

PLANNING JUSTIFICATION REPORT

**4094 Tomken Road & 924
Rathburn Road**
City of Mississauga

**Official Plan Amendment and
Zoning By-law Amendment**

Date:

December 2022

Prepared for:

Kindred Works

Prepared by:

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Executive Summary

This Planning Justification Report (“PJR”) has been prepared in support of proposed Official Plan and Zoning By-law Amendments to facilitate the redevelopment of the Westminster United Church property located at 4094 Tomken Road & 924 Rathburn Road in the City of Mississauga (the “Subject Lands”). The proposed redevelopment includes retention of the existing church, retention of the existing 7-storey apartment building, the addition of two 12-storey rental apartment buildings, and the creation of new community focused amenity spaces on the ground level of the proposed buildings.

The Subject Lands are located on the southwest corner of Tomken Road and Rathburn Road, in the Rathwood Neighbourhood of the City of Mississauga. The Subject Lands are located on a corner lot at the intersection of two major collector roads in the City, with an approximate area of 1.4 hectares. The area surrounding the Subject Lands consists of a variety of residential, commercial, and community uses, including low-rise residential uses and public parks including Allison’s Park and Rathwood Park. The Subject Lands are located within walking distance of a number of community facilities, places of worship, and shopping centres.

The proposed Official Plan and Zoning By-law Amendments facilitate the construction of two 12 storey rental apartment buildings consisting of a total of 241 residential dwelling units, the full retention of the original church on the Subject Lands, and the creation of indoor and outdoor amenity spaces at grade. All of the proposed residential units are to be of rental tenure, with 30% proposed to be affordable units targeting 80% of Median Market Rent (“MMR”) per CMHC National Housing Co-Investment Fund criteria. The proposed redevelopment provides an important contribution to the City’s goals of supplying housing and new community amenities as well as much needed affordable rental housing within the City of Mississauga.

The Subject Lands are currently designated as ‘Residential High Density’ in the City of Mississauga Official Plan and are included in the Rathwood Neighbourhood Character Area. The Subject Lands are zoned Residential Zone – Apartments (RA2-11) Exception 11. A detailed planning analysis of the Provincial and municipal policy and regulatory framework, including applicable design guidelines, is provided in this report which supports and justifies the proposed redevelopment.

The proposed redevelopment is supported by a number of technical studies and reports to address servicing, transportation and design requirements. It is compatible with the surrounding built form and neighbourhood context and incorporates an appropriate transition of height and density to implement appropriate intensification of the site.

Based on the physical context and planning policy and regulatory framework analysis, the proposed redevelopment is consistent with and conforms to Provincial policies, conforms to the Region’s and City’s Official Plans, represents good planning and is in the public interest.

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Kindred Works (the “Applicant”) to seek approvals to redevelop the property commonly known as Westminster United Church. The property is located at the southwest corner of Tomken Road and Rathburn Road East. The Subject Lands are on a corner lot with frontage on Tomken Road and Rathburn Road, and municipally addressed as 4094 Tomken Road & 924 Rathburn Road, in the City of Mississauga (the “Subject Lands”), as shown on **Figure 1**.

This Planning Justification Report (“PJR”) has been prepared on behalf of the Applicant in support of the comprehensive redevelopment of the Subject Lands through proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications. The OPA and ZBA applications propose to redevelop the Subject Lands to include retention of the existing 7-storey apartment building and existing place of worship, and the introduction of two 12 storey rental residential apartment buildings with amenity spaces at grade. A total of 241 residential rental units are proposed, of which 30% are targeted to be affordable units at 80% of MMR as defined by CMHC.

This report provides a comprehensive assessment and justification for the proposed redevelopment and requested approvals in the context of the existing physical location as well as within the current policy and regulatory framework. This report includes the following:

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed development and design elements;
- A summary of the technical studies and plans prepared to support the proposal;
- A description of the proposed Official Plan and Zoning By-law Amendments;
- A review of the existing policy and regulatory framework in relation to the proposed plan and an assessment of its consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions related to the proposed redevelopment.

1.1 Pre-Application Consultation

A Development Application Review Committee (“DARC”) meeting was held with the City of Mississauga staff on August 18, 2021. Following the DARC meeting, a Submission Requirements Checklist was issued to the Applicant identifying the submission materials required for a ‘complete application’. This Pre-Application Consultation checklist is provided in **Appendix A**. The Submission Requirements Checklist identified the need for an Official Plan Amendment and a Zoning By-law Amendment application to facilitate the proposed redevelopment.

The following submission materials were identified as being required, and have been submitted in support of this proposal, under separate cover.

Plan / Report	CONSULTANT
Planning Justification Report	MHBC
Draft Zoning By-law Amendment	MHBC
Draft Official Plan Amendment	MHBC
Context Plan	KPMB
Site Plan	KPMB
Building Elevations	KPMB
Survey	SVNG
Site Grading Plan	WSP
Parking Utilization Study	BA Group
Traffic Impact Study	BA Group
Transportation Demand Management Strategy	BA Group
Sun/Shadow Study	KPMB
Wind Study	RWDI
Acoustical Feasibility Study	RWDI
Arborist Report	JRS
Tree Inventory / Tree Preservation Plan	JRS
Stormwater Management Report	WSP
Functional Servicing Report	WSP
Site Servicing Plan	WSP
Hydrogeological Report	Grounded
Phase 1 Environmental Site Assessment	Grounded
Waste Management Plan	KPMB

The above noted documents are summarized in **Section 3.2** of this Report.

1.2 Public Consultation Strategy

In facilitating the proposed Official Plan and Zoning By-law Amendments, public engagement is an important component to ensure that the public and stakeholders have an understanding of the proposal and the process through which they can provide input. The proposed Public Consultation Strategy for the application is presented below. The Applicant is committed to working with the City to ensure all interested stakeholders are engaged throughout the process.

Effective July 1, 2016, changes to the *Planning Act* O.Reg. 544/06, amended by O.Reg 178/16) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed OPA and ZBA will follow the *Planning Act* statutory requirements and the City's practices as outlined in the Official Plan. Throughout the duration of the process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comments with respect to the applications.

Once the applications have been deemed complete, City staff will circulate the applications, including all technical reports and supporting studies, for comment to agencies and will provide a notice of complete application in accordance with the *Planning Act*. A development application notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). All application materials will be publicly available for viewing on the City's website, and the Applicant's and consultants' contact information, as well as the City staff contact information, will be available.

A community meeting will be held to present the applications and receive input from the local community. The consultants and the Applicant will be available at this meeting to respond to questions and provide additional information.

A Statutory Public Meeting under the *Planning Act* will then be held. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies, and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand, and meaningfully comment on the proposal at key times during the process and throughout the process.

2.0 Existing Site & Context

The consideration of an existing site's context is important in the planning analysis for the proposed redevelopment. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure which includes future land uses and infrastructure capacity.

2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located on the southwest corner of Tomken Road and Rathburn Road, and municipally addressed as 4094 Tomken Road & 924 Rathburn Road in the City of Mississauga. The Subject Lands have a total area of approximately 1.4 hectares, with approximately 108 metres of frontage onto Tomken Road and 106 metres of frontage along Rathburn Road.

The Subject Lands are currently comprised of Westminster United Church, which dates back to Burnhamthorpe United Church in 1840. The original structure has seen multiple additions since construction, with the latest being completed in 1992. The church structure is not designated under Part IV of the *Ontario Heritage Act* and is not listed on the City of Mississauga Heritage Register. The Subject Lands also comprise of an existing 7-storey residential apartment building, known as Tomken Grove Non-Profit Homes.

2.2 Surrounding Area Context

As a compliment to **Figure 2**, which illustrates the surrounding area context of the Subject Lands, the following is a description of the physical context within which the development is proposed.

North: Immediately north of the Subject Lands, across Rathburn Road, is a low-rise retail commercial plaza. Existing low-rise residential uses are located further north, consisting of primarily 2-storey single detached homes, as well as low-rise apartment buildings along the north side of Rathburn Road.

East: Existing low-rise residential uses are the predominant land use to the east, consisting of primarily two-storey single detached homes. Immediately east of the Subject Lands, across Tomken Road, is a low-rise apartment complex.

South: To the south of the Subject Lands is a predominantly low-rise residential neighbourhood consisting of two-storey single detached homes. Further south, a mix of local commercial, townhouse, and low density residential uses are located along Burnhamthorpe Road.

West: Immediately adjacent the Subject Lands to the west is an existing three-storey townhouse development, followed by a 7-storey apartment building and 3-storey apartment building along the

south side of Rathburn Road. John Cabot Catholic Secondary School, St. Vincent De Paul Separate School, and Allison's Park are located further to the west.

The following images further illustrate the Subject Lands and the surrounding context:



Image 1: Looking south towards the Subject Lands across the intersection of Rathburn Road and Tomken Road.



Image 2: Looking south towards the Subject Lands across Tomken Road.



Image 3: Looking northwest from the Subject Lands towards the adjacent commercial plaza.



Image 4: Looking southwest from the Subject Lands along Rathburn Road.



Image 5: Looking north towards Westminster Place Road, southwest from the Subject Lands. On the east side of Westminster Place is a commercial plaza while the west side is frontage of Westminster Court.



Image 6: Looking southwest towards the Subject Lands from the intersection of Rathburn Road East and Corbet Drive.



Image 7: Looking east towards the Subject Lands from the intersection of Rathburn Road East and Westminster Place towards Westminster Mews condominium development.



Image 8: Looking west toward the existing apartment building at the intersection of Rathburn Road and Westminster Place.

2.3 Neighbourhood Context

The Subject Lands are located within the Rathwood Neighbourhood in the City of Mississauga, which extends from Etobicoke Creek to the east, Highway 403 to the north, Burnhamthorpe Road to the south, and Kennedy Road to the west. The predominant land use in the surrounding neighbourhood and along Rathburn Road is residential, with commercial uses located directly adjacent to the Subject Lands. A mix of low and mid-rise apartment buildings are also located along Rathburn Road, with low-rise single-detached residential uses located off of Rathburn Road and Tomken Road.

The general area surrounding the Subject Lands includes a large number and variety of community amenities, including Allison’s Park to the west and Rathwood Park to the northeast. In addition, there are several schools located in proximity to the Subject Lands. To the east of the Subject Lands is the Burnhamthorpe Trail which provides a linear corridor of connected trails extending from Eastgate Parkway to Dixie Road. The Subject Lands are located in proximity to a number of community facilities, parks, and amenities which are listed below in **Table 1**.

Table 1: Location of Surrounding Community Facilities and Services

Destination	Travel Distance	Travel Time (Min)		
		Walking	Cycling	Driving
1. Applewood Heights Gospel Hall	260 m	3	1	1
2. Allison’s Park	850 m	11	4	3
3. Rathwood Park	600 m	8	3	3
4. John Cabot Catholic Secondary School	900 m	12	5	3
5. St. Vincent De Paul Separate School	1 km	12 min	6	3
6. Tomken Transitway Station	1 km	13 min	5	4
7. St. Teresa of Calcutta Catholic Elementary School	1.2 km	15 min	4	3
8. Tomken Twin Arena	1.2 km	16 min	5	3
9. Saint Basil School	1.2 km	15 min	5	2
10. Applewood Heights Secondary School	1.5 km	18 min	5	5
11. Philip Pocock Catholic Secondary School	1.5 km	18 min	6	3
12. Rockwood Mall	1.5 km	20 min	7	3
13. Burnhamthorpe Public School	1.9 km	23 min	7	4
14. Cooksville GO Station	5.1 km	63 mins	22	10

Note: Distances and times above are approximate.

2.4 Transportation Context

Transportation and access are important considerations for the planning and development of new housing in existing neighbourhoods. These considerations are summarized below. A detailed analysis of the transportation context is provided in the Urban Transportation Considerations Study, prepared in support of the application and provided under separate cover.

The Subject Lands currently have vehicular access from Rathburn Road East and Tomken Road, along the north and east lot lines respectively. The primary pedestrian entrance to the Westminster United Church is off of both Rathburn Road East and Tomken Road. As part of the proposed redevelopment, the current vehicular access point from Rathburn Road East is proposed to remain in the current location, with the access from Tomken Road shifted south to improve the driveway alignment and allow for a secondary access further north along Tomken Road.

The Subject Lands front onto Rathburn Road East and Tomken Road which are both identified as Major Collector Roads within the City of Mississauga Official Plan. Additionally, Highway 403 and Queen Elizabeth Way (QEW) are located in close proximity to the Subject Lands. Rathburn Road East has a designated Right-of-Way width of 30 metres, with two vehicular lanes, a multi-use trail, and sidewalks on both sides. Tomken Road has a designated Right-of-Way width of 26 metres, with 2 vehicular lanes, a multi-use trail, and a sidewalk on both sides.

The Subject Lands are well serviced by existing and planned transit routes and facilities. MiWay bus route 20 runs along Rathburn Road directly along the north lot line of the Subject Lands, with a stop at the intersection of Rathburn Road East and Tomken Road, with the east travelling bus stop immediately north of the Subject Lands. This Monday to Sunday route connects eastbound to Kipling Terminal and westbound to Erindale GO Station. Route 20 runs on a 15 minute frequency from 5am to 10pm. No overnight service is provided.

MiWay bus route 51 runs along Tomken Road directly along the east lot line of the Subject Lands, with a stop at the intersection of Rathburn Road East and Tomken Road, with the south travelling bus stop located immediately east of the Subject Lands. This Monday to Saturday route runs northbound to Cardiff Boulevard and southbound to Stanfield Road. Route 51 runs on a 10 minute frequency from 6am to 1am. No overnight service is provided. Route 51 further connects the site to bus routes 26 and 76. Route 26 runs eastbound to Kipling Bus Terminal via the Islington Subway, and westbound to South Common Centre. Route 76 runs eastbound to Kipling Bus Terminal and westbound to City Centre Transit Terminal. These connections provide convenient access to the Bus Terminal and the GO train routes.

The Subject Lands are within close proximity to the Tomken Station of the Mississauga Transitway BRT system. The Transitway BRT system runs from Renforth Station at the border between Mississauga and the City of Toronto and Winston Churchill station in the community of Erin Mills. A number of GO Transit Routes also use the Transitway stations including Routes 19, 25, 29, 40, 45/46/47.

The MiWay Transit Map for the area surrounding the Subject Lands is available on **Figure 3**.

Multi-use trails also exist along Rathburn Road East from Cawthra Road to Hickory Drive, directly north of the Subject Lands. This trail system continues south on Cawthra Road and connects to the multi-use trail system along Burnhamthorpe Road East, which runs from Winston Churchill Boulevard to Mill Road. These connections provide the Subject Lands with service to existing cycling infrastructure throughout the City of Mississauga.

2.5 Surrounding Development Applications

As part of the preparation of the planning assessment, a search of the City of Mississauga’s development application database was undertaken to provide the context of the current and proposed developments within the surrounding area.

The Rathwood Neighbourhood in the City of Mississauga continues to experience moderate growth and change, especially off of the Major Collector Roads. **Table 2** summarizes the surrounding development applications with key information for comparison to the proposal. **Figure 3** maps the location of the surrounding development applications in relation to the Subject Lands. Matters related to servicing and transportation include consideration of these developments.

Table 2: Surrounding Development Applications in Ward 3

#	Address	File Number	Application Type	Residential Units	Height (storey)	Description
1	1315 Silver Spear Road	OZ/OPA 18 5	Rezoning	159	8	8 storey rental apartment building with 159 residential units
2	4066 & 4072 Dixie Road	SP 18 20	Site Plan - Withheld	243	14	14-storey apartment building containing 243 apartment units and 16 stacked townhouse units
3	3480 Havenwood Drive & 1485 Williamsport Drive	OZ/OPA 18 14	Rezoning	Building C – 103 Building D – 99	8	Two 8-storey apartment buildings for a total of 202 units
4	1750 Bloor Street and 3315 Fieldgate Drive	OZ 17/014	Rezoning	560	17	17 storey apartment building. The two existing apartment buildings will remain.
5	1840 to 1850 Bloor Street	OZ 20-003	Rezoning	433	18	Two 18 storey apartment buildings containing 433 residential units.

3.0 Proposal Description

3.1 The Redevelopment Proposal

The current redevelopment proposal is the result of careful planning and design undertaken by the project team, including consideration of the Provincial policy framework for managing and directing growth, the local policy context, the surrounding context of the Rathwood Neighbourhood, and the broader area surrounding the Subject Lands.

The Subject Lands have a total area of 1.4 hectares, and are currently occupied by Westminster United Church at the eastern portion of the site, a 7 storey residential apartment building at the western portion, and surface parking lining the western and southern perimeter. As part of the proposed development, the existing church structure and existing residential apartment building are to be retained and maintained on site as one lot. The existing daycare within the place of worship is also to remain. The intent of the proposed development is to provide a much-needed mix of affordable and market rate rental housing on underutilized portions of the Subject Lands at the north and south parts of the property. The proposed housing units and existing place of worship are to be managed by the Applicant.

Table 3: Summary of Proposed Redevelopment Statistics

CHARACTERISTIC		DESCRIPTION
Total Site Area		1.414 ha
Gross Floor Area	Proposed New	18,333 sq.m.
	Existing	8,042 sq.m.
	Total	26,377 sq.m.
Residential Units		241
Parking		318
Proposed FSI		1.87
Proposed Bicycle Parking Spaces		196

Following the Official Plan and Zoning By-law Amendment Process, an application for Site Plan Approval will be submitted to the City of Mississauga which will further address the functions and design of the proposed redevelopment, as well as construction management to minimize impacts to the existing site uses and surrounding area during construction.

3.1.1 Site Layout

As illustrated in **Image 1**, the proposed redevelopment concept provides for the introduction of two 12 storey rental residential buildings at the north and south parts of the property, for a total of 241 units. The existing church and existing apartment building will be retained where they are currently located, with all the proposed residential units placed to the north and south on underutilized portions of the Subject Lands. The proposed residential buildings will include community, institutional, and residential uses on the ground level, with 11 storeys of residential apartment units above. The intent of the proposed site layout is to optimize the use of the land, while preserving the existing church structure and ensuring that the proposed new residential units are appropriately transitioned to the surrounding context and shadowing is minimized.

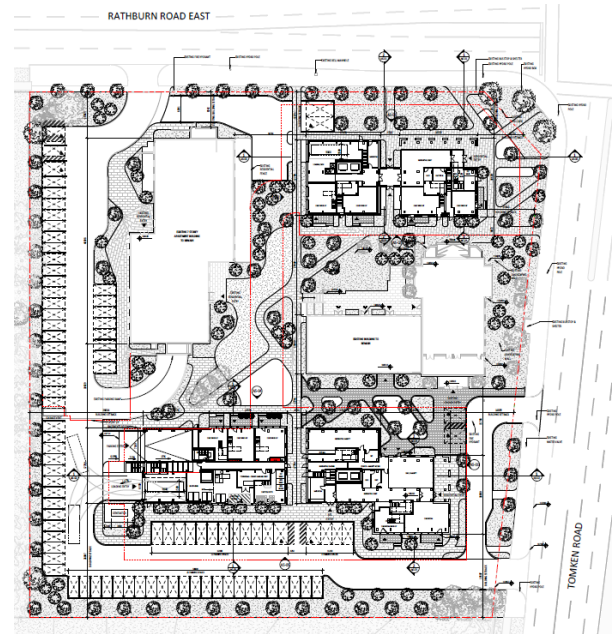


Image 1: Proposed Site Plan (A103)

The interior of the site will provide for a residential entryway and pathway that will include an entrance to the existing church and to the residential buildings closest to the southern property line. This residential pathway will be lined with trees so as to create a landscaped open space for meeting and gathering. The interior of the site will be accessible to all users of the site, and include a community garden, children’s play area, open lawn, and gathering space for the place of worship. Trees will also line the northeastern and eastern property line so as to offer additional privacy for the ground level residential units proposed on site. Toward the north property line, a 10.8 metre setback is provided, while a 26.6 metre setback is provided to the western property line. Along the southern property line, a 19.5 metre stepback is provided, and a 13.34 metre setback is provided along the eastern property line.

Both proposed residential buildings will be separated by 16 metres from the existing apartment building. Separation distances of 12.76 metres to the southern proposed residential building and 6.07 metres to the northern proposed residential building from the existing church are also provided.

3.1.2 Built Form

The proposed redevelopment concept has been carefully designed to consider the surrounding built form. The buildings will have an overall height of 43.8 m and feature significant step backs on the upper levels from 15 metres in height to effectively transition the building from the existing residential neighbourhoods and to respect the extent of the zoning envelope as per By-law 0225-2007. These stepbacks at 15 metres in height are provided from Building 1 towards the southern property line with a depth of 6.85 metres, and from Buildings 1 and 2 towards Tomken Road with depths of 16.45 metres and 6.85 metres respectively. These stepbacks provide for an appropriate angular plane to the existing residential uses, as well as Tomken Road.



Image 2: East Full Elevation (A500)

The proposed building height of 43.8 metres will provide for the optimized provision of rental apartment units, including affordable units. Along with significant setbacks from the proposed residential uses and the abutting properties, fencing and landscaping will additionally be provided to ensure the new residential units compatibly integrate into the existing neighbourhood while providing a new focal point for the Rathwood Neighbourhood.

3.1.3 Unit Mix & Affordability

The proposal will provide for a total gross floor area (GFA) of 18,333 sq. m, with a total proposed FSI of 1.87. A total of 241 new residential dwelling units are proposed on the Subject Lands. The new residential dwelling units are proposed to include a mix of 1, 2, and 3 bedroom units. Of the 241 new residential units proposed on the Subject Lands, 30% are targeted to be affordable and targeting 80% of MMR, per CMHC National Housing Co-Investment Fund criteria.

3.1.4 Sustainability

Consideration for environmental and community sustainability is an integral part in the design of the proposed redevelopment. Beyond affordability, the proposed redevelopment will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process. A number of Low Impact Development (LID) and sustainability measures are also proposed as part of the redevelopment, in accordance with City guidelines. These LID measures include:

- Grass and Dry Swales – The proposed redevelopment will be providing vegetated and open swales to receive, treat, and attenuate runoff water across the site.
- Green Roofs - Three Green Roof Terraces are accessible on Level 7 to improve energy efficiency, stormwater absorption and quality, reduce heat island effects and create green space for passive recreation.
- New Trees and Native Vegetation - The proposed redevelopment will be providing new trees and native vegetation in softscape landscaping across the site. Refer to the Landscape Plans included with the application package.

- Pedestrian Comfort – The proposed redevelopment will be providing shade trees along street frontages, open space frontages, and public walkways.
- Pedestrian Walkways – The proposed pathways are universally accessible, barrier free and clearly designated.
- Bicycle Parking - 100% of Bike Parking spaces are in a secure weather-protected area within the ground and 2nd floor of the new buildings on site.

3.1.5 Landscaping

As demonstrated in the Landscape Plan, trees will be provided along the southern and western property lines as a green frame. The proposed landscaping will enhance the visual appeal of the site, serve as an additional buffer element to ease the transition to surrounding properties, and act as an important green infrastructure component. The interior of the site will serve as an outdoor amenity space for gathering and meeting space. A 3.0 metre landscape buffer to the east and a 4.3 metre landscape buffer to the south will also be provided.

3.1.6 Transportation & Parking

A total of 318 new vehicular parking spaces are proposed to service the site, including 241 to service the proposed new residential units (resident and visitor) and 77 to service the existing place of worship and daycare facility. Parking for the existing residential building will remain as currently exists (68 spaces), including at-grade and underground parking. Parking for the new buildings is proposed both at-grade and within 3 levels of underground parking, with access via a parking ramp from the internal drive aisle. Service and loading are proposed to be contained within the base of the 12-storey buildings, accessed from the internal drive aisle, and screened from the public street. The existing vehicular access point from Rathburn Road East is proposed to remain in the current location, with the access from Tomken Road shifted south to improve the driveway alignment and allow for a secondary access further north along Tomken Road.

A number of Transportation Demand Management (TDM) measures are proposed as part of the proposed development, with the objectives of reducing car dependency, making it attractive for residents to walk and cycle, and promoting transit and low carbon transportation alternatives. Specific TDM measures currently proposed include:

- the provision of 196 bicycle parking spaces to improve cycling convenience, located at grade and within the second level of each building;
- the provision of a travel information brochure to residents identifying mobility choices in the area;
- transit availability and proximity, as the Subject Lands are located adjacent existing transit stops connecting the surrounding region; and,
- improved pedestrian connectivity, through the provision of new and improved sidewalks through the Subject Lands to improve walkability and minimize walking distances.

3.2 Supporting Studies

In order to ensure the proposed development fully addresses all policy and technical requirements of the City, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the PJR. Many of these studies also identify how the proposed development and applications advance Provincial and local policies.

3.2.1 Pedestrian Wind Study

A Pedestrian Wind Study has been prepared by RWDI in support of the proposed OPA and ZBA applications. The assessment was based on wind tunnel testing conducted for the proposed development, which was analysed using the Regional wind climate records and against the pedestrian comfort and safety criteria adopted by the City of Mississauga. The Study found that the pedestrian wind safety criterion is expected to be met at all assessed locations, with predicted wind speed increases to remain suitable for the intended use throughout the year. Wind control measures are recommended along the walkways between Building 1 and the existing building, and along the passageway within Building 2.

3.2.2 Noise and Vibration Impact Study

A Noise and Vibration Impact Study has been prepared by RWDI in support of the proposed OPA and ZBA applications. The Study recommends noise control measures for the proposed development, which include installation of central air-conditioning so that all suites windows can remain closed, inclusion of noise warning clauses, minimum sound isolation performance, and construction of perimeter noise barriers for outdoor amenity areas.

3.2.3 Hydrogeological Review

A Hydrogeological Review Report has been prepared by Grounded Engineering in support of the proposed OPA and ZBA applications. The Hydrogeological Review identifies existing site conditions, groundwater quality and control, land stability, and regulatory requirements for the proposed development. The report additionally provides an evaluation of potential impacts and proposed mitigation and monitoring measures to support the development. Further information can be found in the Hydrogeological Review, included as part of the submission files.

3.2.4 Geotechnical Engineering Report

A Geotechnical Engineering Report has been prepared by Grounded Engineering in support of the proposed OPA and ZBA applications. The report analyzes the subsurface investigation results based on three boreholes. The Report provides geotechnical engineering advice for foundations, seismic site classification, earth pressure design, slab on grade design, basement drainage, and pavement design. Further information can be found in the Geotechnical Engineering Report, included as part of the submission files.

3.2.5 Functional Servicing Report

A Functional Servicing Report has been prepared by WSP in support of the proposed OPA and ZBA applications. The purpose of this report is to provide the conceptual framework for water distribution, sanitary sewage and storm drainage controls for the proposed development. Further information can be found in the Functional Servicing Report, included as part of the submission files.

3.2.6 Arborist Report

An Arborist Report has been prepared by Davey Resource Group in support of the proposed OPA and ABA applications. The Arborist Report serves to document the condition and provide recommendations to preserve trees within and surrounding the proposed development in advance of future construction work. Of the 80 trees that were assessed on the Subject Lands, 34 were recommended to be preserved throughout the construction and 39 were recommended to be removed prior to construction. The Arborist Report provides recommendations for tree protection and removal in accordance with City standards.

3.2.7 Stormwater Management Report

A Stormwater Management Report has been prepared by WSP in support of the proposed OPA and ZBA applications. The purpose of this report is to examine the water quality, quantity, balance, and erosion impacts of the proposed development. The report demonstrates that the proposed SWM strategy will address stormwater management related impacts from this project. Further information can be found in the Stormwater Management Report, included as part of the submission files.

3.2.8 Urban Transportation Considerations Study

An Urban Transportation Considerations Study has been prepared by BA Group in support of the proposed applications. The purpose of this study was to review the key transportation related aspects of the proposed applications to permit the proposed development as planned, including a review of the existing site and development plan, existing and future transportation context, transportation demand management and volumes forecasts, and traffic assessment. The Study concludes that the proposed parking supply will adequately meet the parking demands of the proposed development, and that the proposed bicycle parking supply meets and exceeds the requirements for the proposed development. The proposed loading configuration is confirmed to meet City requirements and can accommodate the servicing needs of the development. Based on the traffic analysis undertaken, site related traffic volumes and queues can be reasonably accommodated within the surrounding road network at all signalized and un-signalized intersections.

3.3 Proposed Amendments

3.3.1 Proposed Official Plan Amendment

The proposed OPA seeks to amend the mapping of the City of Mississauga Official Plan to facilitate the development of the Subject Lands as described in this report.

The Subject Lands are designated *Residential High Density* in accordance with Schedule 10 of the Mississauga Official Plan, and located within the Rathwood Neighbourhood. The proposed development, as described in this report, generally conforms to the City's Official Plan, and is permitted by the applicable designations with the exception of the height and density proposed.

The Residential High Density designation permits apartment dwellings as proposed and exist on the Subject Lands. For all lands within a Neighbourhood, the Official Plan requires a maximum building height of 4 storeys, and the Rathwood Neighbourhood additionally requires a maximum density of 0.5-1.0 FSI. The proposed OPA would provide a site-specific exception to permit the proposed maximum building height of 12 storeys and density of 1.87 FSI. This site-specific amendment is in keeping with the policy direction of the Official Plan for the Rathwood Neighbourhood, which directs Tomken Road to be the focus of future low-rise and mid-rise mixed use development.

A draft OPA has been prepared to facilitate this development proposal, and is included in **Appendix B**.

3.3.2 Proposed Zoning By-law Amendment

The proposed ZBA seeks to amend the mapping and text of City of Mississauga Zoning By-law 0225-2007 to facilitate the development of the Subject Lands as described in this report.

In order to allow for the proposed development, an amendment to Zoning By-law 0225-2007, as amended, is required to amend site-specific exception RA2-11. The existing Residential Apartment (RA2-11) Zone is a site specific zone intended to permit the current 7-storey apartment building and place of worship. The proposed amendment to the site-specific exception will permit the two proposed 12-storey apartment buildings on the Subject Lands in addition to the existing 7-storey apartment building and place of worship.

A series of site-specific amendments to the RA2-11 Zone are also required, including the following:

- Maximum FSI;
- Maximum building height;
- Minimum front and exterior side yards
- Minimum separation between buildings;
- Minimum landscape buffer depth;
- Permitted buildable areas; and,
- Minimum parking.

A draft ZBA has been prepared to facilitate this development proposal, and is included in **Appendix C** of this report.

4.0 Planning Policy Analysis

The following section of the PJR provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations and identifies how the proposed amendments are consistent with and conform to Provincial, regional, and local policy. It should be noted that at the time of the completion of this report, Bill 23 was pending approval and some policies and provisions of the *Planning Act* may change following the submission.

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

In Section 2 of the *Planning Act*, the Province of Ontario declares matters of interest as it pertains to land use and requires that municipal councils have regard to these in all decision making.

“(2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.”*

The proposed redevelopment has regard for and implements the above-noted matters of provincial interest as directed by the *Planning Act*. The proposed development will make efficient use of existing transportation, sewage, and water systems through appropriate intensification of the Subject Lands and will develop in an orderly manner to support a safe and healthy, barrier-free development. The Subject Lands are located in close proximity to existing transit, active transportation infrastructure, and community amenities and provide an appropriate location for growth and development. The proposed development represents intensification of a currently underutilized site that will provide a mix of housing, including affordable housing, which is well designed to integrate into the existing development and surrounding community, and which maintains high-quality open spaces.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages the efficient use of land, resources, and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions must be consistent with the PPS.

An analysis of the Provincial policies contained in the 2020 PPS, and how the proposed amendments are consistent with these policies is provided herein.

Section 1.0 Building Strong Healthy Communities

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, livable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address the policies.

Policy

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Evaluation

The proposed redevelopment will make efficient use of a currently underutilized site, and provide for affordable housing within an existing residential area. The proposed redevelopment is cost-effective as it will optimize the provision of new housing that is accessible by existing transit and servicing infrastructure.

The proposed redevelopment will provide for 241 new residential rental units within a mix of 1, 2, and 3 bedroom units, of which 30% are targeted to be affordable rental units.

The Subject Lands are not located in proximity to any areas of environmental protection or where public health or safety would be of issue.

- | | |
|--|---|
| <p>d) <i>Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p> | <p>The Subject Lands are located within a Settlement Area as defined by the PPS. No expansion to the existing settlement area boundary is required to accommodate the proposed development.</p> |
| <p>e) <i>promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i></p> | <p>The proposed development will provide for intensification that supports Provincial growth management directions and supports the City's investment in transit along Rathburn Road, Tomken Road, and the Mississauga Transitway. The proposed compact built form will utilize existing servicing and is in proximity to several existing City facilities, minimizing land consumption and servicing costs.</p> |
| <p>f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i></p> | <p>The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and CMHC accessibility standards. The proposed development further provides for a range of affordable and market rate rental housing in close proximity to a number of community amenities as identified in Table 1.</p> |
| <p>g) <i>Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and</i></p> | <p>The proposed redevelopment will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs. A Site Servicing Plan and Functional Servicing Report have been prepared in support of the proposed development, and further describe the adequacy of existing infrastructure to service the proposal.</p> |
| <p>h) <i>Preparing for the regional and local impacts of a changing climate.</i></p> | <p>The proposed redevelopment will facilitate the compact development of the Subject Lands, improving residential housing supply in the area which will support alternative forms of transportation to reduce the environmental impact of the development. Additional measures proposed to address climate change are addressed in the reports accompanying this submission, including the Stormwater Management and Functional Servicing Report.</p> |

Additional policies in **Section 1.1** include:

"1.1.3.1 Settlement areas shall be the focus of growth and development."

As indicated above, the Subject Lands are located within the Settlement Area of the City of Mississauga, and therefore the proposed redevelopment will provide for intensification of a currently underutilized site within a Settlement Area as supported by this policy objective.

"1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and

g) are freight-supportive."

The proposed redevelopment will provide for the efficient use of land and resources through the redevelopment of the site to facilitate residential intensification that makes use of existing water, wastewater, and stormwater infrastructure. The proposed density and compact built form is supportive of existing transit along the Rathburn and Tomken Road corridors, and has been designed to support active transportation and encourage greater local transit ridership within the surrounding neighbourhood. The accompanying Functional Servicing and Stormwater Management Reports demonstrate how the proposed development can be adequately serviced by existing infrastructure. The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services and existing transit, reducing automobile reliance.

"1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

The Subject Lands are currently underutilized, and located within close proximity to existing and proposed transit service, including the Mississauga Transitway. The proposed redevelopment consists of 241 new residential units, of which 30% are targeted to be affordable units, contributing to the overall range of housing stock within Mississauga. The accompanying Function Servicing and Stormwater Management Reports demonstrate how the proposed development can be adequately serviced by existing infrastructure.

"1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."

The proposal represents intensification within a compact built form. The proposed 12-storey residential apartments represent an efficient development of the Subject Lands that will not result in public health and safety issues. The proposed compact built form and site layout are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.

"1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas."

The Growth Plan identifies a minimum intensification target for Peel Region of 50%. The proposed redevelopment will contribute to this target by providing much-needed residential units, including affordable units, within the existing built-up area. The proposed development has been designed so that the intensification proposed is compatible with the surrounding uses, and will appropriately transition from the existing surrounding neighbourhood.

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

The proposed redevelopment is located within the existing built-up area of the City of Mississauga and provides for a compact form and mix of housing units that provide for the efficient use of land, infrastructure and public service facilities.

Section 1.4 - Housing

"1.4.3 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:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) Permitting and facilitating:
 - i. All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - ii. All types of residential intensification, including additional residential units and redevelopment in accordance with policy 1.1.3.3;**

- 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."*

The proposed redevelopment will facilitate residential intensification on the Subject Lands through a compact built-form that includes 241 new residential units within two 12 storey buildings at the northern and southern portion of the property, with a total proposed density of 172 units per hectare. Thirty percent (30%) of the residential units proposed are targeted to be affordable units at 80% of MMR. The introduction of this affordable housing to the community will further provide housing choice for current and future residents of the Rathwood Neighbourhood and will range of options on the housing continuum. The proposed development will also facilitate transit supportive redevelopment on lands that are serviced by existing infrastructure and a variety of public service facilities all located within walking distance of the Subject Lands, as demonstrated in Table 1, which will help meet the social, public health, and general well-being needs of current and future residents.

Section 1.5 – Public Spaces, Recreation, Parks, Trails, and Open Space

"1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;"*

The proposed redevelopment, as identified in Table 1, is located in close proximity to a number of parks and community facilities to provide access to recreation, open space, trails and parks as promoted by the policies of the PPS. The proposed redevelopment is in close proximity to Rathwood Park and Allison’s Park, providing immediate access to public open space for future residents. In addition, an outdoor courtyard and landscaped open space is proposed within the interior of the Subject Lands to serve the residential units and surrounding neighbourhood.

Section 1.6 – Infrastructure and Public Service Facilities

"1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized; and,*
- b) *opportunities for adaptive re-use should be considered, wherever feasible."*

The proposed redevelopment of the site will benefit from the existing public service facilities available as well as support the use and optimization of existing infrastructure. The Functional Servicing Report prepared in support of this application has identified that the existing infrastructure is suitable and supports the proposed redevelopment.

"1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services; and,*
 - 2. private communal sewage services and private communal water services, where municipal water services are not available or feasible;**
- b) ensure that these systems can be provided in a manner that:
 - 1. can be sustained by the water resources upon which services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and,*
 - 4. protects human health and safety, and the natural environment;**
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process."*

The Subject Lands provide an opportunity to make optimal and efficient use of the available municipal infrastructure and services. The accompanying Functional Servicing and Stormwater Management Reports demonstrate that the proposed redevelopment can be adequately serviced by the existing municipal sewage and municipal water systems, while providing for protection of human health and safety, and the natural environment.

"1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services."

The proposed redevelopment intends to connect to the existing municipal water and sewer services along Rathburn and Tomken Road and will not require the establishment of new, unplanned municipal services.

"1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible."

The existing and planned transportation infrastructure will be used and supported by the proposed development which will also incorporate transportation demand management strategies as recommended in the Urban Transportation Considerations Study.

"1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation."

The proposal is within walking distance of bus stops located along Rathburn Road and Tomken Road which provide connectivity to other modes of transit such as the proposed LRT stations and the Mississauga Transitway and intends to take full advantage of these existing services in order to support current and future transit infrastructure. The building is sited along the Rathburn Road multi-use trail, which promotes active transportation, as will the provision of 196 bicycle parking spaces for both residents and visitors to the site.

Section 1.8 – Energy Conservation, Air Quality and Climate Change

“1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- i. promote compact form and a structure of nodes and corridors;*
- ii. promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- iii. focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- iv. focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- v. encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- vi. promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- vii. maximize vegetation within settlement areas, where feasible.”*

The proposed redevelopment will provide for modest intensification on a currently underutilized site. The proposed redevelopment supports the use of active transportation by proposing a compact built form. The Subject Lands are located in proximity to existing transit and are within walking distance of several commercial and retail uses. The proposed redevelopment has considered both environmental and community sustainability as part of the design of the proposed development. The proposed development will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal, urban gardens, and solar-ready construction to be explored throughout the development process. Finally, vegetation, including trees and urban gardens, will be placed at the perimeter and interior of the proposed redevelopment so as to reduce the urban heat island effect through appropriate shading.

Section 4.0 – Implementation and Interpretation

“4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.”

As further described in Section 4.5 of this report, the City of Mississauga’s Official Plan outlines the land use designations and policies applicable to the Subject Lands. The proposed redevelopment has been designed and planned in accordance with the Residential High Density designation, while the proposed OPA and ZBA seek to implement site specific permissions which will facilitate a high-density residential development as directed by the City’s Official Plan.

Summary/Conformity Statement

The above analysis demonstrates that the proposed redevelopment is consistent with the PPS and allows for development at an appropriate density in an area served by existing infrastructure and that supports the goals of the PPS. As such, the redevelopment proposal and corresponding OPA and ZBA are consistent with the policies of the PPS.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. The Growth Plan establishes a long-term framework for growth and development in the Greater Golden Horseshoe (“GGH”). The Growth Plan encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan sets out the population and employment forecasts for a land use planning to 2051.

The Growth Plan provides policy direction for where and how to grow, stating that population and employment growth is to be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form.

The entirety of the City of Mississauga, including the Subject Lands, are located within the built-up area. The proposed redevelopment provides for residential intensification as required by the Growth Plan.

Section 2.2 - Policies for Where and How to Grow

Section 2.2 sets out the policy framework for how forecasted growth can be managed to the horizon of the Growth Plan. As such, the vast majority of growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. As such, growth within settlement areas is further forecasted to occur

in delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. The following policies apply to redevelopment of the Subject Lands.

"2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;*
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. are in the Greenbelt area;**
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities**
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will generally be directed away from hazardous lands;*
- f) the establishment of new settlement areas is prohibited."*

In accordance with Section 2 of the Growth Plan, the proposed redevelopment focuses new growth and intensification to the existing Built-Up Area of the City of Mississauga. The proposed redevelopment optimizes development in an area serviced by existing municipal water and wastewater systems. The proposed use of the site will increase the density of the area and provide access to existing public transit adjacent the Subject Lands. The proposed redevelopment will add to the range of housing choice available in the community, including a mix of affordable and market rental units.

"2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
 - iv. healthy, local, and affordable food options, including through urban agriculture;**

- e) *ensure the development of high-quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

The proposed redevelopment supports the achievement of complete communities by providing a range of housing options within a high quality, compact built form directly proximate to existing transit. A mix of 1, 2, and 3 bedroom units are proposed, all of rental tenure, with 30% of units targeted to be affordable at 80% of MMR. The proposal provides for amenity areas and sustainable features to address climate change and resilience, as well as green building standards. The Subject Lands are located within walking distance of existing transit along both Tomken Road and Rathburn Road, and within proximity to local services which provide for the day-to-day needs of future residents. The proposal will also incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation in alignment with the green infrastructure goals of the Growth Plan, with Passive House Certification and Zero On-Site Carbon also being pursued.

Section 2.2.6 - Housing

Section 2.2.6 contains policies related to housing and the achievement of complete communities. To support the achievement of complete communities, municipalities are encouraged to consider the use of available tools to require minimum intensification and density targets be achieved, require that multi-unit residential developments incorporate a mixing of unit sizes to accommodate a diverse range of households and that sufficient servicing capacity be made available to accommodate the supply of residential units. The applicable policy directions are identified below.

“2.2.6.2 Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.”*

The proposed redevelopment conforms to this policy by diversifying the range and mix of housing options in the surrounding neighbourhood, through the provision of multiple unit types and sizes, as well as affordable units. The diversity of units proposed contributes to the policy goal of providing a diversity of housing options across the City of Mississauga, and the proposal has been designed to include units capable of accommodating residents with diverse needs, including families. The proposed density of 1.87 FSI provides an appropriate level of intensification based on the local context and will contribute to the City’s overall housing supply.

“2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”

The proposed redevelopment will provide for a total of 241 new residential dwelling units of varying sizes. Of these, 10 units will be bachelor units, 116 units will be one-bedroom units, 105 units will be

two-bedroom units, and 10 units will be three-bedroom units, thereby contributing to the supply of housing to meet a range of needs.

Summary/Conformity Statement

The above analysis demonstrates that the proposed redevelopment conforms to the Growth Plan by providing for residential development, at an appropriate density, in an area served by existing transit and municipal infrastructure. The development proposes rental housing inclusive of affordable rental housing that is well-connected to existing community services, parks and local businesses. As such, the development proposal and corresponding OPA and ZBA conform with and serve to implement the applicable policies of the Growth Plan.

4.4 Peel Region Official Plan (September 2021 Consolidation)

The Peel Region Official Plan ('ROP') provides Regional Council with a long-term framework for decision making. The ROP sets the Regional context for detailed planning for the three municipalities that comprise Peel Region (Brampton, Mississauga, and Caledon) by protecting the environment, managing resources and directing growth. It also sets the bases for providing Regional services in an efficient manner. The ROP outlines strategies to guide growth and development in Peel Region from 2005 to 2031.

Within the ROP, the Subject Lands are located within the *Urban System* on Schedule D – Regional Structure and *Built-Up Area* on Schedule D4 – Growth Plan Policy Areas.

The following provides an evaluation of the proposed development in the context of the Regional Official Plan.

Chapter 4 of the ROP establishes the goals, objectives and policies for growth in the Region, including the population and employment forecasts to provide the framework for future growth in Peel. These forecasts serve as the bases for determining Regional services and establishing land requirements to accommodate growth to the year 2031. Ultimately, it is a goal to ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner (**Goal 4.1.2**). In accordance with the Regional Plan, Mississauga's population is anticipated to grow by 107,000 and 55,100 households for a total population of 805,000 and 270,000 households by 2031.

Chapter 5: Regional Structure

"5.3.1 *General Objectives:*

5.3.1.2 *To achieve sustainable development within the Urban System*

- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.*
- 5.3.1.8 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age."*

The proposed redevelopment will support the achievement of sustainable development within the Urban System through the redevelopment and intensification of an underutilized site with a more compact built form. The proposed redevelopment is located within close proximity to a variety of commercial, employment and recreational uses and will provide for additional residential units, including affordable housing units, which will contribute to a complete community. Further, the proposed redevelopment is well served by transit and represents an efficient use of land which utilizes its close proximity to local and higher order transit and recreational trails to promote transit usage and active transportation.

"5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

"5.3.2.4 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services."

In accordance with Schedule D of the Peel Region Official Plan, the Subject Lands are located within the Region of Peel's Urban System and within the 2031 Regional Urban Boundary. The Functional Servicing and Stormwater Management Report prepared in support of this applications confirms the suitability of existing municipal infrastructure to service the proposed redevelopment.

"5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;"*

The proposed redevelopment will assist the City of Mississauga and the Region of Peel in achieving these policies by providing for the redevelopment and intensification of a currently underutilized site with a more compact built form. The proposed redevelopment is located within close proximity to a

variety of commercial, employment and recreational uses and transit services. As shown in Table 1, the Subject Lands are located within close proximity to parks, open spaces and recreational trails.

Section 5.5 of the ROP contains policies related to growth management which are intended to contribute to the achievement of complete communities within the Region.

“5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy to access retail and services.

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.”

The proposed redevelopment will support the Region of Peel in developing complete communities by providing for redevelopment that will intensify a currently underutilized site. The Subject Lands are located in proximity to a diverse mix of land uses, as well as existing public transit. The proposed redevelopment will provide for a mix of affordable and market rental housing, including housing to accommodate residents at all stages of life through a mix and range of housing types.

“5.5.3.1 Intensification Objectives

5.5.3.1.1 To achieve compact and efficient urban forms.

5.5.3.1.2 To optimize the use of existing infrastructure and services.

5.5.3.1.3 To revitalize and/or enhance developed areas.

5.5.3.1.4 To intensify development on underutilized lands.

5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments.

5.5.3.1.6 To optimize all intensification opportunities across the Region.

5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”

The proposed redevelopment meets the above noted objectives of the Regional Official Plan by providing for intensification of an underutilized site that is well served by transit and can be serviced by existing infrastructure, as demonstrated in the Functional Servicing Report accompanying this application. The proposed redevelopment will achieve a compact and efficient urban form by providing for two 12-storey residential buildings that will include affordable units in a neighbourhood well-served by commercial, retail, and employment needs. The reduced parking rates proposed also support and align with the objective to reduce automobile dependence. The proposed redevelopment will introduce a compatible use and built form to support a vibrant neighbourhood and reduce automobile dependency by providing convenient access to local transit.

“5.5.3.2 It is the policy of Regional Council to:

5.5.3.2.2 Facilitate and promote intensification.

5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.

5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area.

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Mississauga: 52,000 units.

5.5.3.2.10 Encourage the area municipalities to establish official plan policies that promote the redevelopment and reuse of brownfield sites."

The proposed redevelopment provides for intensification of a currently underutilized site with a compact built form, and will contribute a total of 241 new residential dwelling units in order to assist the Region in achieving the intensification and density targets of the ROP.

Section 5.8 of the ROP contains policies related to the provision of housing in order to meet the full range and needs in Peel through sustainable development patterns.

"5.8.1 Housing Objectives

5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*

5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*

5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing."*

Policy 5.8.2.3 of the ROP states that the region will encourage and support efforts to plan for a range of densities and forms of housing. **Table 4** of the ROP, below, contains the annual minimum new housing unit targets in Peel.

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

The proposed redevelopment comprises 241 residential dwelling units within a compact built form that includes including 1, 2 and 3 bedroom units that will support a range of household types. Consistent with the goals of the Regional Official Plan, all of the proposed units will be of rental tenure, with 30% of the proposed units targeted to be affordable units at 80% of Median Market Rent ('MMR') per CMHC National Housing Co-Investment Fund criteria. The mix of housing unit types will support a range of age groups, including families, and accommodate the housing needs of a variety

of residents within the City of Mississauga. The provision of affordable housing on site will provide housing choice for current and future residents of the City of Mississauga, and contribute to the Region of Peel’s affordable rental housing target.

Section 5.8.3 of the ROP contains policies related to the supply of affordable housing.

“5.8.3.1.1 To increase the supply of affordable rental and affordable ownership housing.

5.8.3.2.2 Work with the area municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing projects.

5.8.3.2.3 Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.

5.8.3.2.11 Encourage residential development, redevelopment and intensification to include an affordable housing component by promoting incentives or funding from different levels of government.

5.8.3.2.12 Encourage community agencies and landowners of suitably sized sites to develop affordable housing.”

In accordance with the guidance and policies of Section 5.8.3 of the Regional Official Plan, the proposed redevelopment will provide for 241 new rental dwelling units, of which 30% are targeted to be affordable rental units at 80% of MMR. The proposed redevelopment represents a significant contribution to the supply of affordable housing within Peel Region and the City of Mississauga, and is proposed in a compact, transit-supportive built form through the intensification of a currently underutilized place of worship site. Accordingly, the proposed OPA and ZBA seek to permit additional height and density to optimize the provision of affordable housing, and apply site-specific development standards, as described in Section 5.0 of this report.

Section 5.8.5 of the ROP contains policies related to energy efficient housing.

“5.8.5.1.1 To promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential development.

5.8.5.2.1 Identify and promote, in collaboration with the area municipalities, energy and water efficient technologies in new residential development, redevelopment, and intensification to the development industry.”

Environmental sustainability was critical in the design of the proposed development, which will include timber construction, passive ventilation, family-friendly amenities, and will pursue Passive House Certification and Zero On-Site Carbon.

Section 5.9 of the ROP provides policy direction on the transportation system in Peel.

- “5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- 5.9.1.3 To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- 5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.*
- 5.9.1.5 To optimize the use of the Region’s transportation infrastructure and services.*
- 5.9.2.3 Work with the Province and area municipalities to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process.*
- 5.9.2.8 Consider, as part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects, on Regional facilities.”*

The proposed redevelopment will assist in optimizing existing and planned transportation facilities, including the existing local transit network and Mississauga Transitway, by providing for a high density, compact, mid-rise built form in close proximity to existing transit facilities. The proposed redevelopment will support the development of a sustainable and efficient multi-modal transportation system, and the Urban Transportation Considerations Study prepared in support of this submission outlines the proposed TDM measures, including reduced parking requirements, intended to encourage and support the use of public transit and active transportation within Peel Region.

- “5.9.9.1.1 To reduce auto dependency by promoting sustainable modes of transportation.*
- 5.9.9.1.2 To provide a range of transportation services to meet the diverse needs of the population.*
- 5.9.9.1.3 To maximize the capacity of the transportation system to move both people and goods.*
- 5.9.9.10.1 To increase the share of trips made using active transportation.*
- 5.9.9.10.1.2 To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.”*

The proposed redevelopment will support active and sustainable modes of transportation by locating new residential uses in close proximity to a range of community amenities, including retail and service commercial uses, and in close proximity to existing and planned transit connections. The proposed redevelopment also contains 196 bicycle parking spaces on site which will accommodate active transportation among future residents.

Summary / Conformity Statement

The proposed redevelopment meets the applicable goals, objectives and policies of the Region of Peel Official Plan, and represents an intensification opportunity that supports sustainable, cost-effective, and transit supportive growth. The proposed redevelopment will provide a mid-rise built

form compatible with the surrounding area, increase housing variety and choice in the area, and support local employment and retail uses. The proposed development and associated OPA and ZBA will contribute to the achievement of Regional objectives for Urban Areas, and is in conformity with the applicable policies of the Region of Peel Official Plan.

4.5 City of Mississauga Official Plan

The City of Mississauga Official Plan (“OP”) provides planning policies to guide the City’s development to the year 2031. The policies are intended to direct and manage the change of the City and set the context for the review and approval of development applications.

In accordance with the various schedules of the OP, the Subject Lands are designated as follows (**see Figures 7-11**):

- **Neighbourhood** (Schedule 1 – Urban System);
- **Rathwood Neighbourhood Character Area** (Schedule 9 – Character Areas); and,
- **Residential High Density** (Schedule 10 – Land Use Designations).

The following provides an evaluation of the proposed development in the context of the City’s OP policies.

Section 4: Vision

Section 4 of the City of Mississauga Official Plan establishes the vision for Mississauga. The Official Plan states that that Mississauga will be a beautiful sustainable city that protects its natural and cultural heritage resources; the city will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distanced, complete, communities; and, that Mississauga will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment.

In order to achieve the vision, eight guiding principles for land use have been established. Of these, the following apply to the proposal:

- Preserve the character, cultural heritage and livability of Mississauga’s communities;
- Maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;
- Provide a range of mobility options for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
- Plan for a wide range of housing, jobs and community infrastructure resources so that they are able to meet the daily needs of the community through all stages of life;
- Support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments; and,
- Promote the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit to achieve this vision.

The proposed redevelopment responds to these principles by:

- Providing for a building form and design that is compatible with the surrounding area;
- Providing for a mix of uses on site, including a place of worship, and residential uses in diversity of housing forms, sizes, and levels of affordability;
- Including bicycle parking and pedestrian linkages to the surrounding active transportation and transit network;
- Providing for a total of 241 residential dwelling units, targeting 30% of the proposed units to be affordable at 80% of MMR, and providing for a range of unit sizes.
- Proposing a site layout intended to foster a sense of community and social interaction within the site, while also ensuring that the proposed built forms a vibrant and pedestrian friendly streetscape.
- Incorporating family friendly amenities, timber construction, high-quality materials, and passive ventilation in alignment with the green infrastructure goals of the Growth Plan, with Passive House Certification and Zero On-Site Carbon also being pursued.

A series of strategic actions, categorized in six themes, are also identified within the City of Mississauga Official Plan which are to implement the guiding principles. Of these, the following apply to the proposal:

- Focus on directing growth to locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- Ensure that communities include or provide access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of life;
- Integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities; and,
- Ensure that the urban form of the city contributes positively to everyday living in Mississauga.

In accordance with these Strategic Actions, the proposed redevelopment focuses new growth and existing intensification to the existing Built-Up Area of the City of Mississauga, within close proximity to existing higher order transit including the Mississauga Transitway. The proposal is within walking distance to local services that residents can access to meet their daily needs. In addition, environmental sustainability was critical in the design of the proposed development, which will include timber construction, passive ventilation, family-friendly amenities, and will pursue Passive House Certification and Zero On-Site Carbon.

Section 5: Direct Growth

The Growth Management policies and objectives for the City are provided in **Section 5** of the OP. The introduction of this section states that the City's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure.

“5.1.1 The population and employment forecasts for Mississauga are shown in Table 5-1

Table 5-1: Population and Employment Forecasts

Year	Population	Employment
2009	730 000	453 000
2011	738 000	455 000
2021	768 000	500 000
2031	805 000	510 000

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.”

The proposed redevelopment consists of 241 new residential units on the Subject Lands, at a proposed density of 1.87 FSI. The proposal is in keeping with the City of Mississauga’s population targets for 2021 and onward as it will assist the City in achieving these forecasted targets.

“5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

Protect ecological functions, public health and safety;

- a. *Utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- b. *Minimize environmental and social impacts;*
- c. *Meeting long term needs;*
- d. *Build strong, livable, universally accessible communities; and*
- e. *Promote economic prosperity.”*

The proposed redevelopment of the Subject Lands is consistent with the City’s policies for managing growth as it will provide for compact, context sensitive redevelopment of an underutilized portion of the Subject Lands on existing municipal services. The Subject Lands are located in close proximity to Allison’s Park and within close proximity to existing and planned transit, as well as several other community facilities as shown in Table 1. The proposed 12 storey residential buildings are compatible with the existing development on site and orients the taller builds towards the northern and southern portions of the site. By providing a much-needed mix of affordable and market rate rental housing on underutilized portions of the Subject Lands, the proposed redevelopment will provide residential housing to people at all stages of the housing continuum.

“5.1.6 Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.”

The proposed redevelopment incorporates a compact built form and mix of residential and institutional uses with high quality streetscape to support the proposed uses and an active and comfortable pedestrian building. The proposed compact built form is supportive of active transportation and existing and planned transit within the surrounding neighbourhood, including

the Mississauga Transitway. In addition, the Subject Lands are in close proximity to retail, commercial and employment uses that will support Rathwood Neighbourhood as a complete community.

“5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.”

The proposed redevelopment will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs. A Site Servicing Plan and Functional Servicing Report has been prepared in support of the proposed redevelopment, and further describe the adequacy of existing infrastructure to service the proposed redevelopment.

Section 5.3 of the OP provides policies related to a City Structure that recognizes the different functions that various areas across the City perform. As noted previously, the Subject Lands are designated *Neighborhood* in accordance with Schedule 1.

“5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.”

In accordance with Schedule 10 of the City of Mississauga Official Plan, the Subject Lands are designated Residential High Density. The proposed redevelopment provides for appropriate residential intensification of a currently underutilized site through infilling alongside the existing apartment building on the Subject Lands. The high density uses proposed will significantly contribute to the City of Mississauga’s housing goals while located adjacent to a commercial centre. The proposed density and compact built form is supportive of existing transit along both Rathburn and Tomken Road, and has been designed to support active transportation and encourage greater local transit ridership within the surrounding neighbourhood.

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

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

The proposed redevelopment provides for a built form and scale of development compatible with the surrounding area. As discussed in Section 2.0 of this report, the Subject Lands currently provide for a 7-storey rental apartment building on site, as well as several low to mid-rise apartments within the surrounding area. As part of the proposal, the existing church is to be maintained retained to continue to function as a place of worship and community space. The proposal is well integrated into the surround area in terms of use, form, scale and character by ensuring appropriate heights,

setbacks, and design. Adequate parking and transportation capacity will also be provided on site, discussed further in the Urban Transportation Considerations Study accompanying this submission.

Section 7: Complete Communities

Section 7 of the City of Mississauga Official Plan contains the objectives and policies for building complete communities. This includes policies, related to housing, community infrastructure, heritage planning, cultural infrastructure, distinct identities, and urban agriculture.

- “7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.”*
- 7.1.2 The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:
 - a. Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
 - d. Encourage land use planning practices conducive to good public health.**
- 7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.”*

The proposed redevelopment and associated OPA and ZBA will support the community goals of the City of Mississauga by facilitating the redevelopment of the Subject Lands with a range of housing types, including affordable and rental housing, within a compact and transit supportive built form. Thirty percent (30%) of the residential units proposed are targeted to be affordable units at 80% of MMR. The introduction of this affordable housing to the community will further provide housing choice for current and future residents of the Rathwood Neighbourhood and the City of Mississauga throughout all stages of the housing continuum. The proposed redevelopment will also provide a range of indoor and outdoor amenity spaces that are designed as places of gathering and recreation.

Section 7.2: Housing

- “7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.”*

A Functional Servicing and Stormwater Management Report have been prepared in support of the application which demonstrate that the proposed residential units can be provided in manner that will not cause negative impacts to existing infrastructure and engineering services. The proposal provides for residential intensification of a currently underutilized site to ensure efficient use of existing infrastructure supported by the municipal water and wastewater systems.

- “7.2.2 Mississauga will provide opportunities for:*

- a. *The development of a range of housing choices in terms of type, tenure and price;*
- b. *The production of a variety of affordable dwelling types for both the ownership and rental markets; and*
- c. *The production of housing for those with special needs, such as housing for the elderly and shelters.”*

The proposed redevelopment supports the achievement of complete communities by providing a range of residential housing options with a high-quality and compact built form directly proximate to existing transit and pedestrian facilities. A mix of 4% bachelor, 48% 1-bedroom, 44% 2-bedroom, and 4% 3-bedroom rental units are proposed, all to consist of rental tenure with 30% of units targeted to be affordable at 80% of MMR. The diversity of units proposed contributes to the policy of providing a range of housing options across the City of Mississauga as the proposal has been designed to include units capable of accommodating residents with diverse needs, including families.

“7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.

7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.

7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.”

As demonstrated in Sections 4.1-4.3 of this Report, the proposed redevelopment addresses and conforms to Provincial and Regional housing policy by providing 241 residential housing units, including 30% affordable units. The existing 7 storey residential building on site will be retained in full, and provides for 68 residential units of which 65% are rent geared to income. The redevelopment proposal will significantly contribute to the Region of Peel’s 3% Affordable Rental target and 35% Market Rental target. In addition, the proposed redevelopment will support existing and planned retail and employment uses in the area and support the achievement of a complete community in the Rathwood Neighbourhood.

“7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.”

The proposed redevelopment has been designed to respect the existing built form and character of the Rathwood Neighbourhood, and provides for appropriate transition, stepbacks, and landscaping. The proposed redevelopment also incorporates significant indoor and outdoor amenity space to accommodate residents with diverse needs, including families.

Section 7.3: Community Infrastructure

“7.3.1 Community infrastructure will support the creation of complete communities.

7.3.2 The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres. Community infrastructure will generally

not be located within Employment Areas. Where permitted within Employment Areas, these uses will be located along the periphery of Employment Areas.

7.3.3 *Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods."*

The existing place of worship on site will be retained in full as part of the proposed redevelopment.

Section 7.6: Distinct Identities

Section 7.6 of the Official Plan deals with maintaining and creating distinct urban identities through place making opportunities throughout Mississauga.

"7.6.1.1 Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.

7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.

7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community."

The proposed redevelopment incorporates high quality urban design that provides a unique place making opportunity for the Rathwood Neighbourhood and will define the intersection of Tomken Road and Rathburn Road. The proposal provides for a pedestrian friendly streetscape and improved landscaping along both street frontages. The proposed 12 storey built form and design articulation is intended to respect the character of the surrounding neighbourhood while optimizing the provision of affordable housing on the Subject Lands.

Section 8: Create a Multi-Modal City

Section 8 of the Official Plan establishes the necessary policies for achieving a multi-modal transportation network in the City of Mississauga for the movement of people and goods that supports more sustainable communities. The Subject Lands are located along Tomken and Rathburn Road which are designated as "Major Collector Roads" on Schedule 5 of the City of Mississauga Official Plan.

The following transportation policies are of relevance to the proposed development:

"8.1.1 Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

8.1.8 Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.

- 8.1.16 *In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.*
- 8.2.2.1 *Major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes.*
- 8.2.4.3 *Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed."*

The proposed redevelopment will support the transportation goals and policies of the City of Mississauga, by providing for a compact, high density, transit supportive infill development within proximity to existing transit and active transportation facilities. An Urban Transportation Considerations Study has been prepared in support of the proposed development, demonstrating that the proposed development will not negatively impact existing and future traffic conditions. The Urban Transportation Considerations Study also describes the proposed Transportation Demand Management measures which are intended to reduce automobile dependency and facilitate an increase in active transportation and transit usage.

- "8.4.1 Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will: provide safe and efficient access from the road network; provide for the needs of people with disabilities; and, support TDM initiatives.*
- 8.4.3 *Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters: access to transit; level of transit service; traffic generation; and, impact on the surrounding area."*

The proposed redevelopment maintains the existing 68 parking spaces on site to serve the existing residential building, and introduces 241 new parking spaces for residential and visitor parking, and 77 parking spaces to serve the existing place of worship and daycare uses. The proposal additionally provides for 196 bicycle parking spaces to encourage active transportation and reduced automobile ownership, supportive of the City's TDM initiatives. As demonstrated in the Urban Transportation Considerations Study, the proposed reduced parking requirements for the place of worship will adequately meet the parking demands of the site, as the proposed supply significantly exceeds the observed parking demand for exiting non-residential uses.

Section 9: Build a Desirable Urban Form

Urban design policies are contained within section of the Official Plan, with the ultimate focus being on achieving sustainable urban form based on the urban system and city structure, with high quality urban design and a strong sense of place.

- 9.1.1 Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.*
- 9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.*
- 9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.*
- 9.1.10 The city vision will be supported by site development that:*
- a. Respects the urban hierarchy;*
 - b. Utilizes best sustainable practices;*
 - c. Demonstrates context sensitivity, including the public realm;*
 - d. Promotes universal accessibility and public safety; and*
 - e. Employs design excellence.*
- 9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design."*

The Subject Lands are designated Neighbourhoods and Residential High Density within the Official Plan, and the proposed redevelopment represents residential intensification of a currently underutilized site through infill. The proposed redevelopment will permit the continued community use of the Subject Lands through retention of the existing place of worship and apartment building, while introducing additional residential uses, including affordable rental housing. The proposed built form has been designed to respect the surrounding built form while introducing two 12-storey rental apartment building with a high quality of design, landscaping, and transition to surrounding land uses. The proposed redevelopment will improve the existing streetscape along Rathburn Road East and Tomken Road by introducing appropriate landscaping and pedestrian-scale lighting. Trees are proposed along the perimeter of the Subject Lands, and pedestrian connections within the site and along Rathburn Road East and Tomken Road will be appropriately shaded and maintained to allow for the safe and effective movement of pedestrians towards the street. The proposed building placement is intended to transition the scale of the neighbourhood towards the intersection of Tomken Road and Rathburn Road, while respecting surrounding residential uses. Beyond affordability, the proposed development will incorporate family friendly amenities, timber construction, high-quality materials, and passive ventilation. Passive House Certification and Zero On-Site Carbon are also being pursued, with geothermal to be explored throughout the development process.

Section 9.2.2 – Non-Intensification Areas

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

9.2.2.2 Tall buildings will generally not be permitted.

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

- a. Respect existing lotting patterns;*
- b. Respect the continuity of front, rear and side yard setbacks;*
- c. Respect the scale and character of the surrounding area;*
- d. Minimize overshadowing and overlook on adjacent neighbours;*
- e. Incorporate stormwater best management practices;*
- f. Preserve mature high quality trees and ensure replacement of the tree canopy; and*
- g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.”*

As described in Section 3 of this report, the proposed development includes two 12-storey residential apartment buildings along underutilized portions of the Subject Lands, alongside the existing place of worship and apartment building. An appropriate transition in height and built form is proposed which includes significant setbacks to the surrounding low-rise residential uses, landscape buffers along both internal property lines, improved streetscaping, and articulation of the buildings to transition the ultimate height and visually differ each façade. As described in Section 2.0 of this report, the surrounding neighbourhood consists of a mix of built forms, including townhouses and low-rise apartment buildings. The proposed redevelopment respects and continues the street setbacks along both Tomken Road and Rathburn Road, while transitioning height towards the intersection. The Shadow Study included in this submission demonstrates that negative shadow impacts will not be created as a result of the proposal. A Pedestrian Wind Study and Noise Feasibility Study were also prepared to demonstrate that the proposal will appropriately interface with the surrounding community. As described in the Arborist Report included with this submission, a number of mature trees will be preserved or replaced as part of the proposal. The Functional Servicing and Stormwater Management Reports prepared in support of this application further describe the best practices and low-impact design measures proposed.

Section 9.2.4: Cultural Heritage Resources

“9.2.4.1 Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community.”

While the existing place of worship is not designated or listed as a cultural heritage property in the City of Mississauga, the redevelopment proposal will preserve and retain the existing place of worship on site.

Section 9.3: Public Realm

“9.3.1.4 Development will be designed to:

- a. *Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
 - b. *Meet universal design principles*
 - c. *Be pedestrian oriented and scaled and support transit use;*
 - d. *Be attractive, safe and walkable;*
 - e. *Accommodate a multi-modal transportation system;*
- 9.3.1.8 *The design of developments at intersections and long major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.*
- 9.3.1.9 *Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter."*

The proposed redevelopment will improve the existing streetscape of Rathburn Road East and Tomken Road by introducing appropriate landscaping, pedestrian-scale lighting, and a pedestrian walkway through the site to create an active and inviting frontage. The proposed site layout and landscaping has been designed to meet universal design principles and be pedestrian oriented, safe, and walkable. In addition, trees are proposed along the perimeter of the Subject Lands to add naturalization opportunities to an underutilized site and to provide opportunities for rest and play. The proposed redevelopment will also provide pedestrian connections from the interior of the site to Rathburn Road East and Tomken Road.

Section 9.3.3: Gateways, Routes, Landmarks and Views

- "9.3.3.3 Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.*
- 9.3.3.4 Buildings that serve the community such as places of religious assembly, colleges and hospitals, should be designed to be the focus of the community, highly visible, universally accessible and attractive and serve as landmarks for future generations."*
- 9.3.3.5 Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest."*

As the Subject Lands are located at the intersection of Tomken Road and Rathburn Road East, two Major Collector Roads in the City of Mississauga, the site will serve as a gateway and a landmark in the Rathwood Neighbourhood. As such, the proposed redevelopment has been designed with an articulated building façade that is inviting and will support animation on the street and within the interior of the site. In addition, the existing church will be maintained and retained on site and will contribute to defining the character of the area and creating a sense of enclosure for the surrounding community.

Section 9.3.5: Open Space and Amenity Areas

- "9.3.5.5 Private open space and/or amenity areas will be required for all development.*

9.3.5.6 *Residential development of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.*

9.3.5.7 *Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered."*

The proposed redevelopment includes a variety of both outdoor amenity space and indoor amenity space to serve existing and proposed residents and users of the site. Significant open space is proposed at grade between the existing and proposed buildings, and connected with pedestrian walkways which connect to the surrounding street network. At-grade open space will include open lawn, pedestrian walkways, children's play areas, and a plaza to serve the existing place of worship. Consideration has been given in the design and landscaping of at-grade amenity and open space areas for pedestrian safety, lighting, and comfort. Indoor amenity is proposed within the ground floor and within level 7 of the proposed buildings. Additional outdoor rooftop amenity is provided on 7th level terraces. The unique design of the proposed development through maintaining the existing church, existing residential building, and unique design of the new 12-storey residential buildings will support the proposed development in becoming a visually appealing element of the existing urban fabric.

Section 9.4.1: Transit and Active Transportation

"9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

9.4.1.3 *Development will support transit and active transportation by:*

- a. Locating buildings at the street edge, where appropriate;*
- b. Requiring front doors that open to the public street;*
- c. Ensuring active/animated building facades 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 Subject Lands are located at the intersection of Tomken Road and Rathburn Road East. As such, the proposed residential buildings are located in proximity to the street edge with front doors opening to the public street and active building facades. To support transit and active transportation, the building massing has been designed to optimize the site layout, encourage pedestrian connections to the surrounding street network, and provide pedestrian comfort. A total of 196 bicycle parking spaces are proposed which exceeds the minimum requirement and supports the growth of transit and active transportation usage.

Section 9.5: Site Development and Buildings

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

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

- d. Street and block patterns;*
- e. The size and configuration of properties along a street, including lot frontages and areas;*
- f. Continuity and enhancement of streetscapes;*
- g. The size and distribution of building mass and height;*
- h. Front, side and rear yards;*
- i. The orientation of buildings, structures and landscapes on a property;*
- j. Views, sunlight and wind conditions;*
- k. The local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. Privacy and overlook; and*
- m. The function and use of buildings, structures and landscapes.”*

The proposed redevelopment has been designed in manner that respects the existing development on the site, while providing for additional housing units, including affordable housing units, in a built form that appropriately transitions to existing residential uses and will serve as a gateway site for the Rathwood Neighbourhood. The proposed residential buildings at the northern and southern portions of the site will be setback from the street with perimeter trees provided in order to animate the street and provide spaces for rest and play. A 3.0 metre landscape buffer to the east and a 4.3 metre landscape buffer to the south will be provided to offer additional privacy and separation from the existing residential uses surrounding the site. The proposed residential buildings are also designed within an appropriate envelope for the site and will minimize overlook onto neighbouring residential properties.

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

9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open space.

9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.”

The site has been designed to create a sense of enclosure at the intersection of Tomken Road and Rathburn Road East by orienting the proposed residential buildings at the northern and southern portions of the property while existing buildings are located to the east and west. The building orientation will create an outdoor open space for the site that will act as a place for meeting, gathering, and recreation. Walkways will also be provided so that residents can access the street at various points throughout the site as well as interior amenity spaces. A 3.0 metre and 4.3 metre

landscape buffer will be provided to the east and south respectively to appropriate transition from the existing neighbouring residential uses.

"9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged."

As demonstrated in the Noise Study, submitted under separate cover in support of this application, noise impacts will be minimized by the proposed redevelopment and the acoustical limits are suitable for the intended land use.

Section 9.5.2: Site Development

"9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.

9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. Providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b. Fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c. Avoiding blank walls facing pedestrian areas; and*
- d. Providing opportunities for weather protection, including awnings and trees.*

9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways."

The proposed redevelopment provides for several public walkways throughout the site that will provide pedestrian access to Tomken Road and Rathburn Road East. In addition, windows and balconies will front onto both Tomken Road and Rathburn Road so as to maintain outdoor amenity space and contribute to pedestrian comfort and safety. Perimeter trees will line the site, especially at the corner of Tomken Road and Rathburn Road East so as to animate the street and provide places for rest and play.

Section 9.5.3: Buildings

"9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

9.5.3.3 Building facades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief."

The proposed redevelopment will serve as a gateway for the Rathwood Neighbourhood by creating a unique development. The building facades of the proposed residential buildings will be articulated to indicate transition between floors and interior spaces through the provision of outdoor balconies spaces and windows.

Section 9.5.5: Parking, Servicing and Loading

9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.

9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:

- a. Not be located between the building and the street;*
- b. Incorporate stormwater best management practices, such as, permeable paving, bio-retention areas and tree clusters;*
- c. Provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;*
- d. Incorporate universal design principles;*
- e. Be configured to permit future development;*
- f. Have appropriate landscape treatment including trees and lighting, throughout parking lots;*
- g. Provide appropriate landscape treatment to provide shading of parking areas; and*
- h. Provide landscape buffering at the street edge.*

9.5.5.4 Shared parking between developments will be encouraged, where appropriate.

9.5.5.5 Secure bicycle parking will be provided in developments."

A total of 318 vehicular parking spaces are proposed to service the site including 77 vehicular parking spaces are proposed at grade to service the existing place of worship and daycare along the western and southern lot line, and 241 spaces will be provided underground to service the new residential buildings. Access to the underground parking is proposed at two entrances for each of the two buildings from the internal drive aisle that connects from Rathburn Road East to Tomken Road along the western and southern property line. An underground parking entrance to the northern residential building will also be provided along the northern property line. There will be 196 bicycle parking spaces also proposed for the Subject Lands. A 4.3 metre landscape buffer is also provided at the southern property line and a 3.0 metre landscape buffer is provided along the eastern property line to transition from the existing residential uses.

9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.

9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm."

Service and loading are proposed to be contained within the base of the 12-storey buildings and accessed from the internal drive aisle and screened from the public street.

Section 9.5.6: Safety

“9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.

9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.”

The Subject Lands and the proposed public spaces are located at the intersection of Rathburn Road East and Tomken Road in the City of Mississauga which are two major collector roads. Therefore, the proposed development will be viewable from the surrounding uses. At the interior of the site, the buildings will be designed such that eyes on the street can be maintained for the provided open space. Pedestrian walkways and building entrances will also be visible from the street or from the new residential buildings proposed on site.

Section 11: General Land Use Designations

Section 11 of the OP provides City-wide general policies for all land use designations, and further detailed policies related to specific land use designations. In accordance with the Official Plan, the City is comprised of various elements as identified on Schedule 1b: Urban System, where the Subject Lands are designated as *Neighbourhoods*. Two additional land use schedules, Schedule 9: Character Areas and Schedule 10: Land Use Designations, are used by the City to apply additional, more specific, land use designations to the various components of the Urban System. The Subject Lands are designated *Rathwood Character Area* and *Residential High Density* on Schedules 9 and 10, respectively.

Section 11.2.5 provides policy direction for lands designated Residential on Schedule 10.

“11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:

- a. Residential dwelling;*
- b. Accessory office for physicians, dentists, health professionals and drugless practitioners;*
- c. Home occupation;*
- d. Special needs housing; and*
- e. Urban gardening.”*

11.2.5.6 Lands designated Residential High Density will permit the following use:

- a. Apartment dwelling.*
- b. Uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*

- c. *Uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.*

The proposed redevelopment includes retention of the existing place of worship and apartment building on the Subject Lands, and the introduction of two new 12-storey rental apartment buildings as permitted within the Residential High Density designation.

Section 16: Neighbourhoods

Section 16 of the Official Plan establishes the specific Neighbourhood framework and policies for the 23 Neighbourhood Character Areas in the City of Mississauga. The Subject Lands are located within the Rathwood Neighbourhood Character Area in accordance with Schedule 9.

“16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.”

“16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City” 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.”*

The Subject Lands currently consists of an existing 7-storey residential apartment building and place of worship, while the proposed development will introduce two additional 12-storey rental apartment buildings. In accordance with the above policies for proposals of more than four storeys in height, an appropriate transition in heights that respects the surrounding context and transitions height to the intersection of Tomken Road and Rathburn Road is proposed. The proposed redevelopment will introduce significant landscaping, landscape buffers, improved streetscaping, and a mix of indoor and outdoor amenity to enhance the existing and planned development. The proposed apartment use is permitted by the applicable designation of Residential High Density, and the proposed 12-storey residential buildings will appropriately transition heights from the existing uses on the site and the surrounding character as the Subject Lands are located at the corner of two major collector roads in the City of Mississauga. Such a location will maintain the existing City Structure hierarchy by orienting the tallest heights away from existing low-rise and mid-rise residential uses in the Rathwood Neighbourhood and minimizing shadowing impacts to the west and south.

Section 16.22 of the Official Plan sets out the specific policies for the Rathwood Neighbourhood Character Area. The preamble states that Rathwood is a well-established neighbourhood built primarily between 1960

and 1980. Semi-detached, townhouse, and apartment dwellings are predominantly located along the arterial and major roads.

"16.22.2.1 Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and major collector roads like Fieldgate Drive, Tomken Road, and Ponytrail Drive will be the focus of future low-rise and midrise mixed use development.

New apartment dwellings, retail, service and office uses will be directed to these streets to reinforce a sense of place and create a complete, healthy community.

Streetscape improvements for portions of Cawthra Road, Rathburn Road, and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multiuse trails."

The proposed redevelopment is consistent with the direction of the Official Plan for the Rathwood Neighbourhood, and proposes new mid-rise residential apartments along Tomken Road, at the intersection of two Major Collector roads. A mix of uses are proposed across the Subject Lands, including apartments and the existing place of worship, with improved streetscape and pedestrian connections to enhance the public and pedestrian realm surrounding and within the Subject Lands.

Summary / Conformity Statement

The Subject Lands are designated *Neighbourhoods* and *Residential High Density* in the City of Mississauga Official Plan. The proposed development responds to the affordable housing needs of the community by providing for 241 residential dwelling units with a range of unit types, sizes, and affordability levels. The proposed redevelopment has been carefully designed to appropriately transition height and built form and provide for a compatible development that integrates with the surrounding area without undue adverse impacts. As set out above and throughout this report, the proposed redevelopment addresses and generally conforms to the policies of the City of Mississauga Official Plan, and an OPA is required to permit increased height and density to facilitate the proposed development. As such, the proposed redevelopment is appropriate for the Subject Lands and conforms to the City of Mississauga Official Plan, except for those policies to be amended.

4.6 City of Mississauga Zoning By-law

The Subject Lands are zoned **Residential Apartment (RA2-11) Exception 11** within the City of Mississauga Zoning By-law 0225-2007 (see **Figure 12**).

The following uses are permitted in the Residential Apartment (RA2-11) Zone:

- Apartment;
- Retirement Building;
- Long Term Care Building;
- Place of Religious Assembly; and,
- Day Care.

The by-law includes a range of standards for development as set out below:

Regulation		Standard
Minimum Lot frontage		30.0 m
Minimum FSI		0.5
Maximum FSI		1.0
Maximum GFA – per storey above 12 storeys		n/a
Maximum Height		26.0 m and 8 storeys
Minimum Front and Exterior Side Yards	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m
	For that portion of the dwelling with a height greater than 26.0 m	10.5 m
Minimum Interior Side Yard	For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m
	For that portion of the dwelling with a height greater than 26.0 m	9.0 m
	Where an interior lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m
Minimum Rear Yard	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	10.0 m
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m
	For that portion of the dwelling with a height greater than 26.0 m	15.0 m
	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m

Minimum Separation Between Buildings	For that portion of the dwelling with a height less than or equal to 13.0 m	3.0 m
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	9.0 m
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m
	For that portion of the dwelling with a height greater than 26.0 m	15.0 m
Minimum Landscaped Area		40% Lot Area
Minimum Depth of Landscape Buffer along street line and residential lot line		4.5 m
Minimum Depth of a landscaped buffer along any other lot line		3.0 m
Minimum Amenity Area		The greater of 5.6 m ² per dwelling unit or 10% of the site area
Minimum percentage of total amenity area to be provided in one contiguous area		50%
Minimum amenity area to be provided outside at grade		55.0 sq.m.

Exception 11 also applies to the Subject Lands, and sets out several additional regulations on top of the base requirements of the RA2 Zone, set out below:

Regulation	Standard
RA 2-11	An apartment shall only be permitted in Buildable Area 'A' identified on Schedule RA2-11 of this Exception
	Maximum number of apartment dwelling units in Buildable Area 'A' identified on Schedule RA2 of this Exception
	A place of religious assembly and day care shall only be permitted in Buildable Area 'B' identified on Schedule RA2-11 of this Exception
	Maximum total gross floor area – non-residential in Buildable Area 'B' identified on Schedule RA2-11 of this Exception
	All site development plans shall comply with Schedule RA2-11 of this Exception

The proposed redevelopment has been assessed in accordance with the currently applicable zoning. In order to facilitate the redevelopment of the Subject Lands, and implement the intensification and affordable housing provisions of the Official Plan, a ZBA is required to remove the site specific exception, and permit the proposed height, density, and other site-specific provisions.

The proposed ZBA better aligns the proposed redevelopment with the policies of the City of Mississauga Official Plan and Provincial policies. The proposed redevelopment maintains key standards the in the Zoning By-law and the requested exceptions are to facilitate an appropriate and compatible development without adverse impact. Full details of the proposed ZBA are provided in Section 5.1 of this report. The proposed draft ZBA is included in this report as Appendix C.

5.0 Summary and Conclusions

As outlined in this report, together with the supporting technical studies, the proposed development and associated Official Plan and Zoning By-law Amendments represents an appropriate redevelopment of the Subject Lands, in keeping with the Provincial, Regional, and municipal policies and regulations. This redevelopment makes a significant contribution to the City's goals of providing affordable housing and new community amenities.

Based on a review of the existing physical context and surrounding area, a technical assessment of the proposed redevelopment, and an analysis of the proposal within the Provincial, Regional, and municipal policy and regulatory frameworks, this report concludes the following:

1. The proposed OPA and ZBA represent an appropriate development of the Subject Lands given the existing use of the site and surrounding context;
2. The proposed OPA and ZBA are consistent with and conform to the relevant Provincial policies and legislation including the *Planning Act*, Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2020);
3. The proposed OPA and ZBA will support the advancement of key Regional and municipal goals, including the provision of affordable housing;
4. The proposed redevelopment and associated amendments conform to the policy directions of Region of Peel Official Plan;
5. The proposed redevelopment and associated amendments conform to the policy directions of the City of Mississauga Official Plan;
6. The proposed redevelopment can be adequately serviced and does not create any undue adverse impacts to the existing site and surrounding area; and,
7. The proposal is appropriate, represents good planning, and is in the public interest.

It is concluded that the proposed OPA and ZBA implement Provincial, Regional and local policy as directed, and represent good planning.

Respectfully submitted,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Andrew Hannaford, BES, MCIP, RPP
Associate




City of Toronto ON, Maxar, Microsoft

Figure 1
**LOCATION
 MAP**

**4094 Tomken Rd,
 Mississauga, Ontario**

LEGEND

 Subject Lands

Date: Apr 06, 2022

Drawn By: R.M.

File: 20365 - M

Scale: 1:2,000

N



Folder: N:\20365M - 4094 Tomken Road, Mississauga (Westminster UC)\1 - MHBC Documents\Technician I\20365M GIS Data\




**PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE**
 204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4
 T. 905.639.8686 F. 905.761.5589 | WWW.MHBCPLAN.COM



Figure 2
**SURROUNDING
 CONTEXT &
 USES**

**4094 Tomken Rd,
 Mississauga, Ontario**

LEGEND

 Subject Lands

Date: Apr 06, 2022

Drawn By: R.M.

File: 20365 - M

Scale: 1:5,000

N



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Data Source: City of Mississauga

Figure 3
MiWAY TRANSIT SYSTEM
 Weekday Map

LEGEND

- Subject Lands
- 20: Rathburn
- 26: Burnhamthorpe
- 51: Tomken
- 76: City Centre-Subway

Date: April 6, 2022

Scale: 1:4000



4094 Tomkin Rd & 924 Rathburn Rd E,
 Mississauga, Ontario

N:\2022\4 - 404 TOMKIN ROAD, MISSISSAUGA (SHEPHERD) UC21 - MHBC DOCUMENTS\FIGURES\DRAWINGS\3 - MiWAY TRANSIT MAP.DWG

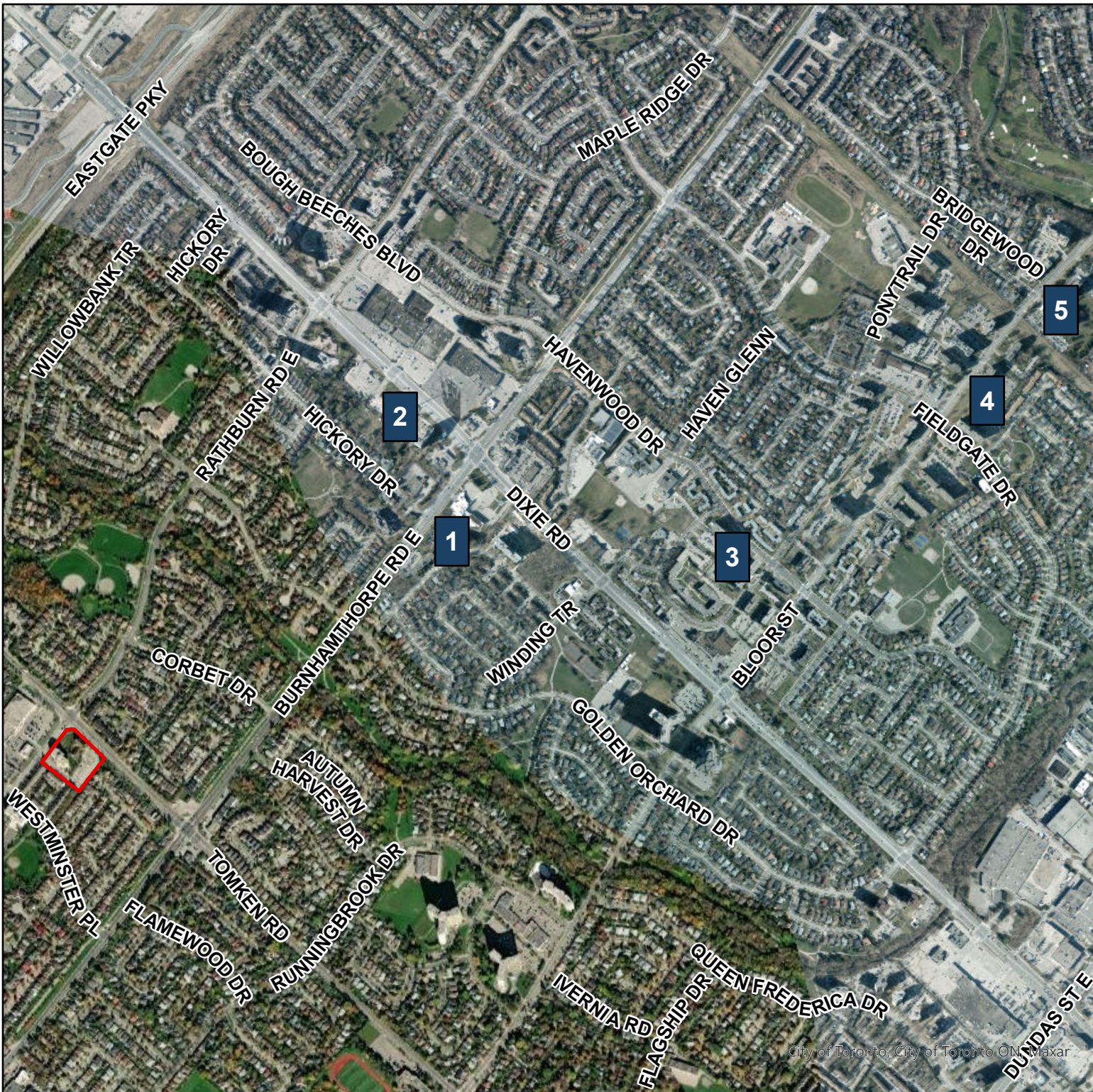



Figure 4
**SURROUNDING
 DEVELOPMENT
 APPLICATIONS**

4094 Tomken Rd,
 Mississauga, Ontario

LEGEND

 Subject Lands

#	Address
1	1315 Silver Spear Rd
2	4066 & 4072 Dixie Rd
3	3480 Havenwood Dr; 1485 Williamsport Dr
4	1750 Bloor St; 3315 Fieldgate Dr
5	1840 & 1850 Bloor St

Date: Apr 06, 2022

File: 20365 - M

Drawn By: R.M.

Scale: 1:14,000



City of Toronto, City of Toronto OMA Maxar

RATHBURN RD E

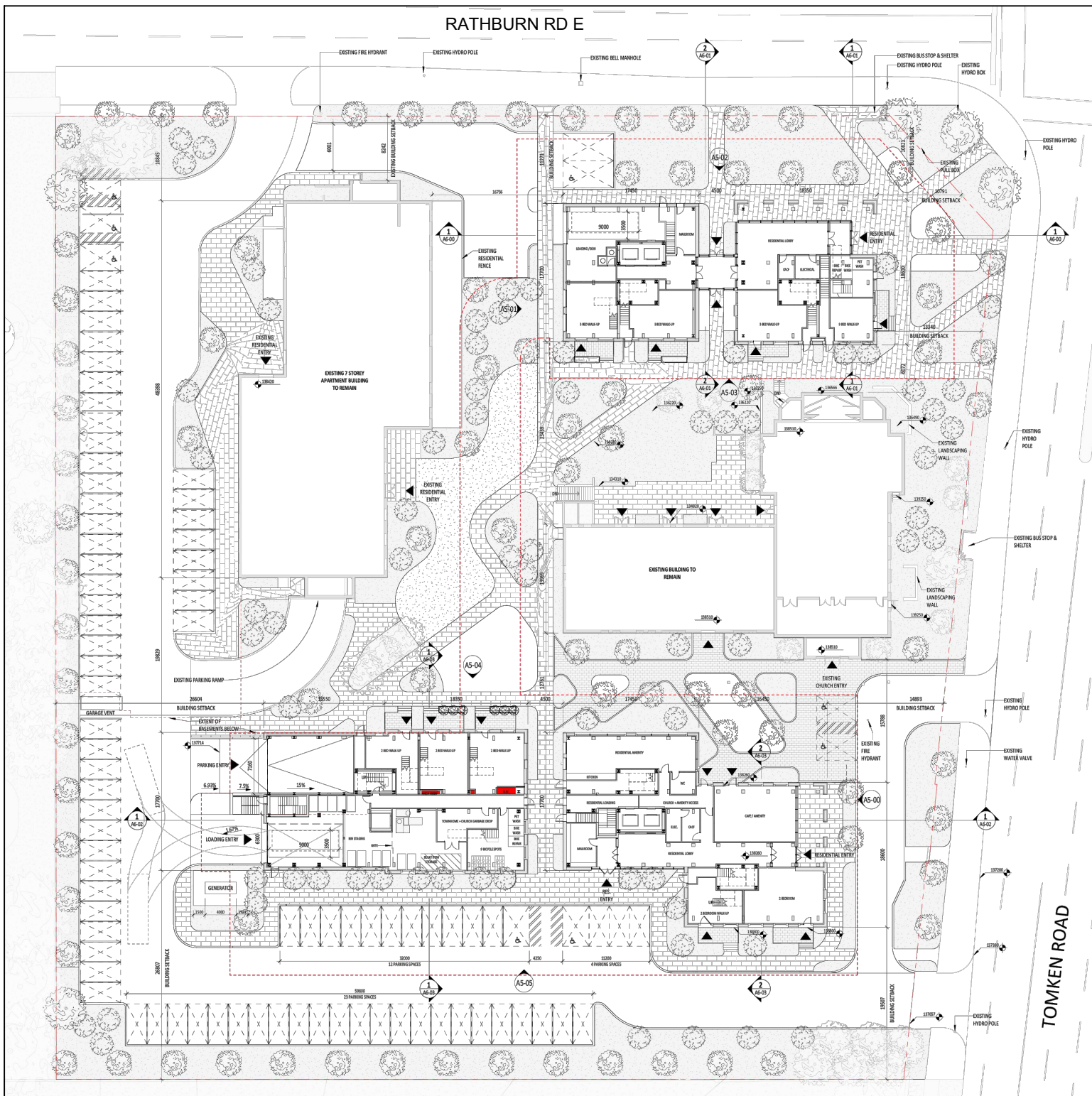


Figure 5

PROPOSED SITE PLAN

4094 Tomken Rd,
Mississauga, Ontario

Date: October 25, 2022

Scale: NTS



N:\30303M - 4094 TOMKEN ROAD, MISSISSAUGA (WESTWIND UCH - 888C) DOCUMENTS\PIR\FIGURES\DRAWINGS - SITE PLAN.DWG

Date Source:

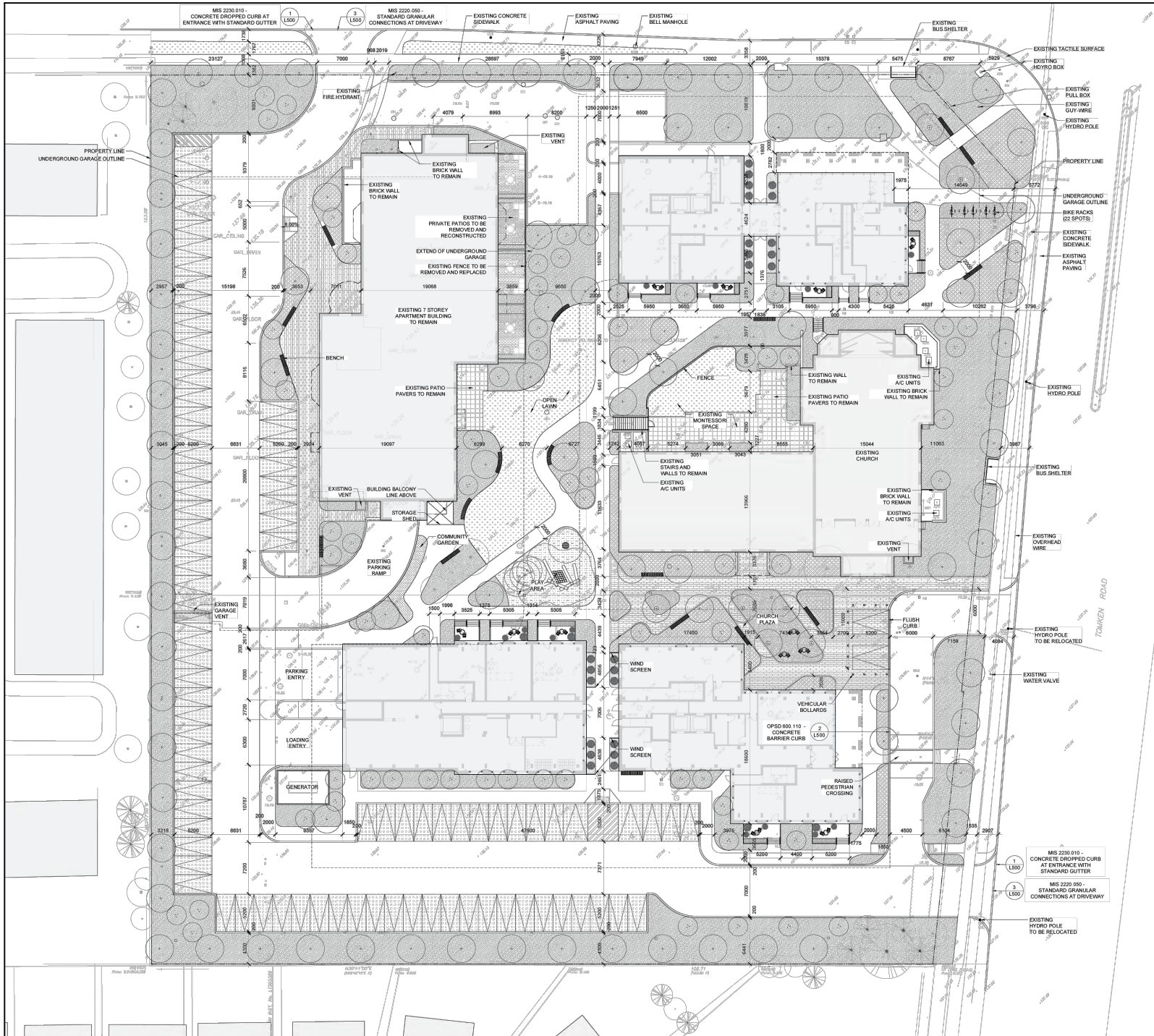
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URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Figure 6

PROPOSED LANDSCAPE PLAN

4094 Tomken Rd,
Mississauga, Ontario

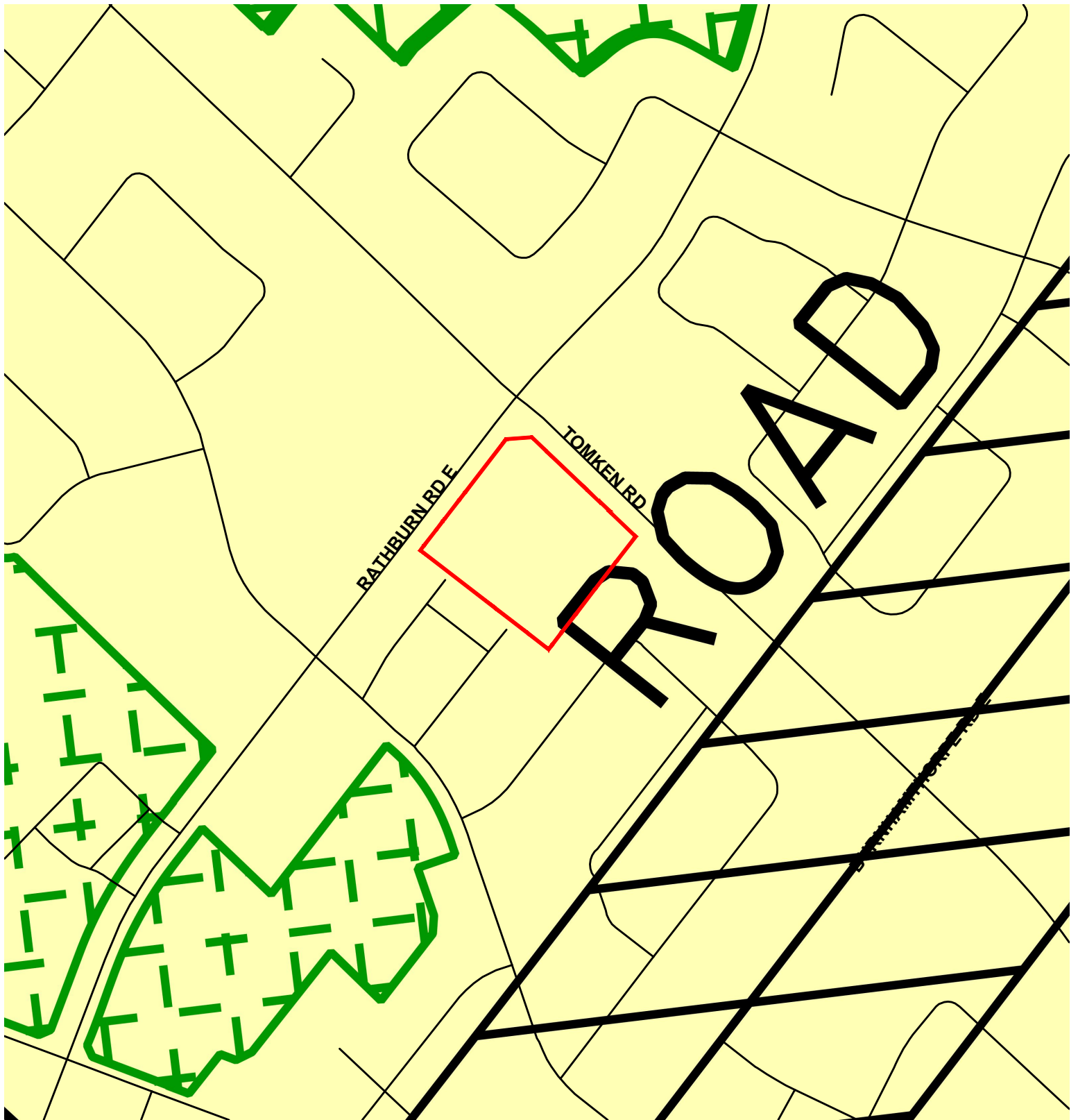


Date: October 25, 2022

Scale: NTS



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





Data Source: City of Mississauga

Figure 7
CITY OF MISSISSAUGA OFFICIAL PLAN
 Schedule 1 - Urban System

4094 Tomkin Rd & 924 Rathburn Rd E,
 Mississauga, Ontario

LEGEND

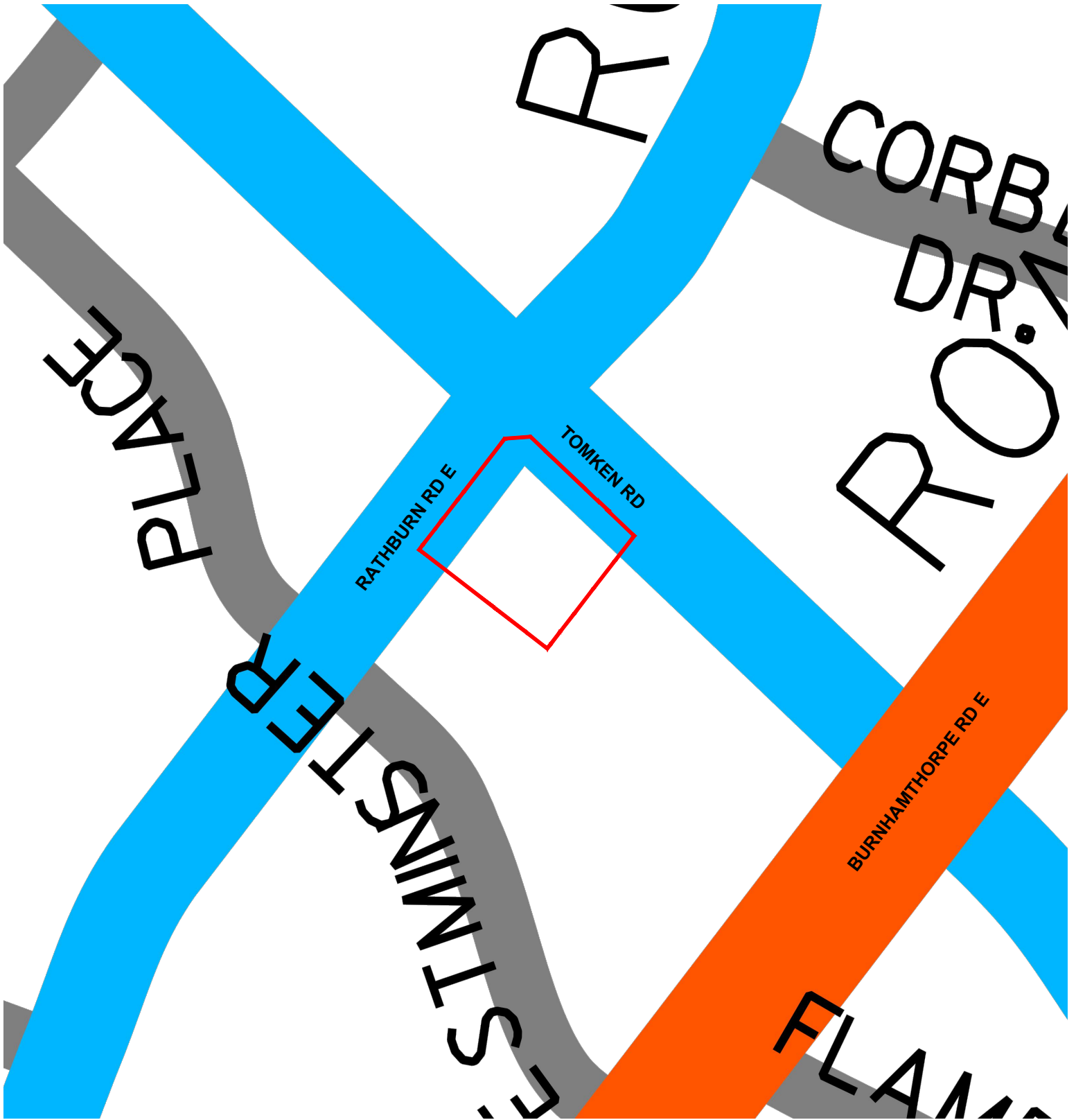
-  Subject Lands
-  Green System
-  Neighbourhood
-  Corridor

Date: April 6, 2022

Scale: 1:4000



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Data Source: City of Mississauga

Figure 8
CITY OF MISSISSAUGA OFFICIAL PLAN
 Schedule 5 - Long Term Road Network

4094 Tomkin Rd & 924 Rathburn Rd E, Mississauga, Ontario

LEGEND

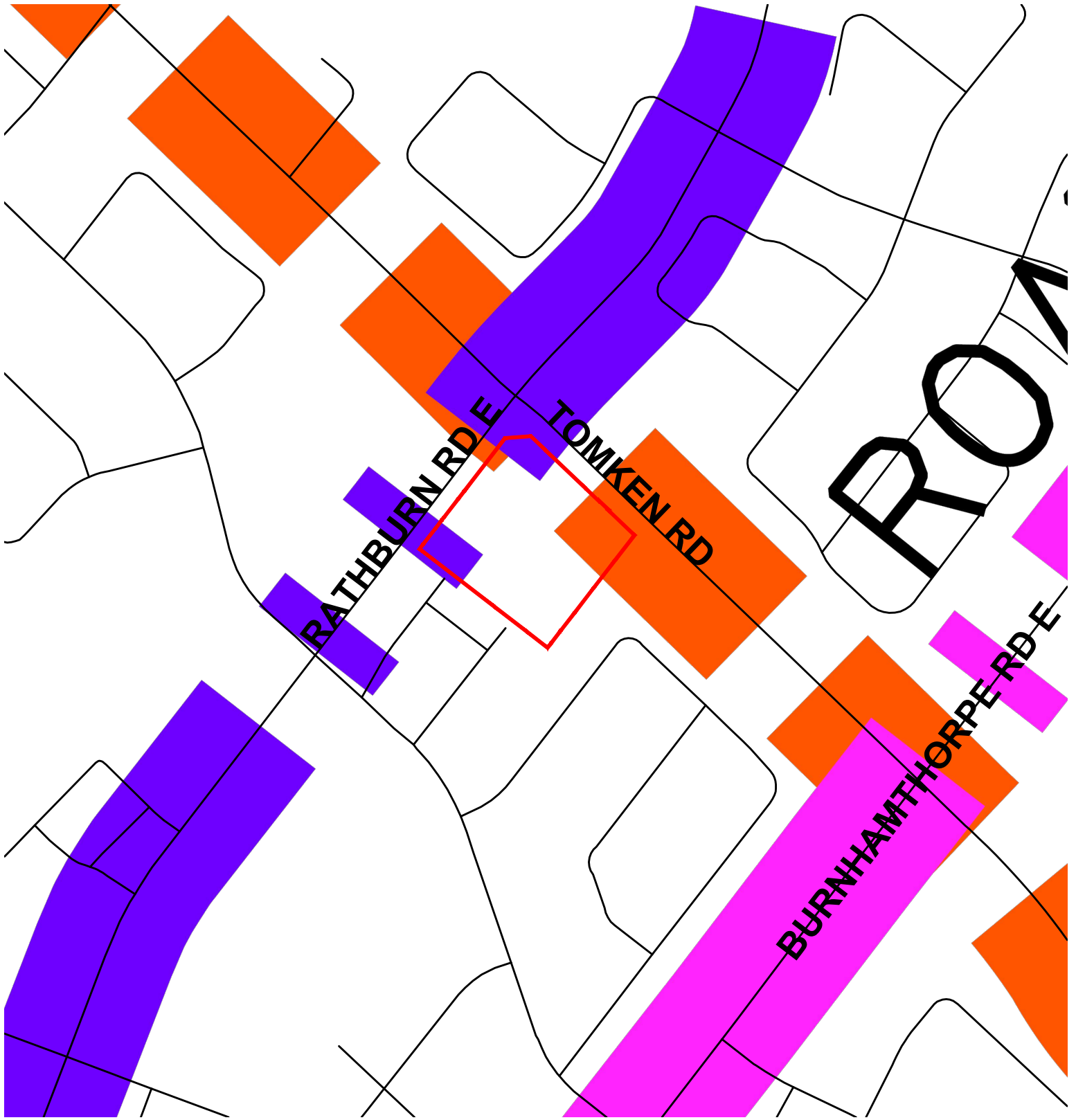
- Subject Lands
- Arterial
- Major Collector
- Minor Collector

Date: April 6, 2022

Scale: 1:4000




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Data Source: City of Mississauga

Figure 9
CITY OF MISSISSAUGA OFFICIAL PLAN
 Schedule 8 - Designated Right-of-way Widths
 4094 Tomkin Rd & 924 Rathburn Rd E, Mississauga, Ontario

LEGEND

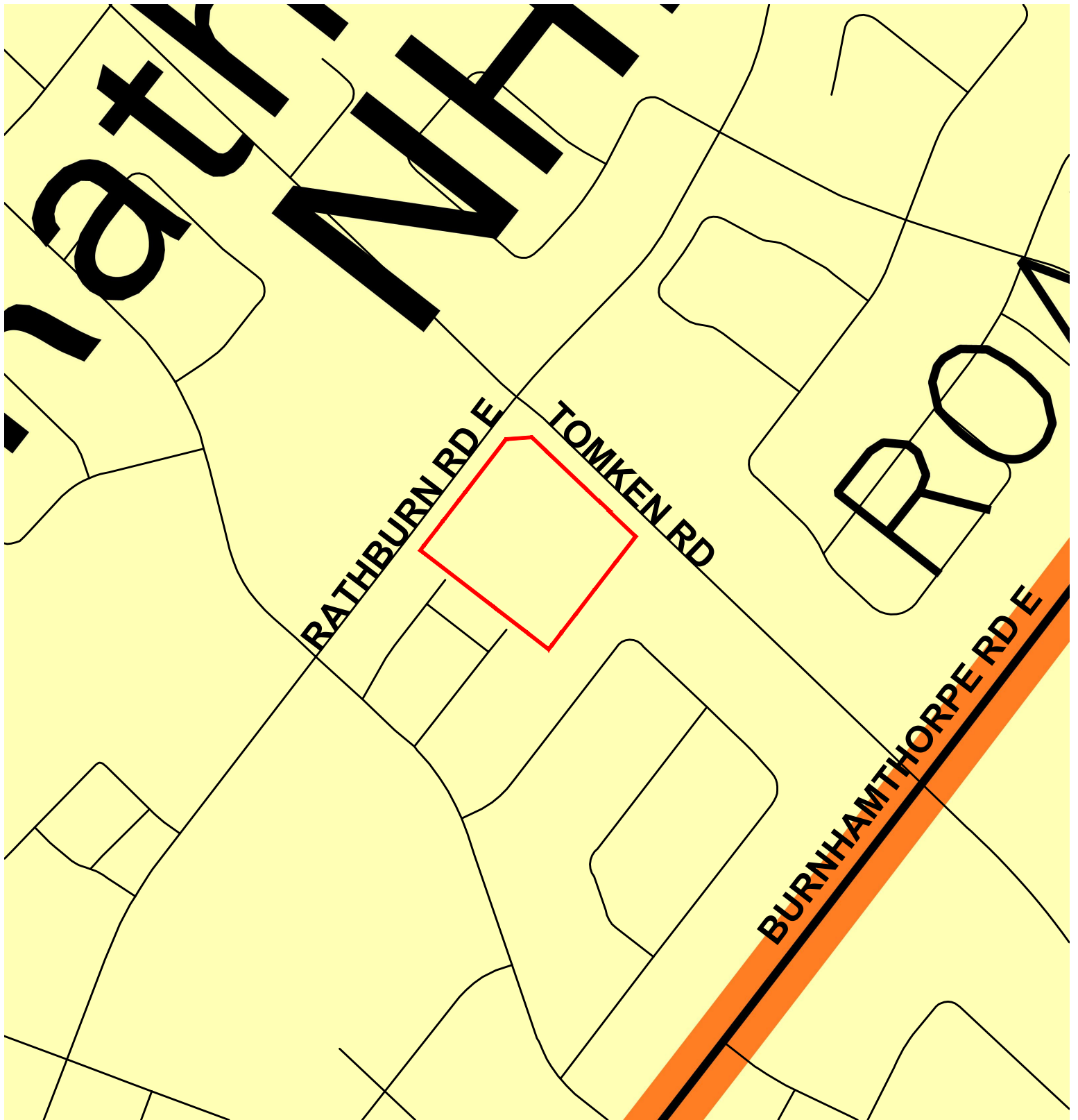
-  Subject Lands
-  50 m
-  30 m
-  26 m

Date: April 6, 2022

Scale: 1:4000



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

Figure 10

CITY OF MISSISSAUGA OFFICIAL PLAN

Schedule 9 - Character Areas

4094 Tomkin Rd & 924 Rathburn Rd E, Mississauga, Ontario

LEGEND

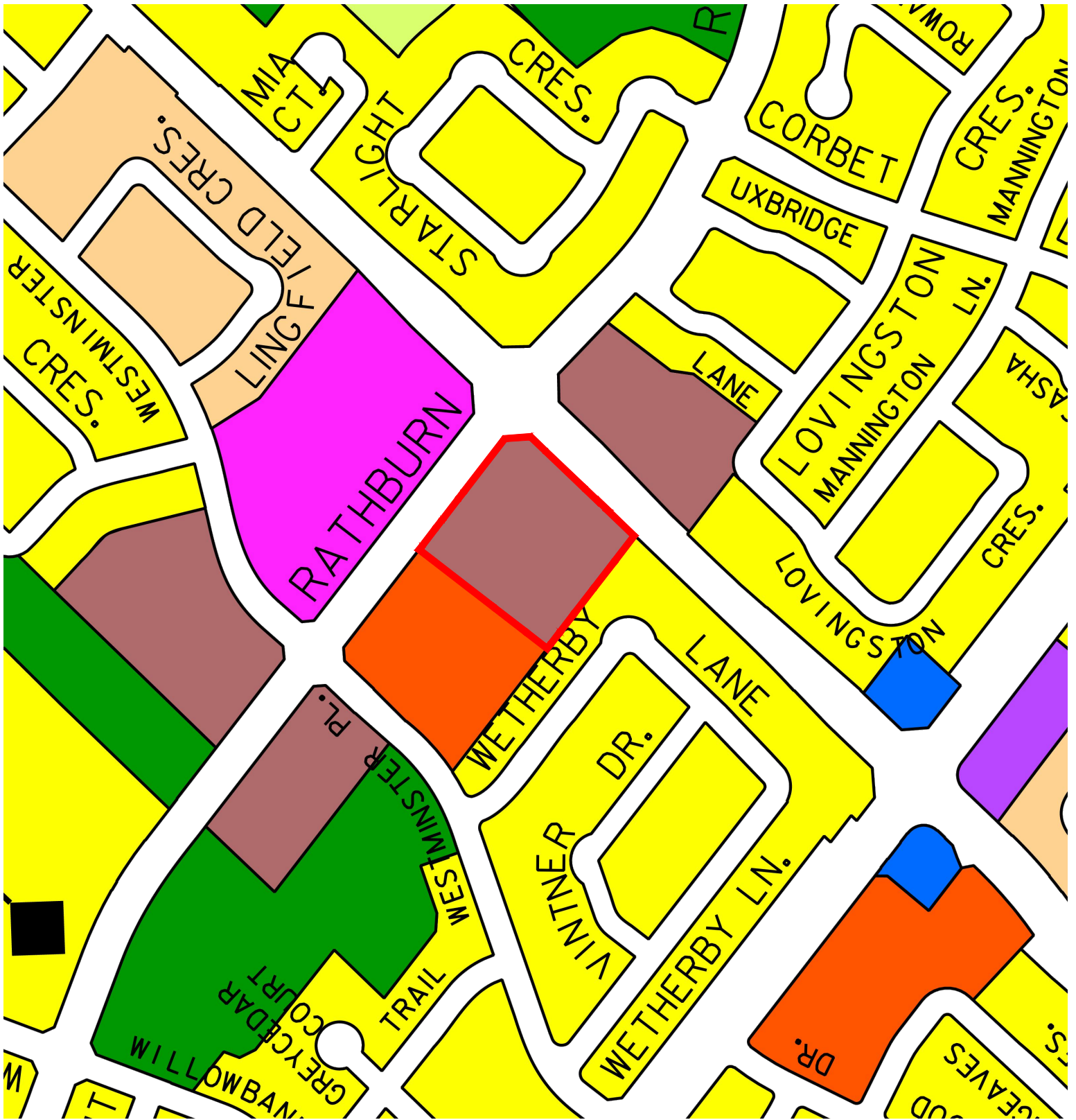
-  Subject Lands
-  Character Area

Date: April 6, 2022

Scale: 1:4000



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Data Source: City of Mississauga

Figure 11

CITY OF MISSISSAUGA OFFICIAL PLAN

Schedule 10 - Land Use Designations

4094 Tomkin Rd & 924 Rathburn Rd E, Mississauga, Ontario

LEGEND

- Subject Lands
- Residential High Density
- Public Open Space
- Residential Low Density I
- Mixed Use
- Greenlands
- Residential Low Density II
- Convenience Commercial
- Motor Vehicle Commercial
- Catholic School

Date: April 6, 2022

Scale: 1:4000



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N:\2020\4 - 4094 TOMKIN ROAD, MISSISSAUGA (WESTMINSTER UC1) - MHBC DOCUMENTS\FIGURES\DRAWINGS\11 - MOP SCHEDULE 10.IMG

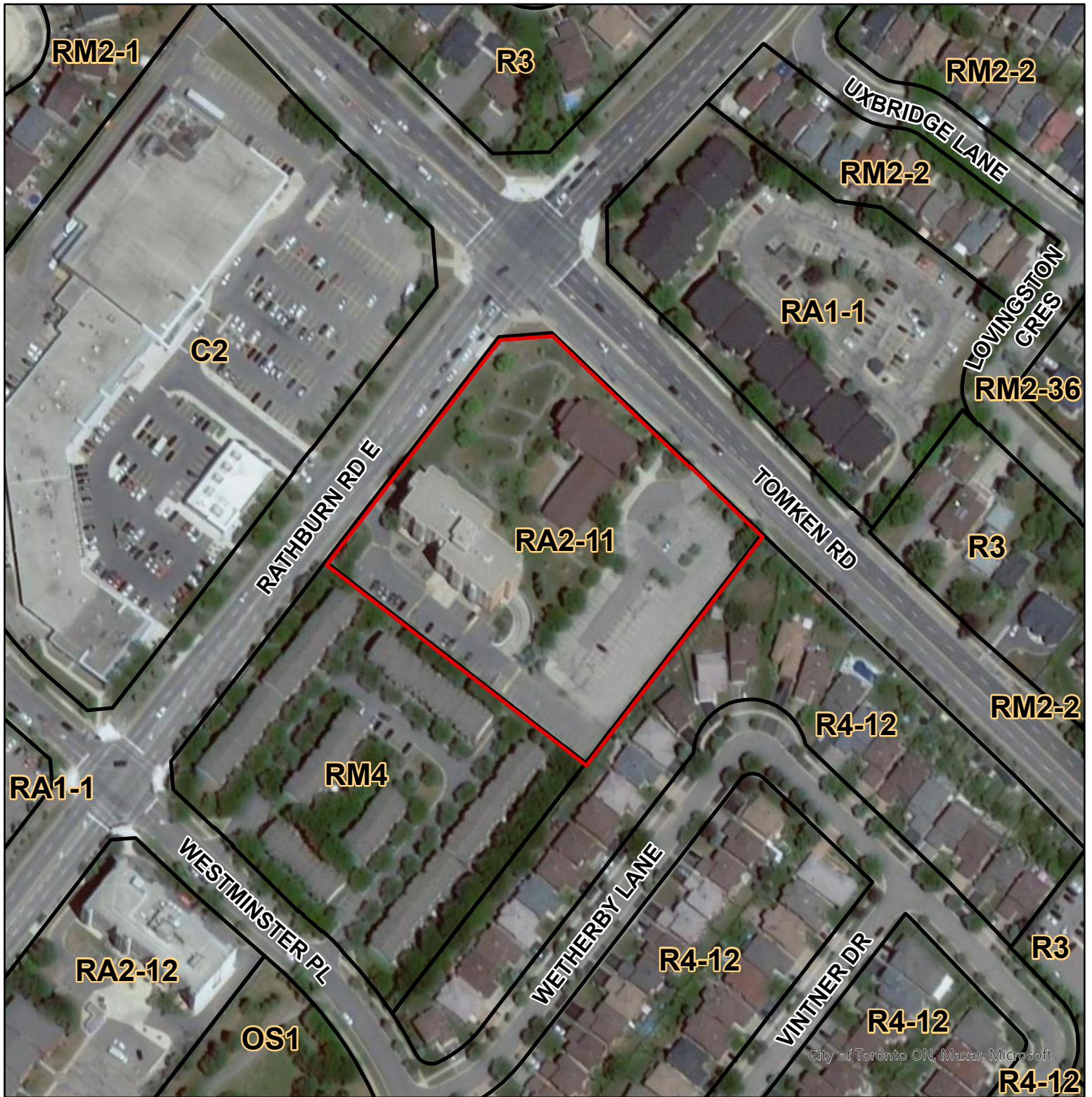



Figure 12
**ZONING BY-LAW
 0225-2007**

**4094 Tomken Rd,
 Mississauga, Ontario**

LEGEND

 Subject Lands

Date: Apr 06, 2022

Drawn By: R.M.

File: 20365 - M

Scale: 1:2,000

N



Folder: N:\20365\M - 4094 Tomken Road, Mississauga (Westminster UC)\1 - MHBC Documents\Technician\ital\20365\M GIS Data\



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APPENDIX **A**

Pre-Application Consultation 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
epans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 4094 Tomken Road	Ward No. 3	Meeting Date August 18, 2021
Description of Proposal Construct two 12 storey residential apartment building while retaining the existing buildings		
Applicant Name MHBC – Andrew Hannaford	Planner Name Andrea Dear	Pre-Application Meeting No. DARC 21-336 W3

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

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

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

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

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

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

File Naming Standards for Drawings

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

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

Refer to the chart below for sample file naming conventions.

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

File Naming Standards for Documents

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

File name cannot exceed 70 characters.

File Type Standards

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

File Size Restrictions

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

APPENDIX **B**

Draft Official Plan Amendment

DRAFT OFFICIAL PLAN AMENDMENT – December 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 attached hereto, constituting Amendment No. XX to the Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2022.

Signed _____

MAYOR

Signed _____

CLERK

DRAFT OFFICIAL PLAN AMENDMENT – December 2022

**EXPLANATORY NOTE TO PROPOSED
OFFICIAL PLAN AMENDMENT
NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF THE
CITY OF MISSISSAUGA PLANNING AREA**

City of Mississauga File No. _____

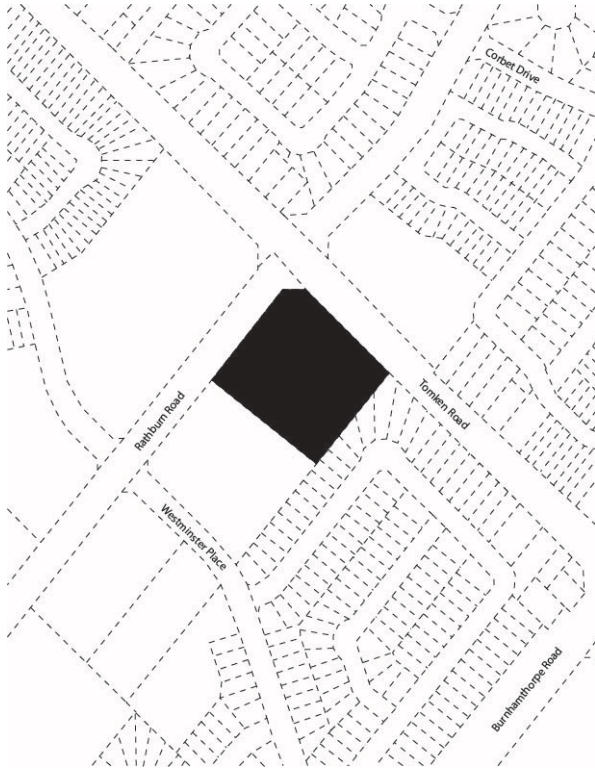
The Proposed Official Plan Amendment applies to lands located at the south-western corner of Rathburn Road and Tomken Road, in the City of Mississauga. The lands are legally described as Pcl Block 100-3 Sec M361, Pt Blk 100 PI M361, Pt 3, 43r15132 ; S/t Lt334158 Mississauga and Pt Lt 9 Con 2 Nds Toronto Pts 13, 14, 15 & 18 43r18354 ; Mississauga, and are municipally known as 4094 Tomken Road and 924 Rathburn Road.

The purpose of the Official Plan Amendment is to create a site-specific exception to permit residential buildings to be constructed to a maximum proposed height of 12 storeys and an FSI of 1.87.

DRAFT OFFICIAL PLAN AMENDMENT – December 2022

AMENDMENT NO. XX TO THE MISSISSAUGA OFFICIAL PLAN

The following text and map designated Schedule “A” attached hereto constitutes Amendment No. XX.



PURPOSE

The purpose of this Amendment is to create a site-specific exception to permit a maximum height of 12 storeys and a density of 1.87 FSI on the Subject Lands where 4 storeys and 0.5-1.0 FSI is currently permitted.

The Amendment will facilitate the development of two 12-storey residential apartment buildings and the retention of the existing place of worship and 7-storey apartment building on the Subject Site.

LOCATION

The Subject Site is located at the south western corner of Rathburn Road and Tomken Road. The lands are municipally known as 4094 Tomken Road & 924 Rathburn Road East, located in the Rathwood Neighbourhood in the City of Mississauga.

BASIS

The Subject Site is located within the Rathwood Neighbourhood of the City of Mississauga, and is designated *Residential High Density* in accordance with Schedule 10 of the Mississauga Official Plan. The Residential High Density designation permits apartment dwellings as proposed. The Rathwood Neighbourhood policies of the Official Plan further restrict the maximum building height

to 4 storeys, and the maximum density to 0.5-1.0 FSI.

The proposed development for the Subject Site consists of two 12-storey residential apartment buildings and retention of the existing 7-storey apartment building and place of worship. The proposed development includes indoor and outdoor amenity spaces, at-grade landscaping, vehicular and bicycle parking spaces. All of the proposed residential units are to be of rental tenure, with 30% of the units proposed targeted to be affordable rental units at 80% of Median Market Rent as defined by CMHC.

In accordance with the policies for Neighbourhoods and for the Rathwood Neighbourhood, the Official Plan permits a maximum building height of 4 storeys and density 0.5-1.0 FSI. The proposed Official Plan Amendment seeks to permit a maximum building height of 12 storeys and density of 1.87 FSI. The proposed Official Plan Amendment to permit additional height and density on the Subject Site is appropriate from a planning standpoint, and should be approved for the following reasons:

1. The proposed amendment is supportive of the policy framework provided in the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan, which each promote a range and mix of housing options as well as the redevelopment of underutilized lands within the existing built-up area that are served by existing transit and infrastructure.
2. The policies and objectives of the Region of Peel Official Plan are supported by the proposal as it contributes to achieving an urban structure, form, and densities which are pedestrian-friendly and transit-supportive. The proposal is located in proximity to existing transit service and infrastructure, and provides for transit-supportive densities which contribute to the Region's goals of achieving intensification of residential and non-residential development along corridors and mobility hubs to support a higher level of transit service.
3. The policies and objectives of the Region of Peel Official Plan regarding the supply of affordable housing are supported by this proposal as new rental dwelling units are proposed, of which 30% are targeted to be affordable rental units at 80% of MMR. This proposal represents a significant contribution to the supply of affordable housing within Peel Region and the City of Mississauga.
4. The policies and objectives of the Mississauga Official Plan are supported by this proposal as it contributes to the range of housing types, sizes, tenure, and built form, as well as affordable housing. The proposal provides for residential growth through the intensification of a currently underutilized site, and will contribute to a livable and accessible complete community.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.22.3 of the Mississauga Official Plan, regarding the Rathwood Neighbourhood Special Site Policies, is hereby amended by adding the following key map and text as Special Site XX:

16.22.3.X.XX Site XX



16.22.3.X.XX The lands identified as Special Site XX are located at the south-west corner of Rathburn Road and Tomken Road.

16.22.3.X.XX Notwithstanding the provisions of the Neighbourhoods designation, a maximum building height of 12 storeys is permitted.

16.22.3.X.XX Notwithstanding the provisions of the Rathwood Neighbourhood, a floor space index (FSI) of 1.87 will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan and the Zoning By-law applicable to the Subject Site will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

INTERPRETATION

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

Upon approval of this Amendment, Section 16.22.3 of the Mississauga Official Plan will be amended in accordance with the intent of this Amendment.

APPENDIX **C**

Draft Zoning By-law Amendment

DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER _____

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

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

4.15.3.XX	Exception: RA2-XX	Map # XX	By-law:
In a RA2-XX zone the permitted uses and applicable regulations shall be as specified for a RA2 zone except that the following uses/regulations shall apply:			
Regulations Applying to Subject Lands			
4.15.3.XX.1	Additional Permitted Uses: (1) Place of Religious Assembly (2) Day Care		
4.15.3.XX.2	Maximum floor space index - apartment dwelling zone		1.87
4.15.3.XX.3	Maximum height - apartment dwelling		43.8 metres or 12 storeys
4.15.3.XX.4	Minimum separation between buildings for that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m.		6.07 metres
4.15.3.XX.5	Minimum separation between buildings for that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m		6.07 metres
4.15.3.XX.6	Minimum separation between buildings for that portion of the dwelling with a height greater than 26.0 metres		6.07 metres
4.15.3.XX.7	Minimum depth of landscape buffer along street line and residential lot line.		2.95 metres
4.15.3.XX.9	Minimum number of resident parking spaces per unit.		0.8
4.15.3.XX.9	Minimum number of parking spaces for Place of Religious Assembly and Daycare uses.		77 spaces
4.15.3.XX.10	apartment shall be permitted within 'Buildable Area C and D as shown on Schedule RA2-XX		
4.15.6.XX.10	All site development plans shall comply with Schedule RA5-XX of this Exception		

2. Map Number 08 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "RA2-11", to "RA2-XX" the zoning of Rathwood Neighbourhood in the City of Mississauga, PROVIDED HOWEVER THAT the "RA2-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By law, outlined in the heaviest broken line with the "RA2-XX" zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2022.

MAYOR

CLERK

APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit two 12 storey apartment buildings with 241 residential units and FSI of 1.87.

This By-law amends the zoning of the property outlined in the attached Schedule "A" from "RA2-11 to "RA2-XX" (Residential Apartment – Exception).

Location of Lands Affected

The subject lands are located at the south west corner of Rathburn Road East and Tomken Road, as shown on the attached map designated as Schedule "A".

Further information regarding this By-law may be obtained from _____XX_____ of the City Planning and Building Department at 905-_____ ext. _____.

APPENDIX **D**

Zoning Compliance Table

Appendix D: Zoning Compliance Table – Assumes Rathburn Road East as Front Lot Line

Regulation		Standard	Provided	Compliance?
Minimum Lot frontage		30.0 m	106 metres	Yes
Minimum FSI		0.5	1.87	Yes
Maximum FSI		1.0 dedicated to commercial uses and 1.0 dedicated to residential uses	1.87	No – modification requested
Maximum GFA – per storey above 12 storeys		n/a	n/a	n/a
Maximum Height		26.0 m and 8 storeys	43.8 m 12 storeys	No – modification requested
Minimum Front and Exterior Side Yards	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	10.8 m (Front Yard) & 13.34 m (Side Yard)	Yes
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	10.8 m (Front Yard) & 13.34 m (Side Yard)	Yes
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	10.8 m (Front Yard) & 13.34 m (Side Yard)	Yes
	For that portion of the dwelling with a height greater than 26.0 m	10.5 m	11.2 m (Front Yard) & 20.19 m (Side Yard)	Yes
Minimum Interior Side Yard	For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m	26.6 m	Yes
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m	26.6 m	Yes
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m	26.6 m	Yes
	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	33.0 m	Yes
	Where an interior lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	N/A – side lot line permits townhouse only	Yes

Minimum Rear Yard	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	19.5m	Yes
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	10.0 m	19.5 m	Yes
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m	26.8 m	Yes
	For that portion of the dwelling with a height greater than 26.0 m	15.0 m	26.8 m	Yes
	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	19.5 m @ 19.4 m 26.8 m @ 48.3 m	Yes
Minimum Separation Between Buildings	For that portion of the dwelling with a height less than or equal to 13.0 m	3.0 m	6.072 m	Yes
	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	9.0 m	6.072 m	No – modification requested
	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m	6.072 m	No – modification requested
	For that portion of the dwelling with a height greater than 26.0 m	15.0 m	6.072 m	No – modification requested
Minimum Landscaped Area		40% Lot Area	53%	Yes
Minimum Depth of Landscape Buffer along street line and residential lot line		4.5 m	2.95 m	No – modification requested
Minimum Amenity Area		The greater of 5.6 m ² per dwelling unit or 10% of the site area	10.3 sq.m. per unit (Building 1) 12.1 sq.m. per unit (Building 2)	Yes
Minimum Parking Rates	Rental Apartment (Precinct 4)	1.0 spaces/unit residential 0.2 spaces/unit visitor	0.8 spaces/unit residential 0.2 spaces/unit visitor	No – modification requested
	Day Care	2.5 spaces per 100 sq.m.	77 spaces for both Day Care and Place of Religious Assembly uses	No – modification requested
	Place of Religious Assembly	27.1 spaces per 100 sq.m.		

Regulation	Standard	Provided	Compliance?
Additional Permitted Uses	<ul style="list-style-type: none"> Place of Religious Assembly Day Care 	Apartment uses permitted	Yes
Regulations	An apartment shall only be permitted in Buildable Area 'A' identified on Schedule RA2-11 of this Exception	Apartments located outside of Buildable Area 'A'	No – modification requested
	Maximum number of apartment dwelling units in Buildable Area 'A' identified on Schedule RA2 of this Exception	Apartment building in Buildable Area 'A' to be retained	No – modification requested
	A place of religious assembly and day care shall only be permitted in Buildable Area 'B' identified on Schedule RA2-11 of this Exception	Place of religious assembly maintained and retained in Buildable Area 'B'	No – modification requested
	Maximum total gross floor area – non-residential in Buildable Area 'B' identified on Schedule RA2-11 of this Exception	Place of religious assembly maintained and retained in Buildable Area 'B'	No – modification requested
	All site development plans shall comply with Schedule RA2-11 of this Exception	Site plan not in compliance – apartment buildings located outside of Buildable Area 'A'	No – modification requested