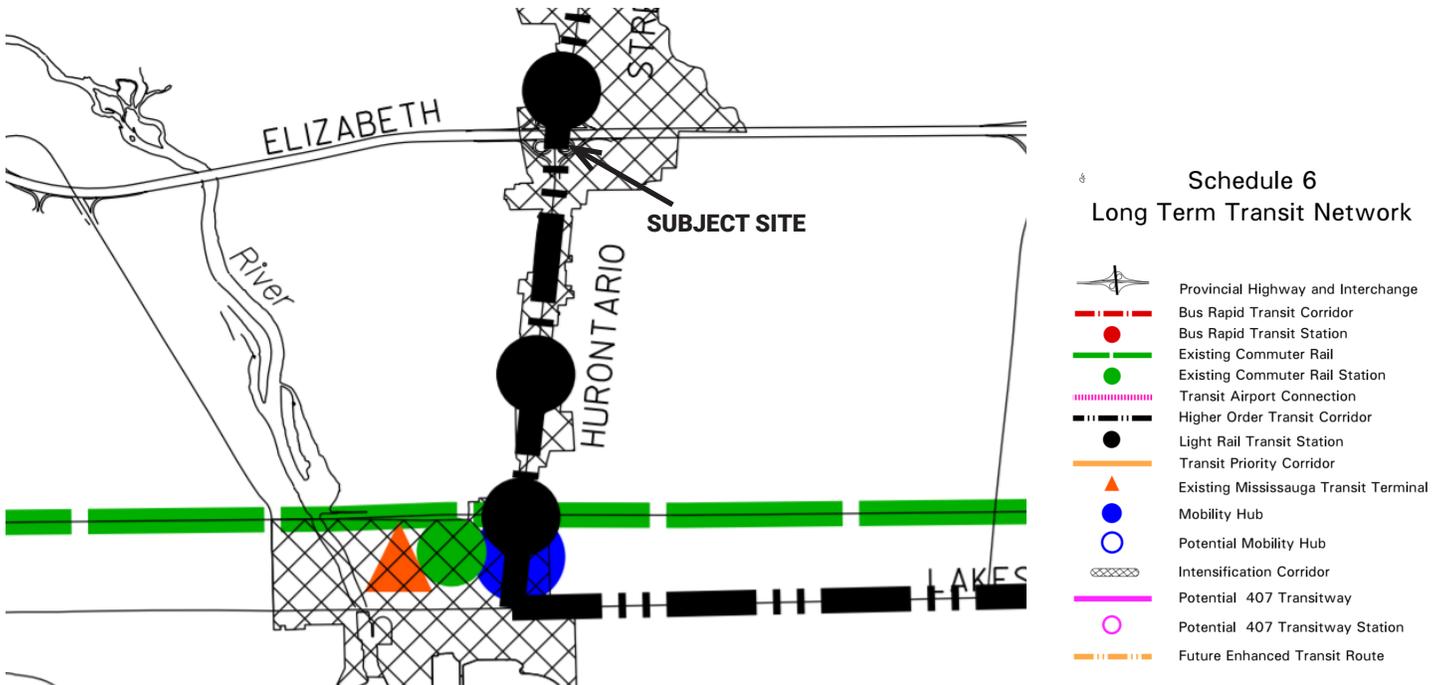


Figure 19 | Mississauga Official Plan - Schedule 6 - Long Term Transit Network

reduces travel needs by integrating land uses and promotes land use planning practices conducive to good public health (Policy 7.1.3). The proposed development represents compact built form and is well serviced by existing and planned public facilities, reducing travel needs.

Housing is a significant facet of complete communities. The MOP states that housing must accommodate people with diverse housing preferences and socioeconomic characteristics and needs (Policy 7.1.6). To achieve this goal, Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure, and price (Policy 7.2.2(a)). New housing must maximize the use of community infrastructure and engineering services (Policy 7.2.1), and housing that meets the needs of young adults, older adults, and families is encouraged in Community Nodes (Policy 7.2.9).

The proposed development has a variety of unit sizes that can accommodate a range of household

sizes and incomes. A total of 352 residential units are proposed, ranging from one bedroom to two bedrooms in size, with 141 one-bedroom units; 93 one-bedroom plus den units and 118 two-bedroom units. The proposed residential units can create more accessible housing opportunities along Mississauga’s underdeveloped high order transit corridor. Existing community services and infrastructure well service the surrounding area. The Functional Servicing Report by WSP Canada Inc. found that the site’s existing sanitary sewage and storm sewage systems have adequate capacity for the proposed development.

**Chapter 8 – Create a Multi-Modal City**

Mississauga is evolving from a vehicle-oriented built form to a more urban municipality. This transformation requires more opportunities for carpooling, transit, and active transportation choices. Chapter 8 of the MOP provides policies for creating a multi-modal transportation system that supports the creation of compact, complete communities.

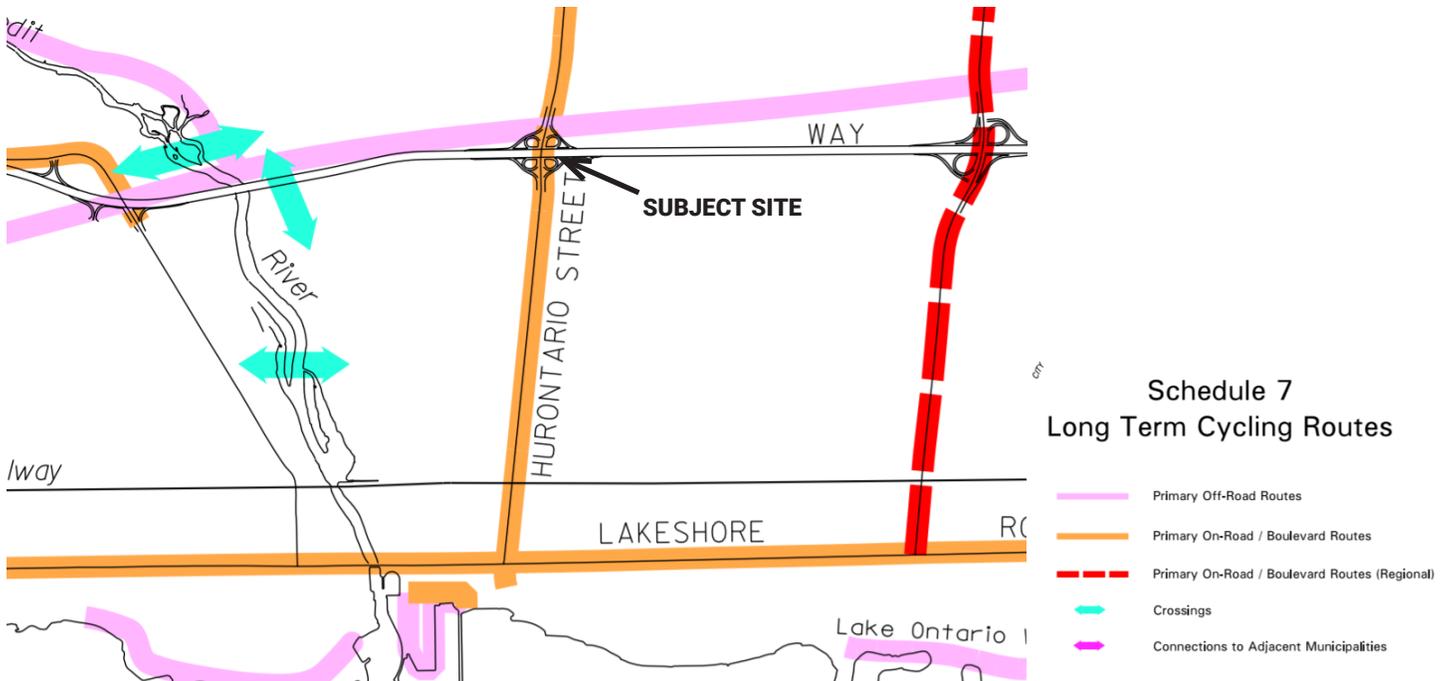


Figure 20 | Mississauga Official Plan - Schedule 6 - Long Term Transit Network

The MOP promotes active transportation and development that reduces the need to travel by car to fulfill daily needs (Section 8.2.3). The transit network will be supported by compact, pedestrian oriented, mixed use land development in nodes, mobility hubs, and along Corridors (Section 8.2.3).

The subject site is served by MiWay route 2, connecting Port Credit GO Station and Mississauga City Centre. It is expected to have increased transit and active transportation infrastructure in the coming years when LRT and cycling routes will be available along Hurontario Street. Schedule 6: Long Term Transit Network identifies the subject site along a higher order transit corridor and adjacent to a light rail transit station (Figure 18). Schedule 7: Long Term Cycling Routes identifies Hurontario Street as future primary on-route/boulevard route for cyclists (Figure 19). The proposed development will be within walking distance to a variety of public transit and active transportation options, which will promote

healthier, less carbon producing and environmentally-friendlier forms of transportation and reduce reliance on private automobiles.

The subject site is also within walking distance of a variety of office, service commercial, retail uses and community and recreational facilities along Hurontario Street, including a grocery store (400m) and Trillium Health Partners – Mississauga Hospital (800m). The surrounding area and transit accessibility supports the ability of future residents to fulfill many of their daily needs without a private automobile.

The MOP also recognizes that parking can shape land use patterns and influence travel behaviors. As a result, Policy 8.4.3 states that reducing off-street parking requirements will be considered for developments based on access to transit, level of transit service, traffic generation, and impact on the surrounding area.

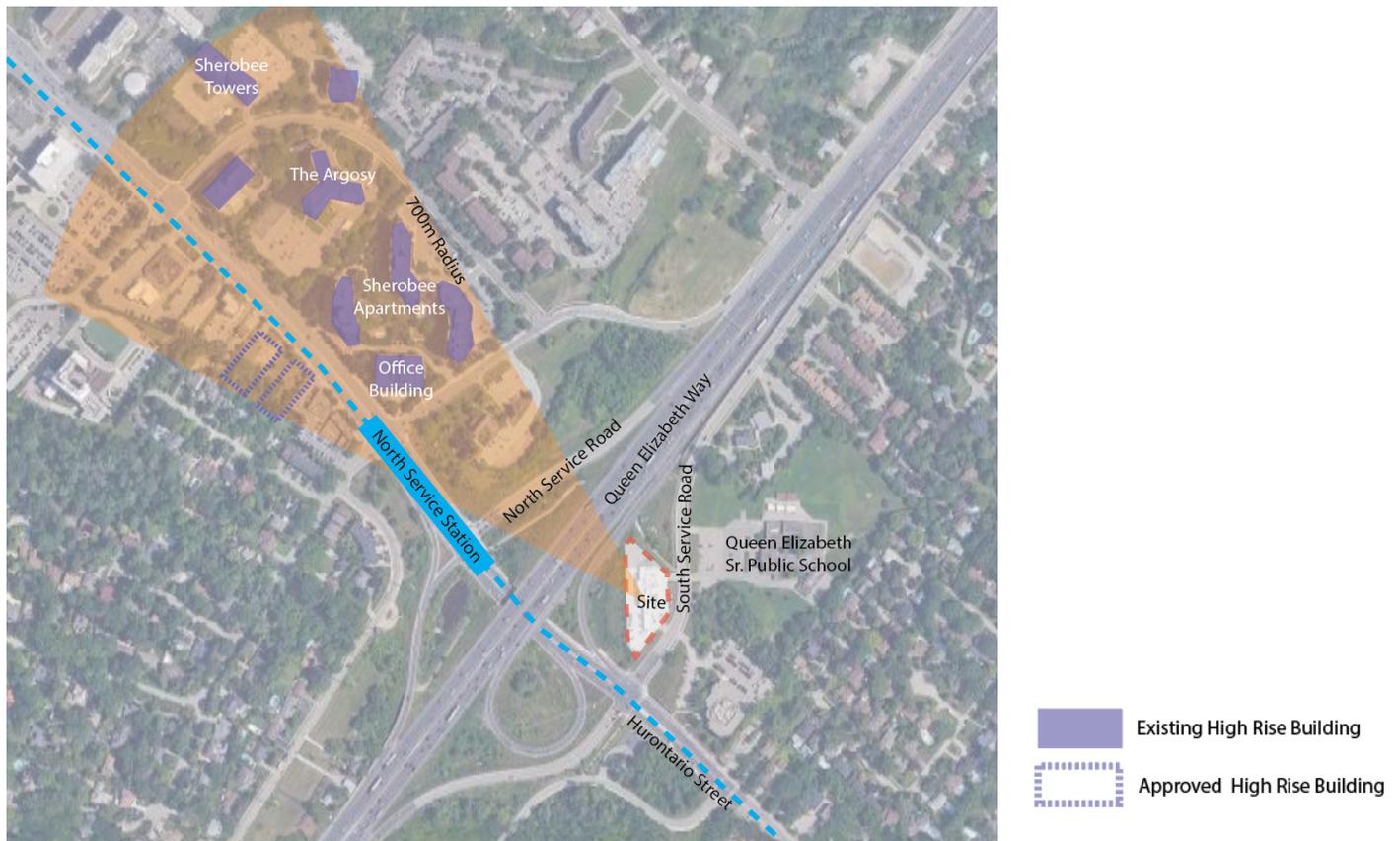


Figure 21 | High Rise Building Context Map

Within Intensification Corridors such as the subject site, the MOP also states that reduced minimum parking rates will be considered to reflect transit service levels (Policy 8.4.7). Primarily due to the site's exceptional connectivity to transit networks, a parking reduction has been proposed for the development at a rate of 0.29 spaces per unit for residential and 0.10 spaces per unit for visitors for a total of 137 parking spaces in three levels of underground parking. The proposed parking is outlined in the Traffic Impact Study prepared by GHD Limited in support of the proposed development. The Study concludes that the reduced parking rates are sufficient to service the site due to the site's access to multiple transit networks including the under construction Hurontario LRT and multimodal alternatives established through the proposed TDM measures to increase transit, walking and biking in the City and addressing the growing trend within the Greater Toronto Area (GTA) to reduce auto dependency..

## Chapter 9 – Build a Desirable Urban Form

Chapter 9 of the MOP focuses on achieving a sustainable urban form for Mississauga through high quality urban design and a strong sense of place. Growth is to be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, and MTSA's (Section 9.1). The subject site is located within an Intensification Corridor and MTSA according to Schedule 2 of the MOP.

Development within Intensification Areas must promote a diverse mix of uses and support transit and active transportation (Policy 9.1.2), and development on Corridors must be consistent with existing character, seek opportunities to enhance the Corridor, and provide appropriate transitions to neighbouring uses (Policy 9.1.5). The urban form should support creating an efficient multi-modal transportation system that encourages greater transit use and active

transportation (Policy 9.1.9). Site development must respect the urban hierarchy, utilize sustainable best practices, demonstrate context sensitivity, promote universal accessibility and employ design excellence (Policy 9.1.10).

The QEW, a provincial highway, is located immediately north of the subject site. Existing and approved high rise residential and commercial buildings ranging from 12-29 storeys are highly concentrated in the triangular area shown in Figure 21 and converge towards the subject site. The proposed tower is 26 storeys, which is in keeping with the high-rise development to the north and will form a uniformed skyline along the Intensification Corridor.

The primary built form in the area south of the subject site is low-rise development. However, there are no low-rise residential buildings identified within an approximate 200m radius of the site. Located on the north side of the neighbourhood, the proposed building is separated from the existing residential buildings to the south. The large separation distance between the proposed building and adjacent residential uses to the south limits the impact of shadows on the existing community. The largest impact of shadowing will be on the Queen Elizabeth Sr. Public School after 5 pm when people are typically no longer using the outdoor area (Figure 22).

Section 9.2.1 expands on policies for new development in Intensification Areas such as that built form should create a sense of place (Policy 9.2.1.3). In Intensification Areas, small land parcels should be assembled to create efficient development parcels (Policy 9.2.1.5). Tall buildings are preferred to be located in proximity to existing or planned MTSA's (Policy 9.2.1.8), should be designed to enhance an area's skyline (Policy 9.2.1.11), should incorporate podiums to mitigate wind impacts (Policy 9.2.1.14) and consider pedestrians and adverse microclimatic impacts on the public realm (Policy 9.2.1.15 and 9.2.1.16). The MOP also outlines several other design

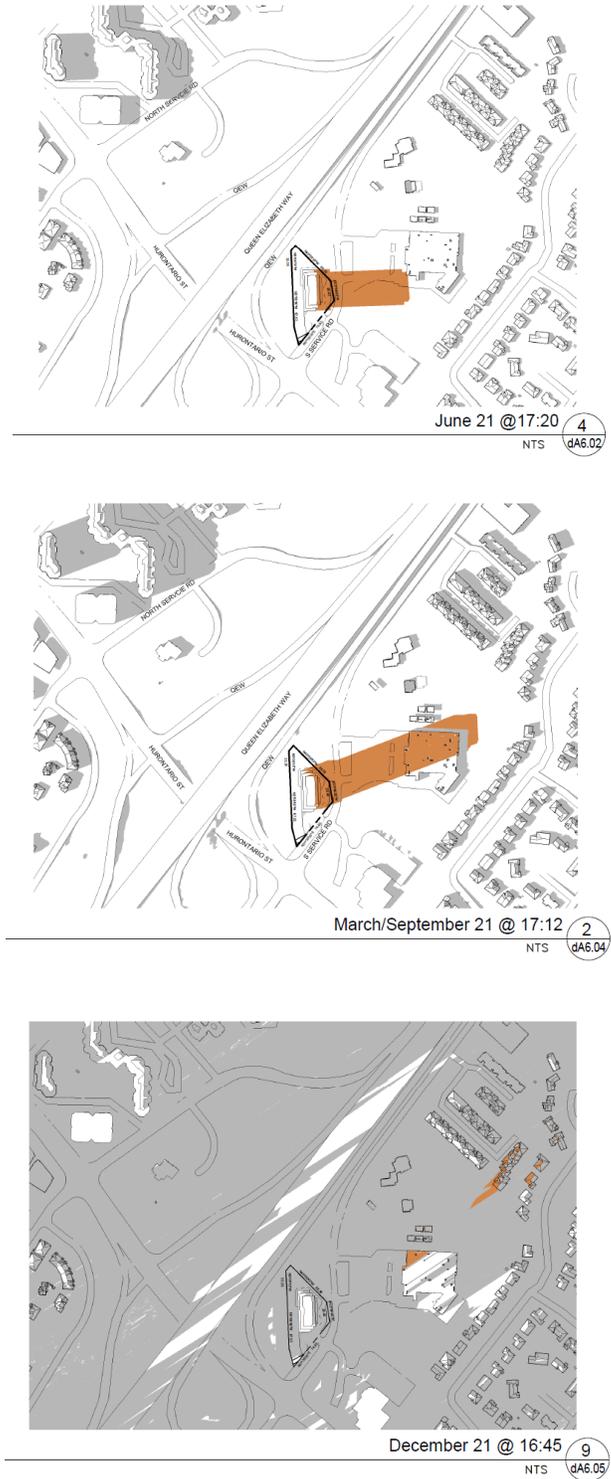


Figure 22 | - Shadow Study Map

considerations for development within Intensification Areas, such as that developments must face the street (Policy 9.2.1.24) and feature active facades (Policy 9.2.1.25).

The proposed development of an underutilized site promotes efficient use of the land as well as existing and future infrastructure, and locates the tall building within an intensification corridor, a MTSA and a proposed PMTSA. The proposed tower built form and orientation prevent adverse noise, wind, and shadow impacts on nearby developments and the public realm. Mitigation measures have been identified through supporting studies and will be incorporated during detailed design.

Section 9.3 emphasizes the significant role of the public realm in development. Section 9.3.5.6 and Section 9.3.5.7 requires residential development to provide on-site amenity areas that are suitable for the intended users.

A significant outdoor amenity area of 902m<sup>2</sup> is proposed on the northwest side of the site, accounting for 20.6% of the total lot area. Different zones will be integrated into the area including a children's play area, a quiet garden seating area as well as dining and lounge areas, which can meet the needs of a wide range of demographics.

Outdoor amenity areas may be required to be relocated to accommodate Ministry of Transportation requirements. Other options will be considered through the course of the assessment of the applications.

Section 9.4 focuses on how urban form supports transit and active transportation. The design of all new developments must improve connections and accessibility for transit users and promote active transportation modes (Policy 9.4.1.1). A transit and active transportation supportive urban form is required in Intensification Areas (Policy 9.4.1.2). Ways to achieve these goals include methods outlined in

Policy 9.4.1.3:

- a. *Locating buildings at the street edge, where appropriate;*
- b. *Requiring front doors that open to the public street;*
- c. *Ensuring active/animated building façades and high quality architecture;*
- d. *Ensuring buildings respect the scale of the street;*
- e. *Ensuring appropriate massing for the context;*
- f. *Providing pedestrian safety and comfort; and*
- g. *Providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

The building base respects setback requirements, located approximately 15m from the existing street edge. Ground floors will be animated through residential use and a glass-wall lobby opening to South Service Road. The open design and passive surveillance facilitates a safe and comfortable environment for publicly accessible areas on and around the subject site. Decorated with accent orange paneling, the base building respects the surrounding environment where many existing residential buildings are built with orange bricks. The building has a setback at the fifth level, breaking down the scale and massing of the tower. The building façade is well articulated with staggered trapezoid-shaped balconies wrapped around the exterior of the building. The proposal encourages active and public transportation and creates an attractive and safe environment for cyclists and pedestrians.

New developments should also be compatible and provide an appropriate transition to existing and planned development by having regard to size and distribution of building mass and height, continuity and enhancement of streetscapes, street and block

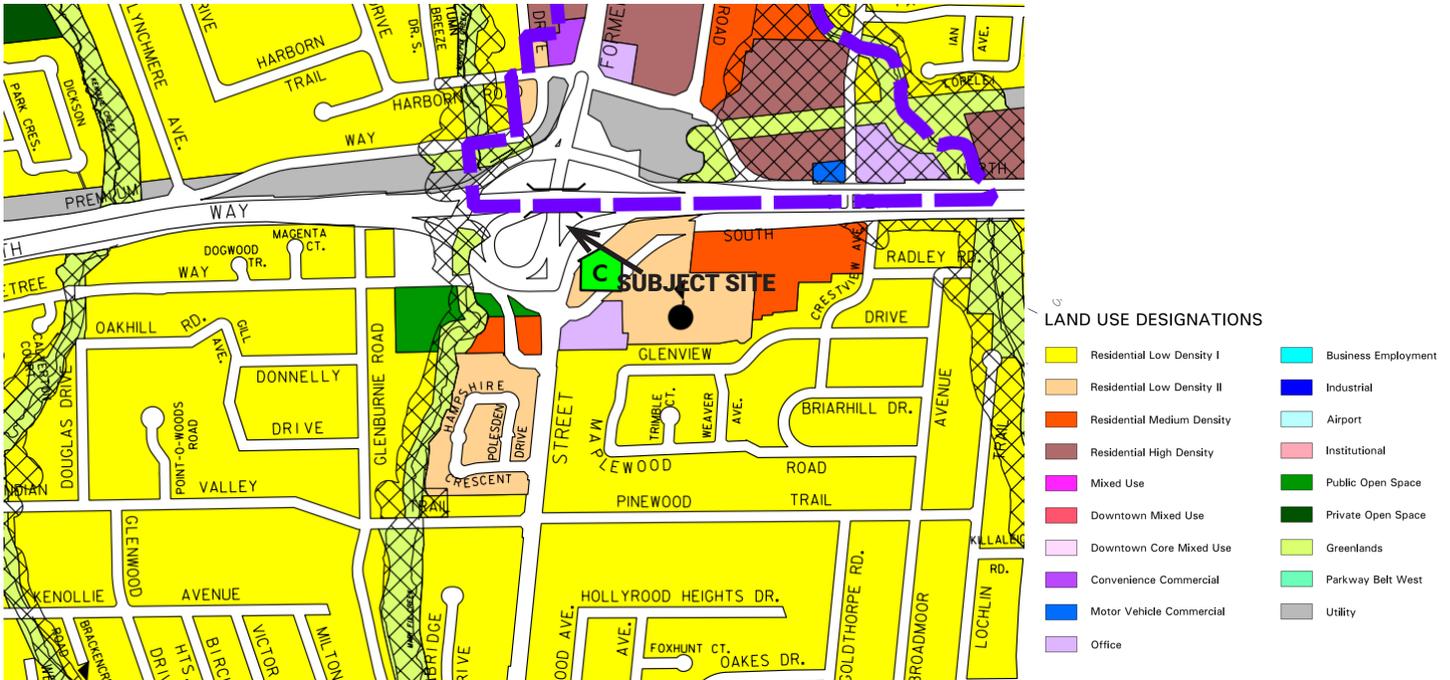


Figure 23 | Mississauga Official Plan - Schedule 10 - Land Use Designations

patterns, and more (Policy 9.5.1.2). Development proposals must demonstrate compatibility and integration with surrounding land uses and the public realm by maintaining privacy, sunlight, and sky views and mitigating microclimatic conditions (Policy 9.5.1.9).

Siting and massing new developments must create a safe and comfortable environment for pedestrians (Policy 9.5.2.2). Site development need to incorporate stormwater management best practices, enhance the streetscape, provide landscaping that complements the public realm, and more (Policy 9.5.2.11).

Buildings shall create a sense of identity through site layout, massing, forms, orientation, scale, and more (Policy 9.5.3.1). Buildings must clearly address the street (Policy 9.5.3.2), be pedestrian oriented through the design and orientation of facades (Policy 9.5.3.7), and facades should be articulated to include changes in materials or material treatments to provide visual interest (Policy 9.5.3.3).

Tall buildings must minimize undue physical and visual negative impacts related to microclimatic conditions, noise, view, sky view, and cultural heritage resources (Policy 9.5.3.9). Parking must be located underground (Policy 9.5.5.1). Building design should also consider crime prevention best practices by promoting natural surveillance (Policy 9.5.6.1) and creating active building frontages that face public spaces (Policy 9.5.6.2).

Surrounded by arterial and major collectors and a provincial highway, the subject site is located at the southeast corner of the intersection of the QEW and Hurontario Street. The subject site presents a unique opportunity to provide additional height and density without adversely impacting the existing neighbourhood. The proposed building height is in keeping with the high-rise development to the north. The design of the proposed development considers the impacts of wind, noise, and shadows and their impact on creating a comfortable environment.

Section 5 of this report includes a summary of supporting studies and reports.

The façade of the building is highly articulated with staggered trapezoid-shaped balconies. On the walls of the base building, the accent orange and black colours contrast well with the grey paneling, which is the base colour of the building façade. The proposed street frontages include a residential lobby with expansive glass and residential use overlooking the street, which is pedestrian friendly and engaging. Parking has been proposed within three levels of underground parking accessed from South Service Road.

### Chapter 11 – General Land Use Designations

The subject site is designated Residential Low Density II in Schedule 10 of the MOP (Figure 23). In addition to uses permitted in all designations, policy 11.2.5.4 states that the Residential Low Density II permits residential land uses in the form of detached dwelling, semi-detached dwelling, duplex dwelling as well as triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

The subject development proposes a 26-storey residential building comprised of 352 units, not currently permitted within the Residential Low Density II land use designation. An OPA is required to permit the proposed residential building of 26 storeys in height. A redesignation from “Residential Low Density II” to “Residential High Density” will permit the use and specific performance standards, including building heights and FSI.

The site’s unique location, surrounded by arterial and major collectors and a provincial highway, makes it unsuitable for low-rise dwellings with individual frontage. As a rare opportunity for intensification in Mineola, the subject site is appropriate for a high density building. The proposed development will

contribute to ridership for high-order transit, assist with meeting provincial density targets and improve the pedestrian experience. The distance between the proposed development and the existing low-rise neighbourhood can also minimize the impact of the proposed building height. A Draft OPA is submitted to amend the allowable building heights and densities.

### Chapter 16 – Neighbourhoods

The subject site is identified as within the Neighbourhoods in Schedule 9 of the MOP. It is located within Mineola, one of 23 Neighbourhood Character Areas in Mississauga.

Policy 16.1.1.2 states that proposals for heights more than four storeys or different than that 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.*

Surrounded by arterial and major collectors and a provincial highway, the subject site is located at the northern edge of the Mineola Neighbourhood, abutting the southern boundary of the Downtown Hospital Character Area. The proposed building is more than 140 metres away from the closest low-density neighbourhood to its east side and even farther from the existing neighbourhood to the south and west sides, making it a distinctive site that should be viewed differently from the rest of the proposed Mineola PMTSA.

## Summary

The proposed development is supportive of the policies outlined in the MOP. The subject site is identified as being within the Hurontario Intensification Corridor and an MTSA. In the near future, the subject site will be exceptionally well-served by public transportation routes, supporting a multi-modal transportation system and reducing reliance on private automobiles.

The subject site is located within the Mineola Neighbourhood, comprised of mainly low density residential dwellings but set well apart from those dwellings. The proposed development will expand the range of housing options to support various household sizes and incomes in Mineola and contribute to the creation of a complete community.

Compact and transit-oriented building design and performance standards have been proposed to support public transit and active transportation, create a pedestrian-friendly environment, and be compatible with the surrounding area. The subject site is uniquely well suited to accommodate growth and intensification without adversely impacting the existing neighbourhood. MOP policies, particularly those related to intensification areas and MTSA support a high density, transit oriented, residential development on the subject site.

Based on the rationale above, it is our opinion that the proposed development, OPA, and ZBA conform to the policies of the MOP, with the exception of limited policies that are in conflict with each other.

## 4.7 City of Mississauga Zoning By-law

City of Mississauga Zoning By-law 0225-2007 regulates the use of land, buildings, and structures and implements policies in the MOP. The By-law was passed by Council on June 20, 2007 and approved

by the Ontario Municipal Board with the exception of site-specific appeals on September 10, 2007.

The subject site is zoned "R1" (Detached Dwellings) according to Index Map 07 (Figure 24), which permits detached dwellings. There is a maximum height of 10.7 m and a maximum lot coverage of 25%.

### 4.7.1 Zoning By-law Amendment Justification

The proposed use, height, FSI and parking rates are not permitted under the existing zoning (R1) for the subject site, which only allows detached dwellings. A ZBA is required to permit the proposed use and a variety of performance standards, including height, density and parking ratio, among others, to allow for a proposed residential building of 26 storeys and 4.88 FSI. The proposed zone is RA5-XX (Residential Apartment) with site-specific exceptions in conformance with the MOP.

The existing Provincial, Regional and Municipal policy frameworks encourage higher densities in proximity to existing transit services, developing densities that will support transit, and making efficient use of existing and future infrastructure.

The subject site is located close to the under construction Hazel McCallion Line North Service Station. Given this access to transit, the proposed zoning allows for the highest and best of the site to be realized. The proposed development will incorporate 352 residential units near a transit network soon to be extremely well connected and have a reduced parking standard to minimize the reliance on private automobiles and encourage a multi-modal transportation system.

The proposed increase in density will further support providing a range of housing options through the incorporation of a variety of unit sizes currently not available in the same neighbourhood. Following

approval of the Adopted ROP, the proposal will contribute to achieving the density targets outlined for the proposed Mineola PMTSA, which has limited intensification opportunities. The proposed development will also make efficient use of existing and future infrastructure.

### 4.8 Additional Considerations

#### 4.8.1 Metrolinx 2041 Plan

The Metrolinx 2041 Regional Transportation Plan (“RTP”) builds on the Big Move and acts as a blueprint for creating an integrated, multi-modal transportation system to serve the needs of residents, businesses, and institutions in the Greater Toronto and Hamilton area.

The Hazel McCallion Line is identified in Strategy 1 as an ‘In Delivery’ project, which is due for completion by 2025 according to Priority Action 1.1. The subject site is located within a Major Transit Station Area along the Hazel McCallion Line, where transit-supportive densities are expected.

The proposed development contributes to this goal by adding 352 units near existing and planned transit. It will benefit from and support the Hazel McCallion Line that connects Port Credit to Downtown Brampton.

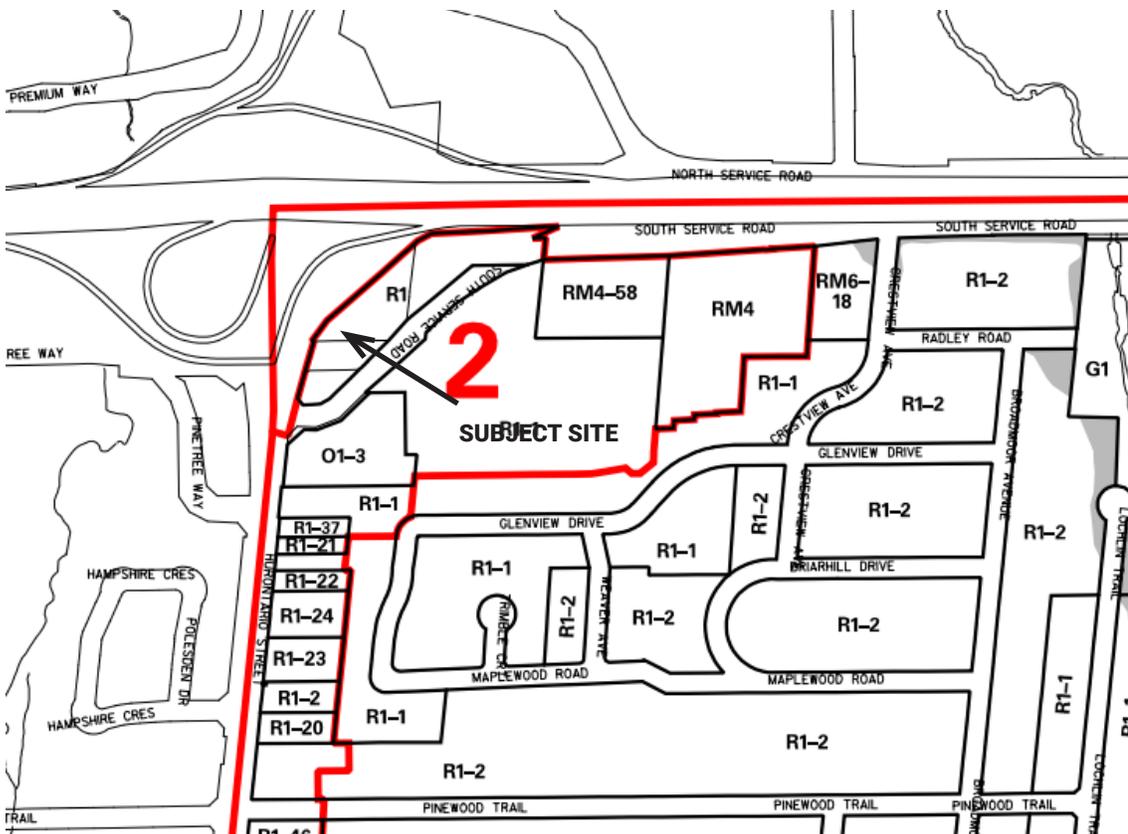


Figure 24 | Zoning By-law 0225-2007 – Index Map 07

#### 4.8.2 Hurontario/Main Street Master Plan

The Hurontario/Main Street Corridor Master Plan, conducted by the Cities of Mississauga and Brampton between 2008 and 2010, outlines a vision to link Urban Growth Centres in the two cities. The Master Plan covers Hurontario and Main Street from the Downtown Brampton Community to the Port Credit and Mineola Communities.

The Plan examines several options for transit connectivity on the corridor and ultimately recommends a new LRT line from Downtown Brampton to the Port Credit GO Station. A robust pedestrian and cyclist strategy would accompany the LRT route on the corridor.

Section 8.10 identifies a potential population growth from 9,717 to 10,175 people for Mineola, where the subject site is located. Any growth in the area will be directed to two specific areas that have been identified for their opportunity for intensification over the long-term. Area A, where the subject site is located, (Figure 25) is one of the two designated areas.

Area A permits a full range of urban uses, including residential, commercial and employment uses with a maximum FSI of 1.5X and a maximum height of 15m (4 storeys). Buildings in Area A will be required to provide an intermittent frontage of 70% to the street edge of South Service Road and Hurontario Street (Section 8.10.3). In addition, buildings must

be built within 5m of street line to provide an inviting pedestrian environment (Section 8.10.4).

The subject site represents one of the few opportunities for additional dwelling units. The site is unique within Mineola as one of very few sites where additional height will not have any impact on the existing community due to the separation from the low rise established neighbourhood. In light of recent policy updates at the provincial and regional levels, it is appropriate to increase height and density on these lands to help the proposed Mineola PMTSA achieve its minimum density target and take full advantage of the upcoming Hazel McCallion Line.

#### 4.8.3 City of Mississauga Official Plan Review

The Planning Act requires that the official plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the official plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long-term sustainability of the city. The City is completing an Official Plan Review that will outline the next phase of growth until 2051 and incorporate new provincial and regional legislation and regulations, policy initiatives and plans, as well as consider new trends, ideas and policy implications.

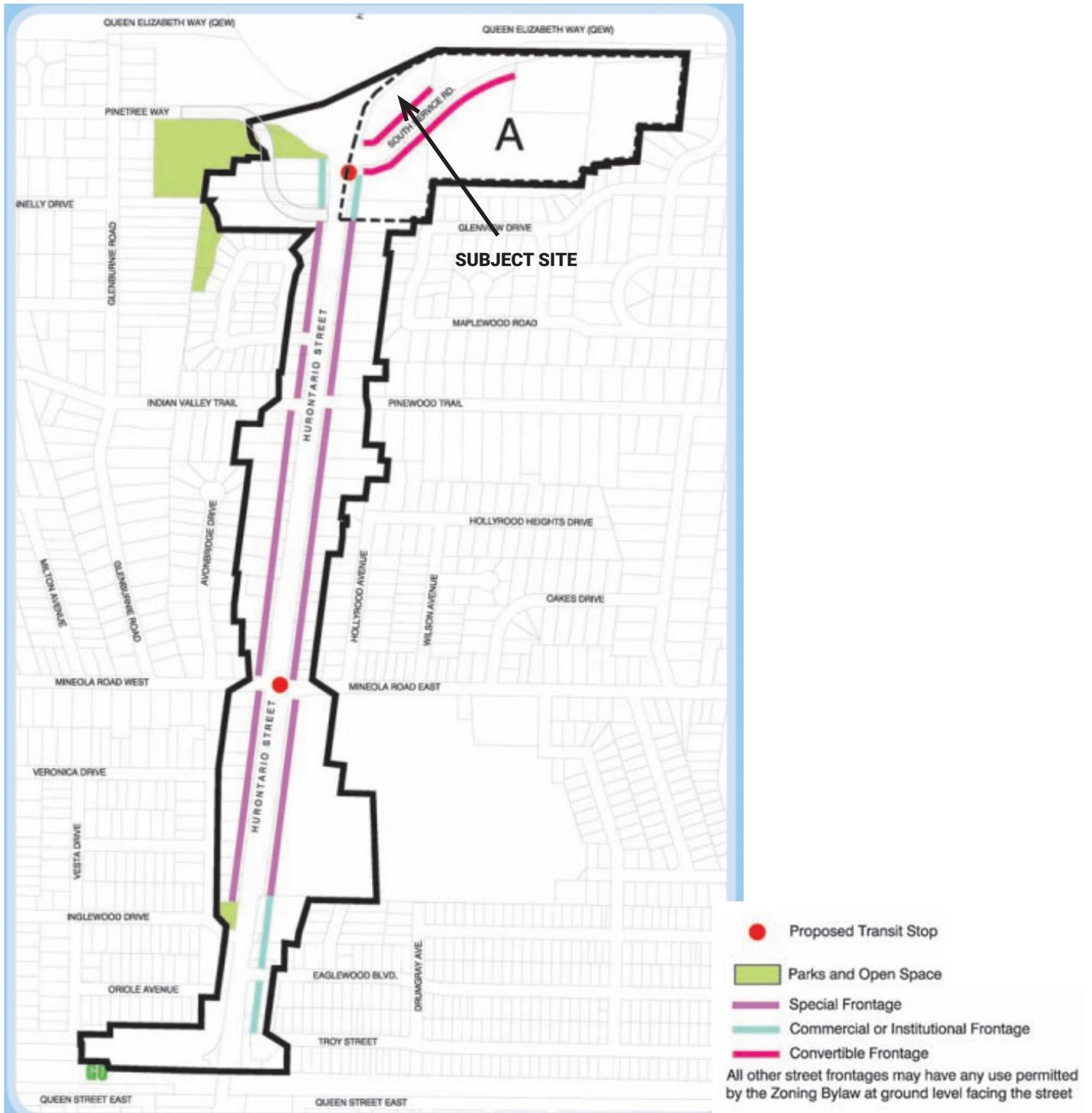


Figure 25 | Mineola Permitted Use Map

5.0

---

SUPPORTING  
STUDIES AND  
REPORTS

## 5.1 Traffic Impact Study

GHD Limited prepared a Traffic Impact Study for the proposed development to determine site-related traffic and subsequent traffic-related impacts on the adjacent road network during the weekday a.m. and p.m. peak hours. These impacts are based on the projected future background traffic and road network conditions derived for a 2024, 2029 and 2034 future planning horizon year.

Access to the subject site is proposed via two accesses located along South Service Road, in the same location as the two site accesses found under existing conditions. The proposed development is expected to generate a total of 73 new two-way trips consisting of 31 inbound and 42 outbound trips during weekday a.m. peak hour and 88 new two-way trips consisting of 42 inbound and 46 outbound trips during the weekday p.m. peak hour.

Both the intersection of Hurontario Street at the QEW Eastbound On-ramp/Off-ramp and Hurontario Street at the QEW Westbound Off-ramp/South Service Road at a critical level under existing condition and expected to operate over capacity under the three horizon years of 2024, 2029 and 2034. Despite both intersections operating above capacity, the site traffic is expected to have a negligible impact on the operation of both intersections.

Application of the current City of Mississauga Zoning By-law parking rates to the subject site results in a requirement of 389 parking spaces. The subject site provides a total of 137 spaces resulting in a deficit of 252 parking spaces.

The TIS highlights potential TDM opportunities that are summarized below.

### Cycling Strategy

The City of Mississauga has outlined a recommended minimum bike parking requirement in their TDM Strategy and Implementation Plan based on land use.

The bike parking spaces proposed for the subject site meet the requirement. In addition, the subject site is located a short distance away from the proposed cycling facilities along Hurontario Street. The TDM Plan recommends one bicycle repair station to be provided within the long-term bicycle room.

### Transit Strategy

The proposed development will be within walking distance to the Hurontario LRT Station, which has an expected completion for Fall 2024. The LRT will travel 18 kilometers from the Port Credit LRT Station to the Brampton Gateway Terminal at Hurontario Street and Steeles Avenue. Transit screens can be placed in the building lobby to provide information on the next bus or train at the nearby transit stops and allow commuters to wait indoors until their preferred mode of transit is nearby. This strategy will allow residents and visitors to stay in the lobby when the weather is unfavorable.

### Parking Strategy

Unbundled parking can be used to separate the purchase of a property from a parking space to provide residents with the true cost of the parking space. Unbundled parking gives residents a choice between paying for a parking space or using another mode of transportation, with the latter encouraging other modes of transportation. The proposal is considering 10% of parking spaces to be EV Charger-Ready Spaces.

### Carshare/Bikeshare Strategy

Carshare programs allow members to have access to various vehicles provided by the company without the financial and maintenance responsibilities of car-ownership. These programs are seen as an alternative to car ownership or the need to purchase a second car and can benefit the residents of the building and the surrounding community.

Assigned carshare parking spaces would be provided within the surface parking spaces for users who wish to use this service.

### Wayfinding and Travel Planning Strategy

Information packages can be given out to new residents, including GO Transit and MiWay maps and schedules along with cycling maps and other active transportation opportunities in the surrounding area. A map of the Hurontario LRT route can also be provided to new residents as an opportunity to promote this new mode of transportation in the surrounding area.

The site is within walking distance of the LRT stations. By promoting multimodal alternatives through the proposed TDM measures to increase transit, walking, and biking in the City and addressing the growing trend within the GTA to reduce auto dependency, the reduced parking rates are adequate to service the site.

## 5.2 Pedestrian Wind Study

RWDI was retained to conduct a pedestrian wind assessment for the proposed development. Based on the wind-tunnel testing for the proposed project under existing and proposed configurations and the local wind records, the potential wind comfort and safety conditions are as follows:

- Wind speeds on and around the existing site are considered suitable for the level of pedestrian activity in the area throughout the year. No exceedance of the wind safety criterion occurs in the Existing configuration.
- With the addition of the proposed development, wind conditions at grade level are expected to be comfortable for standing or walking at most locations during the summer.
- In the winter, several locations with uncomfortable wind conditions are expected near exposed building corners, to the north and south of the site and along the sidewalks of South Service Road. The wind safety criterion is expected to be exceeded at similar number of locations both on and off site.
- Suitable wind conditions are predicted at the main building entrance throughout the year.
- Wind conditions on the podium are expected to be comfortable for sitting or standing during the summer, when it is expected to be used the most.

## 5.3 Noise and Vibration Feasibility Study

For the proposed development, J.E. Coulter Associates Limited conducted the Noise and Vibration Feasibility Study. The Study includes recommendations to address noise and vibration issues that illustrate that applicable Ministry of the Environment, Conservation and Parks (MECP), Metrolinx, and City of Mississauga noise guidelines can be met with modest noise control measures. The recommendations also take into consideration the sound from the surrounding transportation sources.

A review of the area indicates there are no major sources of stationary noise that would potentially affect the occupants of the future building itself. There is a traction power substation (TPSS) proposed at the southeast corner of the intersection of Hurontario Street and South Service Road. However, the sound levels from the TPSS are well below the quietest nighttime hourly sound levels and are also below the nighttime exclusion criteria. As a result, stationary noise sources are not considered further within the Study. The Study focuses on the transportation noise and vibration impacts.

In terms of transportation noise sources, the site is bounded immediately to the north and west by the QEW. It is adjacent to the Hazel McCallion Line that

will run in the centre of Hurontario Street.

To meet the requirements of MECP, the City of Mississauga and Metrolinx, the following noise control measures are required:

- All units will be supplied with central air conditioning. Warning Clause Type D will be inserted into the Agreements of Purchase and Sale or Lease for all units.
- Terraces, private balconies, and common amenity areas readily accessible from the building and greater than 4m in depth should be avoided. If included, such areas will need to be addressed to ensure the guidelines are met.
- All units within the development need to be supplied with Warning Clause Type B in their Agreements of Purchase and Sale or Lease.
- General glazing and spandrel panel recommendations have been provided based on current suite layouts. The finalized suite layouts and building plans should be reviewed by a qualified acoustical engineer to determine that the glazing is appropriate to meet the indoor noise criteria.
- The ground floor amenity area should not be designated or planned for quiet use given the high sound levels.
- Vibration control is not required as vibration impacts are not expected since the development is located more than 75m away from the LRT that is currently under construction.
- Prior to the building permit application, a review of the proposed development's mechanical and electrical equipment should be completed to ensure that applicable noise guidelines are met at the surrounding areas as well as at the future development itself.

## 5.4 Shadow Study

KIRKOR Architects prepared a Shadow Study for the proposed development. The Shadow Study shows the site's proposed, Official Plan permissions, and existing shadows. The proposed development achieves the criteria outlined in the City of Mississauga Standards for Shadow Studies (2014) as follows:

### 3.1. Residential Private Outdoor Amenity Spaces:

There is no shadow impact within more than two consecutive hourly test times within the impact zone of nearby residential properties.

### 3.2. Communal Outdoor Amenity Areas:

Shadows from proposed developments allow for full sun on the communal outdoor amenity areas more than half the time, on June 21, September 21 and December 21.

### 3.3. Public Realm including sidewalks, open spaces, parks and plazas:

There is no incremental shade from the proposed development on the opposite boulevard including the full width of the sidewalk on September 21 at 12:12 p.m., 1:12 p.m. and 2:12 p.m., and three consecutive times at 9:12 a.m., 10:12 a.m. and 11:12 a.m. There are no public open spaces, parks and plazas near the proposed development.

### 3.4. Turf and flower gardens in public parks:

The proposed development's shadow does not impact the growing season from March to October of any public park.

### 3.5. Building Faces to allow for the possibility of using solar energy:

The proposed development does not have a shadow impact for more than two consecutive hourly test times in the No Impact zone on September 21.

## 5.5 Tree Inventory / Tree Preservation Plan and Arborist Report

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan for the proposed development. A tree inventory was conducted and reviewed in the context of the proposed site plan. The findings of the study indicate the removal of one tree is required to accommodate the proposed development. The remaining 11 trees can be saved provided proper tree protection is installed.

## 5.6 Functional Servicing Report

WSP Canada Inc. was retained to prepare a Functional Servicing Report to assess the servicing requirements relating to the proposed development. The Report provides the conceptual framework for water distribution, sanitary sewage, and storm drainage for the development of the site.

### Water Servicing

The proposed development will have one domestic and one fire service connection to the building from the existing 300mm watermain on South Service Road. A hydrant will be installed within the South Service Road R.O.W to ensure a maximum distance of 45m between the proposed hydrant and proposed siamese connection. A hydrant flow test of watermains in the area has shown that the local watermains have sufficient capacity to provide fire protection to the proposed development. Water service design within Region's Right-of-Way will be designed to meet the standards and specifications of the Region of Peel, while services within the building are to be designed by the mechanical consultant per the Ontario Building Code and coordinated with WSP.

### Sanitary Servicing

The proposed development will have one sanitary sewer service connection, which will be conveyed to

the existing 250mm sanitary sewer on South Service Road. The connection will be 200mm diameter. The proposed sanitary service connection within the Region's right-of-way will be designed to meet the standards and specifications of the Region of Peel, while services within the building are to be designed by the mechanical consultant per the Ontario Building Code, and coordinated with WSP.

### Stormwater Servicing

The proposed development will have one stormwater management system. Minor and major storm drainage for the proposed development will be collected by the internal site drainage system and directed into the proposed stormwater storage tank. The flow will be controlled to the allowable flow levels and released to the existing 525mm storm sewer on South Service Road. The existing storm sewer system will not be adversely affected by the post-development condition as the rate of stormwater release from this site will be decreased.

## 5.7 Stormwater Management Report

The Stormwater Management Report was prepared by WSP Canada Inc. The key points are summarized below:

### Runoff Volume Reduction

The site is required to retain 5mm of runoff from each rainfall event to be for reuse on site. Water balance will be addressed through a 12.09m<sup>3</sup> sump volume (equivalent to the post-development 5mm runoff volume) within the proposed cistern.

### Water Quality

Stormwater runoff from proposed impervious roof areas is considered clean and expected to leave the site effectively unchanged in terms of water quality. The 80% TSS removal of the runoff produced by the at-grade driveway surfaces on the site will be achieved through installation of a filter-based oil

and grit separator. The recommended model is a SFPPF0608 (CIP) with six 18" high cartridges.

### Erosion Control

The 5mm on-site retention for storage used for water balance will meet the City of Mississauga's minimum 5mm retention requirement to satisfy erosion control.

### Water Quantity

Runoff from all areas of the site will be directed to a 123.8m<sup>3</sup> underground cistern. Post-development flows have been controlled to below 36.4 L/s in compliance with the target release rate to the municipal storm sewer system.

The report demonstrates that the proposed Stormwater Management strategy will address stormwater management-related impacts from this project and meet the intent of the City of Mississauga's Development Requirements (2016).

## 5.8 Geotechnical Investigation Report

The Geotechnical Investigation Report was completed by Palmer. The purpose of this investigation was to determine the subsoil/rock conditions in order to provide recommendations for the design of the foundation for the proposed development. Recommendations include:

**Foundation Design Considerations:** the proposed building can be founded on conventional shallow spread and/or continuous strip footings bearing in sound bedrock.

**Frost Protection:** All foundations exposed to seasonal freezing conditions must have at least 1.2 metres of soil cover for frost protection.

**Floor Slab and Permanent Drainage:** With five levels of underground parking, the floor slab can be supported on the sound shale bedrock provided that all loose materials are removed. The foundation and

underground parking may be designed as a water-tight structure.

**Elevator Pits:** The elevator pits can be designed as water-tight structures, and water pressure on the pit walls and the slab should be taken into consideration by the design engineer, assuming the water table at about 0.3m below the adjacent basement floor if a subfloor drainage system is considered.

**Excavations:** Based on five levels of underground parking, it is anticipated that the excavations will continue to a depth up to 19.5m below the existing ground surface.

**Backfilling:** The existing fill in the boreholes is generally not suitable for re-use as backfill. The native soils free from topsoil and organics can be used as general construction backfill. Loose lifts of soil, which are to be compacted, should not exceed 200 mm.

**Temporary Shoring and Ground Movement Monitoring:** It is anticipated that the proposed excavations will be supported by a temporary shoring system. In consideration of the predominant sandy/silty soils encountered in all boreholes, a continuous cut-off caisson wall may be considered to reduce the groundwater seepage during the temporary dewatering stage.

**Preconstruction Condition Survey:** It is recommended that a preconstruction survey of the neighbouring buildings and other nearby utilities and structures be carried out prior to commencing excavation.

**Lateral Earth Pressure:** Structures which extend below the surface of the bedrock and the walls of which are poured in direct contact with the bedrock will be subject to "rock squeeze".

**Seismic Considerations:** Based on the borehole information and Palmer's local experience, a Site Class B may be used for the design for this site. Should optimization of the site class be recommended by

the structural engineer, a field seismic shear wave velocity test should be considered to confirm the classification.

**Geotechnical Quality of Excavated Materials:** Where a freedraining backfill is needed or where the backfill is needed for structural support of overlying structures, the site soils will not be suitable and OPSS Granular “A” or “B” sand and gravel will be required. Similarly, during work in the autumn, winter and spring months, re-use of the excavated soils as compacted fill may not be practical and imported OPSS Granular “B” should be used.

## 5.9 Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment (“ESA”) was completed by Palmer in accordance with Ontario Regulation 153/04 (O. Reg. 153/04), as a requirement for the potential filing of a Record of Site Condition (“RSC”) with MECP.

Based on the information obtained and reviewed as part of this assessment, five Areas of Potential Environmental Concerns (“APECs”) were identified on the site due to historical Potentially Contaminating Activities (“PCAs”) identified both on the site and on surrounding properties. A Phase Two ESA was recommended to assess the environmental quality of the soil and groundwater on the site.

## 5.10 Phase Two Environmental Site Assessment

The Phase Two ESA was completed by Palmer in accordance with Ontario Regulation 153/04 (O. Reg. 153/04), as amended.

In comparison with the new (2011) Ontario Soil, Ground Water, and Sediment Standards for Use Under Part XV.1 of the EPA criteria, the results of laboratory analyses during the Phase Two ESA revealed contaminant concentrations in comparison

to the Table 3 Site Condition Standards (SCS) for residential/parkland/institutional (RPI) property uses with medium-fine grained soils in a non-potable ground water condition.

The abovementioned concentrations in the soil and groundwater are expected to be due solely to the application of road salt for the safety of vehicular or pedestrian traffic under snow or ice conditions or both. As per Part IX, Subsection 49.1 of O.Reg.153/04, the applicable site condition standard (i.e., MECP Table 7 Standards) is deemed not to be exceeded at the site. Based on the findings of the Phase Two ESA, the subject site currently meets the requirements for the filing a Record of Site Condition under O.Reg.153/04.

## 5.11 Stage 1 Archeological Study

The Archaeologists Inc. was retained to conduct a Stage 1 Archeological Background Study and a Stage 2 Property Assessment for the subject site to evaluate and document the site’s archaeological potential and recommend appropriate strategies if needed.

The Stage 1 background study concluded that the property exhibits archaeological potential. The Stage 2 property assessment did not identify any archaeological resources within the subject property. It is recommended that no further archaeological assessment of the property is required.

## 5.12 Housing Report

Sajecki Planning Inc prepared a Housing Report for the proposed development. The purpose of the report is to provide a planning rationale based on provincial, regional and municipal housing policies and objectives and to provide an analysis concerning how the proposed development addresses housing targets and reflects good planning.

- The Report identifies ways in which the proposed development addresses housing policies, including:

- It will provide new housing supply through the redevelopment of an underutilized site by replacing a vacant two-storey building and surface parking lot with a compact, high density and transit-oriented development
- It will add 352 residential units to the housing supply and will contribute to the range of housing options in the City of Mississauga and the Mineola Neighbourhood
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transit routes;
- The proposed development will contribute to a complete community that is supportive of public health and safety;
- The residential units will be supported through proposed exterior and interior amenity spaces as well as existing community infrastructure; and
- The project team will discuss the potential for provision of affordable housing with City staff.

### 5.13 Air Quality Report

RWDI was retained to conduct a preliminary air quality assessment for the proposed development. It is concluded that residential use on the subject site is compatible with surrounding land use and the transportation corridors. The following mitigation measures are recommended in order to reduce proposed sensitive receptors' exposure to transportation air pollution generated along the the QEW, Hurontario Street, and South Service Road:

- Provision of mechanical building ventilation with air particle filtration rather than passive building ventilation;
- Location of ventilation air intakes on the roof and away from the QEW;
- Optimizing timing and quantity of ventilation make-up air; and,
- Where appropriate, provide awareness of the potential for Traffic Related Air Pollution (TRAP) at peak times of day in order to help manage the timing of activities at the ground level outdoor amenity area and walk out terraces to potentially limit exposure to TRAP.

6.0

PLANNING ANALYSIS

---

As Section 4.0 of this Report outlines, the proposed development, OPA and ZBA are consistent with and conform to planning policy at the Provincial, Regional and Municipal levels. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

## 6.1 Complete Community

The proposed development will support the development of a complete community within the proposed Mineola PMTSA and the broader surrounding areas.

The proposed high-density residential development will add 352 residential units to Mississauga's housing supply, contributing to the mix and range of housing, including housing forms currently not available in Mineola. Units proposed will range from one bedroom to two bedrooms, accommodating a range of household sizes, ages, and needs presently lacking within Mineola. The proposed development may include affordable housing units based on further discussions with the appropriate authority having jurisdictions.

The proposal helps to minimize vehicle trips within Mississauga by providing opportunities to live in proximity to high-order public transit, the Hazel McCallion Line, which will take the residents to major Community Nodes and Downtown Mississauga. Furthermore, Hurontario Street is anticipated to have primary on-road cycling routes as part of Mississauga's long-term active transportation plan. Redevelopment of the subject site will encourage active transportation and public transit, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

## 6.2 Compatible and Attractive Built Form and Design

The proposed built form and design are compatible with surrounding developments and reflect the intent and goals of provincial, regional and municipal planning policies.

Surrounded by arterial and major collectors and a provincial highway, the subject site is underutilized and not friendly for pedestrians. The proposed development will have an animated ground floor through residential use and a glass-wall lobby opening to South Service Road. The open design and passive surveillance can enhance the safety of pedestrians and cyclists, especially for those using the MTO-owned pedestrian underpass, which is expected to be the shortest route to the future North Service LRT station from the south side of the QEW.

In addition, the proposed development respects the surrounding environment with regard to height and materiality. Due to the separation from the low-rise established neighbourhood, the subject site will have minimal shadow impact on the existing neighbourhood. The proposed tower's height is also in keeping with the high-rise residential buildings to the north. In terms of materiality, the base building is decorated with accent orange paneling, mimicking existing residential buildings built with orange bricks. The building façade is well articulated with staggered trapezoid-shaped balconies wrapped around the exterior of the building, adding visual interest to the existing skylines.

### 6.3 Appropriate Height and Density

The subject site is located within the Hurontario Intensification Corridor and an MTSA, where new development should be directed. In the Adopted ROP, the subject site is located within the newly delineated proposed Mineola PMTSA with a proposed minimum density target of 50 people and jobs per hectare. To reach this target, the proposed Mineola PMTSA requires an additional 1,094 people and jobs by 2051.

As Mineola is almost fully built out with single detached dwellings, the subject site is one of the last remaining opportunities for growth and intensification within the proposed Mineola PMTSA. Along the two sides of Hurontario Street between the QEW and the Lakeshore, development activity is highly constrained due to the shallow lots that abut existing low density dwellings. Intensification on these lots causes a negative shadow impact and other issues such as noise and privacy. In close proximity to the future LRT stations, and set apart from any existing low density neighbourhoods, the site's unique location makes it ideal for high-density residential development without adverse impacts on the surrounding environment. The proposed heights and density are appropriate for the subject site's location and align with provincial, regional, and municipal planning goals and objectives.

Implementing the proposed development, the density of the Mineola PMTSA will reach 41.2 people and jobs per hectare, which still falls short of the proposed minimum density requirements. Therefore, it is critical to utilize this rare intensification opportunity to narrow the density gap and make the best use of the site's proximity to the LRT station.

### 6.4 Transit-Supportive Development

The proposed development furthers provincial, regional, and municipal goals to support greater densities at transit nodes that encourage transit use and active transportation while minimizing vehicle trips. The subject site is near the Hazel McCallion Line, which will significantly improve transit access for the subject site. Due to the excellent existing and planned transit service, the proposal includes a reduced parking rate to encourage a multi-modal transportation system in Mississauga and to minimize traffic impacts on the Hurontario Street and South Service Road intersection.

The proposed development is close to a mix of commercial, retail, and office uses, open space networks and recreational amenities. Located only 1km away from the subject site, Trillium Health Partners Mississauga Hospital will be one stop away from the North Service Station upon the completion of the Hazel McCallion Line. The LRT will also connect the subject site to the Cooksville GO Station and Downtown Mississauga, where regional and city-wide transit as well as large-scale commercial and community facilities can be found.

Overall, the proposal supports planning policy to promote transit-oriented, transit-supportive, healthy, and complete communities that offer a range of opportunities to access transportation, housing, employment, the environment, recreation, and more.

7.0

CONCLUSION

---

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we believe that the proposed development and associated OPA and ZBA represent an appropriate redevelopment of the subject site. The proposal represents good planning due to the subject site's urban location, access to existing and planned transportation and transit infrastructure, including the Hazel McCallion Line, and access to a mix of uses and public amenities. We conclude the following:

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020 office consolidation);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan (2021 office consolidation);
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the Mississauga Official Plan (2021 office consolidation);
- The proposal implements a complete community approach to planning, creating additional housing options for a diverse demographic and strengthening connections to public amenities and community infrastructure in Mineola;
- The proposal supports transit-oriented and transit-supportive policies at the Provincial, Regional and Municipal levels and is reflective of other recent developments within MTSA's and Intensification Corridors in the GTA;
- The proposal makes use of an underutilized site and animates the streetscape along South Service Road, Hurontario Street, and the interface with the MTO-owned underground pedestrian underpass;
- The proposal creates a pedestrian-friendly environment supportive of active transportation adjacent to the future Hazel McCallion Line stations;
- The proposal provides a variety of housing options that are currently not available in one of the most desirable neighbourhoods in Mississauga;
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed residential development is appropriate, desirable and will support the creation of transit-oriented, complete communities in Mississauga. As such, the OPA and ZBA should be approved to implement the proposed development at 49 South Service Road in Mississauga.

---

# APPENDICES

# Appendix A - Submission Requirements Checklist

## Submission Requirements Checklist

### Type of Application:

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

**Planning and Building  
 Department**  
**Development and Design Division**  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1  
 Tel: 905-896-5511  
[www.mississauga.ca](http://www.mississauga.ca)  
[oplans.devdes@mississauga.ca](mailto:oplans.devdes@mississauga.ca)



General Information		
Address / Legal Description of Site <b>49 South Service Road</b>	Ward No. <b>1</b>	Meeting Date <b>Jul 13/22</b>
Description of Proposal <b>26 storey residential building (365 units)</b>		
Applicant Name <b>Sajecki Planning</b>	Planner Name <b>David Ferro</b>	Pre-Application Meeting No. <b>DARC 22-254</b>

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

- Application forms can be obtained at [Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga](#)
- Additional information/reports/studies/plans may be required upon submission of the application.
- This checklist is valid for **one (1) year** from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.
- As part of the **Public Engagement Strategy** for a complete application, and where deemed necessary by the Ward Councillor, the applicant may be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.
- Application submissions are via **ePlans only** at [Mississauga ePlans Login](#)
- Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to [eplans.devdes@mississauga.ca](mailto:eplans.devdes@mississauga.ca) for review.

**Preparing Drawings & Documents for an ePlans Submission**

**Drawing Standards**

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

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

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

**File Naming Standards for Drawings**

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

File names **must not** include the project address, date, business name, dashes, hyphens or any other special characters. Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

Refer to the chart below for sample file naming conventions.

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

**File Naming Standards for Documents**

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

File names **must not** include the project address, date, business name, dashes, hyphens or any other special characters. File name cannot exceed 70 characters.

**File Type Standards**

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

**File Size Restrictions**

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

# Appendix B - Draft Official Plan Amendment

Draft Official Plan Amendment- October 2022

## The Corporation of the City of Mississauga

By-law Number \_\_\_\_\_

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, 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 may authorize the Regional Municipality of Peel, 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 of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following explanatory text and schedule attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Mineola Neighbourhood Character Area of Mississauga Official Plan, of the City of Mississauga Planning Area, is hereby adopted.

ENACTED and PASSED this \_\_\_ day of \_\_\_\_\_, 2022

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

Draft Official Plan Amendment- October 2022

**Amendment No. XX**

**To**

**Mississauga Official Plan**

The following text and schedule attached constitute Official Plan Amendment No. XX.

**PURPOSE**

The purpose of this Amendment is to amend the land use designation of the subject lands from “Residential Low Density II” to “Residential High Density” to facilitate the future development of a 26-storey residential building.

**LOCATION**

The subject site is municipally known as 49 South Service Road, Mississauga. It is located in Ward One at the northern edge of the Mineola neighborhood and adjacent to the under construction Hazel McCallion Light Rail Transit (LRT) line. Located at the southeast corner of the Queen Elizabeth Way (QEW) and Hurontario Street interchange, it is bordered by the South Service Road to the east and south, Hurontario Street and the QEW onramp to the west, and the QEW to the north.

**BASIS**

The subject lands are designated “Residential Low Density II” in the Mineola Neighbourhood Character Area of the Mississauga Official Plan. High density residential development is currently not permitted on the subject lands.

The proposed development for the subject lands consists of one 26-storey residential building that will provide 352 units. A total residential gross floor area (GFA) of 21,348 m<sup>2</sup> (229,786 ft<sup>2</sup>) is proposed resulting in a total FSI of 4.88. The proposed development includes private indoor and outdoor amenity spaces, at-grade landscaping, and 137 parking spaces in three levels of underground parking.

This Amendment will re-designate the subject lands to “Residential High Density” and establish special site policies that will permit the proposed development. Amending the Official Plan to permit “Residential High Density” on the subject lands represents good planning and should be approved for the following reasons:

1. This amendment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan. Provincial and regional policies promote a range and mix of housing options and redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The proposed amendment is consistent with the Urban System policies as it provides for appropriate growth along the Hurontario Intensification Corridor and within the existing North Service Major Transit Station Area and proposed Mineola Protected Major Transit Station Area.
3. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing options, is compatible from a density, scale and massing perspective and efficiently and effectively utilizes existing and future community infrastructure and facilities.
4. The proposed development is well served by transit and is in close proximity to the planned Hazel McCallion LRT line facilitating opportunities for sustainable and active modes of transportation.

Draft Official Plan Amendment- October 2022

5. The massing and scale of the proposed built form is compatible with the planned urban character and vision for the Hurontario Corridor.

#### **DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Section 16.18.6, Special Site Policies, Mineola Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

- |             |   |
|-------------|---|
| 16.18.6.X   | Site X  |
| 16.18.6.X.X | The lands identified as Special Site X are located at the south east corner of the Hurontario Street and Queen Elizabeth Way intersection, north and west of South Service Road, south of Queen Elizabeth Way and east of Hurontario Street.  |
| 16.18.6.X.X | Notwithstanding the provisions of this Plan, the following additional policies will apply: <ol style="list-style-type: none"> <li>a) a maximum floor space index (FSI) of 4.9 will be permitted; and</li> <li>b) the maximum apartment building height will be twenty six storeys.</li> </ol> |

2. Schedule 10- Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designation on the subject lands from “Residential Low Density II” to “Residential High Density” and removing the “Community Facilities” symbol, as shown on Schedule “A” of this Amendment.

#### **IMPLEMENTATION**

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

The subject lands will be rezoned concurrently to implement this Amendment.

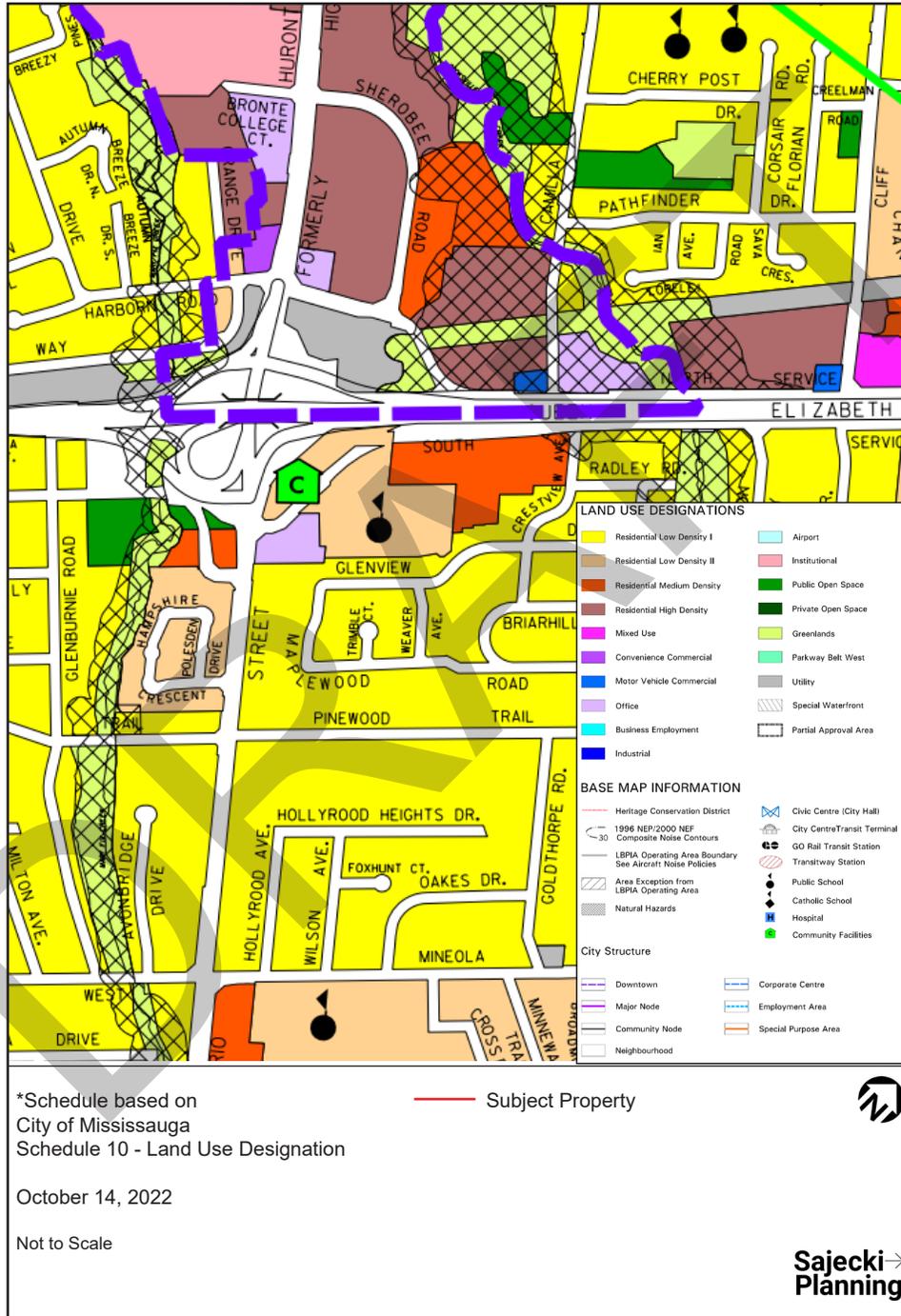
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated October 21, 2021.

#### **INTERPRETATION**

The provisions of the 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 the Mississauga Official Plan.

**SCHEDULE 'A'**



## Appendix C - Draft Zoning By-law Amendment

Draft Zoning By-law Amendment Chart  
49 South Service Road, City of Mississauga

Zone Regulations		RA5 Zone Requirement	RA5-XX Zone Proposed
2.0	Permitted Uses	Residential Uses: Apartment Long-Term Care Building Retirement Building	--
3.0	Minimum <b>Lot Frontage</b>	30.0 m	--
4.0	Minimum <b>Floor Space Index- Apartment Zone</b>	1.9	--
5.0	Maximum <b>Floor Space Index- Apartment Zone</b>	2.9	4.9
6.0	Maximum <b>Gross Floor Area- Apartment Zone Per Storey</b> For Each <b>Storey</b> Above <b>12 Storeys</b>	1,000 m <sup>2</sup>	--
7.0	Maximum <b>Height</b>	77.0 m and 25 <b>Storeys</b>	85.0 m and 26 <b>storeys</b> (excluding mechanical penthouse)
8.0	Minimum <b>Front and Exterior Side Yards</b>		
8.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	7.5 m	7.5 m front yard setback 5 m exterior side yard setback
8.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	8.5 m	7.5 m front yard setback 5 m exterior side yard setback
8.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	9.5 m	9.5 m front yard setback 5 m exterior side yard setback
8.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m	10.5 m	10.5 m front yard setback 5 m exterior side yard setback
9.0	Minimum <b>Interior Side Yard</b>		
9.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	4.5 m	--
9.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	6.0 m	--
9.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	7.5 m	--

Draft Zoning By-law Amendment Chart  
49 South Service Road, City of Mississauga

9.4	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	--
9.5	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
9.6	Where an <b>interior lot line</b> , or any portion thereof, abuts a zone permitting <b>detached and/or semi-detached</b>	7.5 m plus 1.0 m for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
10.0	<b>Minimum Rear Yard</b>		
10.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	7.5 m	--
10.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	10.0 m	--
10.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	12.5 m	--
10.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m	15.0 m	--
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
10.6	Where a rear lot line, or any portion thereof, abuts a zone permitting <b>detached and/or semi-detached</b>	7.5 m plus 1.0 m for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
11.0	<b>Encroachments and Projections</b>		
11.1	Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	1.0 m	2.25 m
11.2	Maximum encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning,	1.8 m	2.25 m

Draft Zoning By-law Amendment Chart  
49 South Service Road, City of Mississauga

	provided that each shall have a maximum width of 6.0 m		
11.3	Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m	2.25 m
12.0	Minimum Above Grade Separation Between <b>Buildings</b>		
12.1	For that portion of dwelling with a <b>height</b> less than or equal to 13.0 m	3.0 m	--
12.2	For that portion of dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	9.0 m	--
12.3	For that portion of dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	12.0 m	--
12.4	For that portion of dwelling with a <b>height</b> greater than 26.0 m	15.0 m	--
13.0	Parking, Loading, Servicing Area and <b>Parking Structures</b>		
13.1	Minimum <b>parking spaces</b>	<b>Condominium Apartment Precinct 2</b> 0.9 resident space per unit 0.2 visitor spaces per unit	0.29 resident space per unit 0.1 visitor spaces per unit
13.2	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b>	4.5 m	--
13.3	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b>	3.0 m	--
13.4	Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m	--
13.5	Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3.0 m	1.0 m
13.6	Minimum setback from a waste enclosure/loading area to a <b>street line</b>	10.0 m	0.0 m
13.7	Minimum setback from a waste enclosure/loading area to a zone permitting <b>detached and/or semi-detached</b>	10.0 m	--
14.0	Condominium Roads and Aisles		

Draft Zoning By-law Amendment Chart  
49 South Service Road, City of Mississauga

14.1	<b>Condominium roads and aisles</b> are permitted to be shared with abutting lands zoned to permit <b>back to back</b> and <b>stacked townhouses, townhouses</b> or <b>apartments</b> , or any combination thereof	✓	--
15.0	Minimum <b>Landscaped Area, Landscape Buffer and Amenity Area</b>		
15.1	Minimum <b>landscaped area</b>	40% of the <b>lot area</b>	--
15.2	Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m	0.0 m
15.3	Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>	3.0 m	1.5 m
15.4	Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	3.50 m <sup>2</sup> per <b>dwelling unit</b>
15.5	Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	0%
15.6	Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup>	0 m <sup>2</sup>
16.0	<b>Accessory buildings and structures</b>	✓	✓
<b>Zone Regulations</b>		<b>General Requirement</b>	<b>RA5-XX Zone Proposed</b>
3.1.4.5	<b>Required Number of Loading Spaces for Apartment and/or Retirement Buildings</b> One <b>loading space</b> per <b>apartment</b> and/or <b>retirement building</b> containing a minimum of 30 <b>dwelling units</b> , shall be required	1 space	--

**S|P**