

City of Mississauga  
**Corporate Report**



<p>Date: September 21, 2023</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: October 11, 2023</p>

## Subject

**Mississauga Updated Response to the 2022 Housing Affordability Task Force's Recommendations and Top Priorities**

## Recommendation

1. That the report titled "Mississauga Updated Response to the 2022 Housing Affordability Task Force's Recommendations and Top Priorities" from the Commissioner of Planning and Building, dated September 21, 2023, be received for information.
2. That Council endorse positions contained in this report.
3. That the City Clerk forwards Appendix 2 for submission on behalf of "the head of Council", as per the Minister's instructions indicated in the letter attached as Appendix 1.

## Executive Summary

- The Minister of Municipal Affairs and Housing established Ontario's Housing Affordability Task Force (HATF) in 2021 and delivered its final report in February 2022 with recommendations to help Ontario tackle the housing supply crisis and build at least 1.5 million homes by 2031.
- On September 15, 2023, the Minister of Municipal Affairs and Housing sent a letter to the City of Mississauga requesting head of council's position on all 74 recommendations, as the prioritized top five recommendations for future consideration.
- Failing to return the completed chart in full by October 16, 2023 disqualify the City of Mississauga from being eligible for the province's new \$1.2 billion Building Faster Fund.
- The City's Housing Panel, which includes representation from Council, the construction and development industry, not-for-profit groups and the academic community was engaged in the recommendations.
- Staff have proposed the top 5 recommendations for Council support and submission,

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while asking the Province to have meaningful consultation with Ontario’s municipalities in order to refine them and work on their implementation. Staff will continue to keep Council informed of the status and implications of the HATF recommendations.

## Background

On December 6, 2021, the Minister of Municipal Affairs and Housing established Ontario’s Housing Affordability Task Force (HATF). Their mandate is to address housing affordability by increasing the supply of market housing, reducing red tape, accelerating timelines, supporting economic recovery and job creation.

On February 8, 2022, the HATF delivered its [final report](#) with recommendations to help Ontario tackle the housing supply crisis and build at least 1.5 million homes by 2031. Including sub-items and appendices, the Task Force made 74 recommendations.

On March 2, 2022 a [Report of the Ontario Housing Affordability Task Force and Implications for Mississauga](#) provided Council with an overview of the Task Force's recommendations; the potential impacts on the City; and, seeks authority to submit comments to the Minister for further consideration.

Municipalities were asked to submit a housing pledge to the Province to confirm they will meet their housing target. On March 1, 2023, Mississauga City Council endorsed [Growing Mississauga: An Action Plan for New Housing](#) (Growing Mississauga) as the City’s housing pledge. In Growing Mississauga, the City emphasised that housing is a top priority and outlined a pathway that will help us get more homes built, streamline building approvals and make homes more affordable. The Province’s goal for Mississauga is 120,000 additional residential units over the next 10 years. While the City’s Growing Mississauga and the Official Plan structure supports this envisioned growth, a commitment to funding and building new infrastructure at a much more accelerated pace is needed.

On August 21, 2023 at the 2023 Association of Municipalities of Ontario (AMO) Conference at the RBC Place in London, Ontario, Premier Doug Ford announced a new \$1.2 billion *Building Faster Fund* to help municipalities support the creation of new housing. Funding will flow to municipalities over a three-year period, beginning in 2024-25.

On September 15, 2023, the Minister of Municipal Affairs and Housing sent a letter to the City of Mississauga requesting head of council’s position on all 74 recommendations, as well as the prioritized top five recommendations for future consideration. The letter is included as Appendix 1 to this report. Stated within this letter, “failing to return this chart completed in full by October 16, 2023 will disqualify your municipality from being eligible for the province’s new \$1.2 billion Building Faster Fund that was announced at the Association of Municipalities of Ontario conference in August.”

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**The purpose of this report is to:** provide Council with an overview; identify top five areas of support for the recommendations and matters that could be reconsidered; and, seek authority to submit to the 'completed chart' to [housingsupply@ontario.ca](mailto:housingsupply@ontario.ca) so that Mississauga's opinion and funding opportunity will be considered.

## Comments

### Overview of HATF Recommendations

The Housing Affordability Task Force:

- Considers that a lack of housing supply is at the root of Ontario's affordability crisis with all recommendations aimed at bringing 1.5 million houses to market in the next 10 years.
- Places a significant portion of responsibility for this housing crisis on slow approvals, outdated zoning, high fees, frivolous appeals and community opposition.
- Proposes sweeping changes that touch many aspects of the planning system, public participation and growth related charges.
- At time of authoring this report, the Ministry indicates that 24 recommendations have been implemented; however, some of those recommendations have only been partially implemented and the Province is still working on further implementation measures on many of these recommendations (e.g., revisions to the Ontario Building Code are still underway). There may be opportunities for the Province to work with municipalities and industry to refine the recommendations and include local planning input. The Province's webpage to monitor the progress on the recommendations can be found [here](#).

### 2022 Response to the HATF Recommendations

The Task Force's recommendations and the staff responses were listed in detail in the previous March 2, 2022 Council report. At the time there was no template, and staff through Council advocated the City's position on these matters. Staff categorized responses that included "support", "neutral" and "oppose / support" and "oppose" due the scope of the recommendations. Staff supported or were neutral on the majority of HATF's recommendations; however, over 20 actions were identified as not supportable as presented and provided suggestions on how to improve them. Overall, staff asked to involve municipalities and industry experts in refining many of HATF's recommendations as "one size fits all" approach to housing would not work in such a diverse range of municipalities in Ontario.

### Response to the Ministers letter regarding the 2022 HATF Recommendations

City staff note the following for consideration:

- The City is obligated to support and implement legislation, and thus previous HATF recommendations that are implemented are supported. However, staff has included additional commentary with further considerations and needed refinements.

- Housing affordability and finding solutions to the housing crisis is a City priority. The proposed top 5 recommendations reflect the potential to deliver impact in the shortest timeframe, as access to capital and finances can be a key factor that influences demand and supply of housing. Financial incentives can stimulate the production and preservation of affordable housing units, reduce the financial barriers for both households and developers who need affordable housing options.
- The City is required to respond “Support” or “Oppose” for each recommendation and to submit by October 16, 2023 to qualify or be eligible for the provinces new funding.
- The City is required to “identify the top 5 HATF recommendations that you **support**, and rationale/comments” for future consideration. While the Province is only asking to identify the top five, staff hopes to engage with the Province and continue the discussion regarding the implementation of the rest of the recommendations.
- Staff supported recommendations that align with the goals and actions in Growing Mississauga. Although there is support for the majority of HATF recommendations, in some cases, support is subject to further discussions and suggested refinements with municipalities on the way the recommendations are implemented. In these cases staff marked both support and oppose.
- Staff identified several recommendations that cannot be supported as presented. There is a degree of risk, complexity, and/or potential for unintended consequences involved in those HATF recommendations. Staff comments advise the Province to collaborate with municipalities and revisit/revise the recommendations with little to no support and find viable solutions to the housing affordability crisis.
- In general, “as of right” permissions should be avoided as “one size fits all” is not conducive to good planning and local context is important to manage change (e.g., what works for the City of Mississauga might not work for much smaller municipalities). The Province should establish a general framework within the recommendations and allow municipalities to implement them through their official plan reviews and zoning conformity.
- The City is has implemented or initiated various solutions and policies that are in alignment with delivering housing options and affordability, highlights include but are not limited to: implemented electronic application/permitting solution ePlans; increased densities in mall-based nodes (Reimagining the Mall); approved Major Transit Station Areas policies; reduced parking requirements; and, implemented Inclusionary Zoning. Furthermore, the City is updating it’s zoning to allow for 3 units per lot and is looking at additional infill options through the Increasing Housing Choices in Neighbourhoods study (IHCN).

The City’s positions and brief comments have been included and can be found in Appendix 2.

### **Top Five HATF Recommendations Staff Support**

Staff propose to Council the following top five recommendations with the acknowledgement that the response may have future City implications on opportunities or policies that are being implemented by the HATF.

1. **HATF # 36)** Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing, and that the federal government match the provincial 75% rebate and remove any clawback.
2. **HATF # C-2)** All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%.
3. **HATF # 42)** Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.
4. **HATF # B-3)** Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups.
5. **HATF # 43)** Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.

Appendix 2 includes staff comments on these top five recommendations and suggestions on how to refine these as more discussion is needed in order to guarantee successful implementation and to avoid unintended consequences.

## Engagement and Consultation

### Mississauga Housing Panel

The City established a housing panel to help implement our action plan, Growing Mississauga. This 12 person panel includes representation from Council, the construction and development industry, not-for-profit groups and the academic community. This matter was introduced and discussed at the September 18, 2023 Housing Panel meeting, and staff requested input.

Those panel members who were able to provide us with valuable input and insights were considered and incorporated into the recommendations. Staff are appreciative for the panel's contributions and collaborations, and we acknowledge their role in enhancing the quality and credibility of the response.

The following areas of consensus were identified and will help inform future discussions and advocacy efforts:

- Strongly supports the modernization of the Building Code and other policies to remove barriers to affordable construction
- Increased financing/loans for purpose-built rental, affordable rental and affordable ownership projects
- Strongly supports permitting as of right secondary suites, garden suites, laneway houses and multi-tenant housing as of right province-wide
- Strongly opposes exclusionary zoning

## Association of Municipalities Ontario (AMO)

The AMO Board has [sent a letter to Minister Calandra](#) and stated that the letter would be shared with all municipal governments. While mayors will each make individual decisions that reflect local circumstances, AMO states that at a sector-level, municipalities conditionally support all Task Force recommendations with a few exceptions, provided that the government puts in place:

1. A **fair and sustainable funding framework** to support infrastructure and growth, that is not unduly subsidized by existing property taxpayers;
2. A **comprehensive, sequenced implementation plan** that gives both developers and municipalities certainty regarding costs and rules to support effective long-term decision-making;
3. An **accountability framework** that accurately recognizes the roles and responsibilities of different housing partners and does not hold municipalities accountable for the actions of developers or provincial ministries. Mechanisms must be included to ensure that public investments are tied to outcomes in the public interest;
4. A core focus on **non-market housing**, which was not within the mandate of the Housing Affordability Task Force. A robust non-market housing sector is a critical part of a well-functioning overall housing system and needs to be prioritized by governments.
5. A **public policy review by the Ontario Public Service** verifying that each recommendation is feasible, likely to result in increased housing supply and/or affordability and is in the public interest.

AMO has previously stated that the government has chosen its own path in addressing the housing crisis in Ontario, despite the advice of municipalities, and will be accountable for its outcomes. AMO has also stated that municipalities will do everything within their power to help the province to achieve its housing targets and outcomes. The AMO Board believes that the response outlined in the letter is reflective of this approach.

## Financial Impact

Failing to return the completed chart in full by October 16, 2023 disqualify the City of Mississauga from being eligible for the province's new \$1.2 billion Building Faster Fund that was announced at the Association of Municipalities of Ontario conference in August.

As indicated in Growing Mississauga, the provincial housing target for Mississauga (120,000 unit growth in 10 years) is ambitious and it will place pressure on resources, require a re-prioritization of capital budgets, and considerable new funding to accelerate the construction of

major infrastructure, such as transit, sewer, water, and fire & emergency services to support growth.

Staff will continue to advise Council on the impacts of any changes stemming from these recommendations, as implementation details become available.

## Conclusion

The City acknowledges the Minister's efforts to solve the housing supply and affordability crisis with Ontario municipalities on these recommendations as quickly as possible. Housing affordability is one of Mississauga's top priorities and agrees that all involved have to work together in finding solutions to build more homes. Through Growing Mississauga and many other policy initiatives, Mississauga has demonstrated a strong commitment to support provincial aims to create more housing and to make it more affordable.

The City encourages that the Minister and provincial staff to continue to engage with Ontario's municipalities in a manner that is meaningful in effort to tackle the housing supply crisis and build at least 1.5 million homes by 2031. These collaboration opportunities and considerations allow municipalities to advise the Province on the degree of control, influence and responsibilities to the local communities that municipalities have, and in doing so it may allow the Housing Affordability Task Force Recommendations to be more impactful.

Staff will continue to keep Council informed of the status and implications of the HATF recommendations.

## Attachments

Appendix 1: Paul Calandra, Minister of Municipal Affairs and Housing, Letter – Responding to the Housing Affordability Task Force's Recommendations

Appendix 2: City of Mississauga Response – List of 74 Housing Affordability Task Force (HATF) Recommendations for Response



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

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**Ministry of  
Municipal Affairs  
and Housing**

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234-2023-4596

September 15, 2023

Dear Head of Council,

**Subject: Responding to the Housing Affordability Task Force's  
Recommendations**

As you know, in February 2022, the Housing Affordability Task Force delivered [its final report](#) with recommendations to help Ontario tackle the housing supply crisis and build at least 1.5 million homes by 2031. Including sub-items and appendices, the Task Force made 74 unique recommendations. While Ontario has made progress in acting on these recommendations — with 23 implemented to date helping to achieve the highest level of housing starts in over three decades — as the province grows at incredible speed, all levels of government need to do more.

To bring the dream of home ownership into reach for more people, I have asked my ministry to renew its efforts to review and, where possible, implement the Task Force's remaining recommendations with minimal delay. As part of that review, I am asking for your position, as head of council, on all 74 recommendations, as well as for you to prioritize your top five recommendations for future consideration. For these top five priorities, this could include your advice to revisit the way a recommendation has been implemented up to this point (for example, the Task Force's recommendation to allow as-of-right zoning for four units on a single residential lot, compared to the province's current baseline of allowing three units as-of-right with the option for municipalities to adopt a higher density threshold if they choose), as well as how some of the recommendations could or should be implemented with amendments.

Accompanying this letter, you will find a chart containing the full list of 74 Task Force recommendations. Please fill in this chart, indicating whether you as the leader of your municipality support each recommendation. At the top of the chart, I ask that you rank the top five Task Force recommendations that you feel would be, or have been, the most useful in increasing housing supply in your community and across Ontario.

As we look to do more to solve the housing supply and affordability crisis together, it's important for the province to have a full understanding of our municipal partners' positions on these recommendations as quickly as possible. I ask that you **please return the completed chart to [housingsupply@ontario.ca](mailto:housingsupply@ontario.ca) no later than October 16, 2023.**

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At the same time, we cannot afford to deploy resources or enable tools where they won't be used or optimized. Now more than ever, we need clarity about your views. As such, failing to return this chart completed in full by October 16, 2023 **will disqualify your municipality from being eligible for the province's new \$1.2 billion Building Faster Fund** that was announced at the Association of Municipalities of Ontario conference in August. To make this process easy and efficient for you, we have standardized the feedback form with very simple 'support' or 'oppose' options.

I look forward to continuing our work together to ensure that more people can afford a place to call home.

Sincerely,



The Hon. Paul Calandra  
Minister of Municipal Affairs and Housing

- c: Hon. Rob Flack, Associate Minister of Housing
- Kirstin Jensen, Interim Chief of Staff, Minister's Office
- Martha Greenberg, Deputy Minister
- Joshua Paul, Assistant Deputy Minister, Market Housing Division
- Sean Fraser, Assistant Deputy Minister, Planning and Growth Division
- Caspar Hall, Assistant Deputy Minister, Local Government Division

Attachment:

List of 74 Housing Affordability Task Force (HATF) Recommendations for Response

**Attachment: List of 74 Housing Affordability Task Force (HATF) Recommendations for Response**

Please identify the top 5 HATF recommendations that you support, and rationale / comments	
1.	36) Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing, and that the federal government match the provincial 75% rebate and remove any clawback. <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga support recent announcements by the Federal and Provincial government to remove their portion of HST for rental construction and support indexing of the thresholds to reflect current home prices for ownership units.</i></li> </ul>
2.	C-2) All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%. <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga urges the Province and Federal government to engage with municipalities on all future government land sales and include an affordable housing component of at least 20% as well as including provisions for any needed community infrastructure and parkland.</i></li> </ul>
3.	42) Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects. <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: The need for loan guarantees has been consistently identified as an issue for purpose-built rental and non-profit housing development. Subsidizing lower interest rates would also help.</i></li> </ul>
4.	B-3) Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups. <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga assumes that this applies to Provincial Land Transfer Tax revenue. Mississauga supports opportunities to increase housing affordability and the development of incentives to build more housing, particularly targeting incentives for projects brought forward by BIPOC and marginalized groups.</i></li> </ul>
5.	43) Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued. <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: There has been a growing trend of landowners seeking additional zoning permissions not necessarily to build but rather to increase the value of the land for resale, long-term asset management or leveraging for other projects. Mississauga suggests the province look at infrastructure allocations for inactive rezonings in addition to building permits.</i></li> </ul>

HATF Recommendation <i>(Note: Bracketed numbers are per the numbering in the original Task Force report; numbering in the first column is for Ministry use)</i> <i>Recommendations with an asterisk * have been implemented</i>		Support or Oppose (Mandatory Field – Please only mark with an 'X' as appropriate)		
1.	1) Set a goal of building 1.5 million new homes in ten years.* <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga supports the delivery of a range of housing; through the Growing Mississauga action plan, Council has identified planned areas to accommodate and</i></li> </ul>	X	Support	Oppose

	<i>exceed the 120,000 unit target to 2031 set for the City. This target, however, might be difficult to achieve based only on land use permissions and planning approvals alone. i.e. We are unsure the development industry has the current capacity for that scale of construction given labour shortages and construction costs etc. The investments required for electrical, hospital, transit, water, wastewater and community infrastructure would need to be increased significantly for that scale of development.</i>				
2.	2) Amending the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose. <ul style="list-style-type: none"> <li><i>Mississauga’s comment: Aligns with Official Plan Review, Growing Mississauga, Major Transit Station Areas and the City’s Increasing Housing Choices in Neighbourhoods Study.</i></li> </ul>	X	Support		Oppose
3.	3) a) Limit exclusionary zoning in municipalities through binding provincial action: allow “as of right” residential housing up to four units and up to four storeys on a single residential lot.* <ul style="list-style-type: none"> <li><i>Mississauga’s comment: The City’s Increasing Housing Choices in Neighbourhoods Study is looking into adding more residential infill in neighbourhoods, including four unit structures, which could be accommodated in 2 or 3 storeys. However, allowing “as of right” up to four storeys on a single residential lot might not be an appropriate solution for all areas/neighbourhoods throughout Ontario. Municipalities should be permitted to determine associated performance zone regulations for intensification (i.e. height of storeys, setbacks, parking requirements, # of units).</i></li> </ul>	X	Support	X	Oppose
4.	3 b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.) <ul style="list-style-type: none"> <li><i>Mississauga’s comment: Mississauga agrees that the Ontario Building Code (OBC) needs to be updated to reflect recent building trends, address climate change, and to facilitate housing affordability. However, the Province should engage with the Ontario’s Building Officials and Ontario Association of Fire Chiefs in order to update the OBC in a way that still warrants the safety of residents and occupants. Single egress stairwells in four storey buildings is a safety concern for building occupants.</i></li> </ul>	X	Support	X	Oppose
5.	4) Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use. <ul style="list-style-type: none"> <li><i>Mississauga’s comment: Intensification of greyfield sites is proposed through the current Official Plan Review and through the approved Reimagining the Mall study. However, “as of right” conversions should be avoided. Without controls to permit measured changes, this</i></li> </ul>	X	Support	X	Oppose

	<i>could facilitate incompatibilities between commercial and residential uses (noise/odour) and commercial sites in employments areas may not be suitable for residential uses. Furthermore, consideration has to be given to the role of these commercial centres in the community – as they serve as important contributors to walkable complete communities.</i>				
6.	5) Permit “as of right” secondary suites, garden suites, and laneway houses province-wide.* <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: The city is updating its zoning by-law to be compliant with these prior Planning Act changes.</i></li> </ul>	X	Support		Oppose
7.	6) Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: Mississauga supports home share and other methods of renting out rooms within a dwelling as affordable housing options for students and the workforce. Licensing and inspections of dwellings must still occur to ensure life safety of occupants.</i></li> </ul>	X	Support		Oppose
8.	7) Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: The City’s Increasing Housing Choices in Neighbourhoods Study is looking into adding more residential infill in neighbourhoods. Similarly, the Province should require and/or incentivize school boards to develop more urban school models in intensification areas.</i></li> </ul>	X	Support		Oppose
9.	8) Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: Mississauga’s experience with unlimited height and density in our Downtown Core has not resulted in affordable housing while increasing land values. This recommendation is not needed in Mississauga to achieve the provincial density and housing targets. This recommendation presupposes adequacy of other municipal infrastructure and community services to accommodate additional density. More pre-zoned lands may increase land values, speculation and unreasonable requests for densities higher than can be adequately serviced by the municipality without significant costs.</i></li> </ul>		Support	X	Oppose
10.	9) Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets that have direct access to public transit (including streets on bus and streetcar routes). <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: This recommendation may be suited for streets with rapid and higher order transit that require significant public sector investment, but even that would require detailed study to determine the appropriate building height and density. Broad sweeping changes like this would be very problematic; a bus route is simply not sufficient justification to</i></li> </ul>	X	Support	X	Oppose

	<i>greatly vary the permitted density and built form. This would significantly jeopardize the capacity of our Neighbourhood Collector streets and lead to significant conflict between pedestrian and vehicles. There is no regard for the cumulative impacts of such a change for other infrastructure or compatibility with existing context.</i>				
11.	10) Designate or rezone as mixed commercial and residential use all land along transit corridors and re-designate all Residential Apartment to mixed commercial and residential zoning in Toronto. <ul style="list-style-type: none"> <li><i>Mississauga's comment: Could be done in some proposed Major Transit Station Areas (MTSAs) but may take some time to implement effectively. Municipalities should be permitted to determine where mixed uses and residential uses are located as not all lands along transit corridors are suitable for residential uses (e.g., within industrial areas or the airport operating area).</i></li> </ul>	X	Support	X	Oppose
12.	11) Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land. <ul style="list-style-type: none"> <li><i>Mississauga's comment: Not applicable, as Mississauga is mostly built out. Mississauga's Official Plan has policies supporting responsible housing growth in underdeveloped lands (e.g., Ninth Line) and brownfiled sites (e.g., Brightwater and Lakeview Major Node).</i></li> </ul>	X	Support		Oppose
13.	12) a) Create a more permissive land use, planning, and approvals system: Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood.* <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province. Mississauga will review applicable policies, if any, as part of the Official Plan Review.</i></li> </ul>	X	Support		Oppose
14.	12 b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances.* <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province and Mississauga has updated its review process to conform to the new legislation.</i></li> </ul>	X	Support		Oppose
15.	12 c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions (colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements.		Support	X	Oppose

	<ul style="list-style-type: none"> <li><i>Mississauga's comment: Introducing Province-wide zoning standards is inconsistent with local planning and does not take into consideration local context. This recommendation will be very difficult to implement and will create uncountable non-conforming uses Province-wide.</i></li> </ul>				
16.	<p>12 d) Remove any floorplate (sic) restrictions to allow larger, more efficient high-density towers.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: This would impact tower separation and sunlight to the public realm. There is no guarantee bigger floor plates make more affordable units. However, larger floor plates do make larger unit layouts thereby increasing the ability to provide 2 and 3 bedrooms units. Best to leave to municipalities so they can create unique communities within a city.</i></li> </ul>	X	Support	X	Oppose
17.	<p>13) Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: The tight timelines implemented through Bill 109 already limits the ability of requesting or hosting additional public meetings. This significantly impacts the public involvement in the planning process, which typically encourages better development. Community meetings saves time at statutory meetings by allowing community input at smaller format, development specific, ward meetings.</i></li> </ul>	X	Support	X	Oppose
18.	<p>14) Require that public consultations provide digital participation options.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga has implemented digital participation options through the pandemic and will continue to do so. Blended in person/virtual meetings maximize public participation.</i></li> </ul>	X	Support		Oppose
19.	<p>15) Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already partially implemented by the Province. Mississauga has already delegated authority for site plan approval. Since site plan approval was delegated to staff, Council has not rescinded its delegated authority. However, the proposed delegated authority for minor variances is not supported. The proposed delegated authority would not have any significant impact on delivering more affordable housing. The COA process provides autonomy from elected officials and planning staff.</i></li> </ul>	X	Support	X	Oppose
20.	<p>16) a) Prevent abuse of the heritage preservation and designation process by: prohibiting the use of bulk listing on municipal heritage registers.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province and Mississauga will support existing legislation.</i></li> </ul>	X	Support		Oppose

21.	<p>16 b) Prohibiting reactive heritage designations after a Planning Act development application has been filed.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province and Mississauga will support existing legislation.</i></li> </ul>	X	Support		Oppose
22.	<p>17) Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Heritage property value has been a key focus of Heritage Planning as the City works through its affordable housing strategies. Studies have proven that heritage properties increase in value over time after designation. The City further supports heritage property owners through a Heritage Property Grants program, which continues a record of success year after year. Heritage properties can be integrated into modern developments to add space for affordable housing and provide continuity in a community. Several heritage buildings have been successfully modified into multiple unit dwellings and serve as incubators for affordable housing.</i></li> </ul>		Support	X	Oppose
23.	<p>18) Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province. However, this will most likely delay implementation of affordable housing. City's priorities would remain the same but restoring the right of developers to appeal Official Plan and Municipal Comprehensive Review (MCR) processes will lead to lengthy appeal periods and delay implementing updated policies and zoning. This recommendation will have negative impacts and contradicts the Task Force's narrative to make processes quicker. Developers will have the right to appeal City policies which are largely intended to implement provincial legislation and mandates.</i></li> </ul>		Support	X	Oppose
24.	<p>19) Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already partially implemented by the Province (legislative timelines) and Mississauga will support existing legislation. However, the City does not support deeming an application approved (automatically) if the legislated response time is exceeded. With this stated, the shorter the timeline, the less opportunity for municipalities to work with applicants and stakeholders (including private sector partners) to resolve site specific challenges pertaining to planning, design, engineering, and overall feasibility. City of Mississauga advises a need for increased applicant accountability in adherence to the application submission requirements, including providing timely responses to staff comments, within the</i></li> </ul>	X	Support	X	Oppose

	<i>mandated timeframe. A ‘stop the clock’ mechanism has been proposed, and would allow applicants to work towards completing an application correctly and timely.</i>				
25.	20) Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.* <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: Already implemented by the Province.</i></li> </ul>	X	Support		Oppose
26.	21) Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: This is already operationalized as in Mississauga developers are required to attend DARC (Development Application Review Committee) meeting, where relevant Departments and outside agencies provide complete application requirements (plans, studies, etc.) Additionally, stamped engineering drawings and sometimes letter of reliance are accepted. However, in the absence of legislated amendments to ‘joint and several’ liability and ‘duty of care’ requirements for municipalities, the receipt of certification from a regulated professional would not protect municipalities from being exposed to liability.</i></li> </ul>	X	Support	X	Oppose
27.	22) Simplify planning legislation and policy documents. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: Planning Act legislation could be clearer. Suggest that Province create an advisory group of municipal/consulting planners/lawyers to review and recommend changes.</i></li> </ul>	X	Support		Oppose
28.	23) Create a common, province-wide definition of plan of subdivision and standard set of conditions which clarify which may be included; require the use of standard province-wide legal agreements and, where feasible, plans of subdivision. <ul style="list-style-type: none"> <li>• <i>Mississauga’s comment: Generally supported. However, most municipalities have a standard set of subdivision conditions and agreements. There will be limited benefit from standardizing these province wide. Many conditions of draft plan approval are specific to the development. It would take a long time to coordinate requirements among all municipalities (similar to trying to standardize zoning across the province). Municipalities should be permitted to customize agreements as needed to respond to development’s complexities.</i></li> </ul>	X	Support		Oppose
29.	24) Allow wood construction of up to 12 storeys.*	X	Support		Oppose

	<ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga supports what the Ontario Building Code (OBC) allows. This will be in the National Building Code in the updates this year and most likely in the next version of the OBC.</i></li> </ul>				
30.	<p>25) Require municipalities to provide the option of pay on demand surety bonds and letters of credit.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: This needs further discussion. Mississauga staff have previously investigated the merits of accepting surety bonds in place of a traditional letters of credit that are required under the City's subdivision site servicing agreements. Research, along with Legal and Banking Industry advice, concluded that surety bonds represent a financial risk to the City. A letter of credit provides the best mechanism to ensure that the municipality will receive its money if a builder defaults in performing its obligations.</i></li> </ul>	X	Support	X	Oppose
31.	<p>26) Require appellants to promptly seek permission ("leave to appeal") of the OLT and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Could possibly reduce or expedite Ontario Land Tribunal (OLT) appeals involving affordable housing leading to earlier development. The legislation will need to clarify the precise standard of review to be used by the OLT in determining (up front) if an appeal has merit.</i></li> </ul>	X	Support		Oppose
32.	<p>27) a) Prevent abuse of process: remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for 40 years.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga would be supportive of limiting appeal rights where there's a guarantee of 30% housing units will be affordable.</i></li> </ul>	X	Support		Oppose
33.	<p>27 b) Require a \$10,000 filing fee for third party appeals.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: For landowners seeking to launch a third party appeal, this would create a significant financial obstacle with a \$10,000 filing fee.</i></li> </ul>		Support	X	Oppose
34.	<p>27 c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: This is already allowed within the legislation.</i></li> </ul>		Support		Oppose
35.	<p>28) Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: The planning appeal process would be less transparent and accountable as few individuals would be made aware of oral decisions. Oral decisions typically do not contain well thought out reasons. In lieu of oral decisions, the better approach is to reform the manner in which Ontario Land Tribunal (OLT) functions (including addressing</i></li> </ul>		Support	X	Oppose

	<i>its resource needs) so that the responsibility will be with OLT to issue written decisions promptly, within a defined period of time.</i>				
36.	<p>29) Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Will create unreasonable and unrealistic pressures to process planning applications, compelling decision-making to occur prematurely. The award of punitive damages may negatively impact the City's financial and resource capacity limits, which could lead to an increase in planning fees to address the unintended consequences. Punitive damages could be hefty and significantly exceed a costs award. Further, it appears that the recommendation contemplates OLT could order both costs against a municipality as well as payment of punitive damages.</i></li> </ul>		Support	X	Oppose
37.	<p>30) Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: This Funding would allow disputes to be resolved more quickly, and reduce/mitigate delay and uncertainty with respect to City-led initiatives. Timeliness and efficiency of the adjudicative system would benefit all stakeholders. In addition, attracting Members with strong credentials, both technical and mediation, would provide greater comfort in terms of the quality of the process and its outcomes.</i></li> </ul>	X	Support		Oppose
38.	<p>31) In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Priority should be given to municipal initiated amendments that are appealed in addition to development applications. It is unclear how the Tribunal would be equipped to decide which applications should be "fast-tracked" over others. Most applications "support housing growth and intensification". There may be some procedural unfairness to some applicants and/or municipalities whose projects or initiatives are stalled.</i></li> </ul>	X	Support		Oppose
39.	<p>32) Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga supports opportunities to increase housing affordability. However, cumulative effects need to be studied before this is considered. This should not apply to larger developments being phased into small 10-unit developments at a time in order to avoid payments. Could be focused on rental infill such as plexes which are more affordable.</i></li> </ul>	X	Support		Oppose

40.	<p>33) Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga support the concept that all levels of governments must work together in the provision of financial incentives to secure the construction of affordable housing. City of Mississauga advises development related costs on affordable housing will need to be recovered from elsewhere, and the Province should make municipalities "whole" and contribute to addressing the financing gap.</i></li> </ul>	X	Support		Oppose
41.	<p>34) Prohibit interest rates on development charges higher than a municipality's borrowing rate.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province. City's view is that deferral agreements are not "borrowing" they are advancing the point in time for which the charge applies, having a higher rate attributes to "inflation" costs to recover the lost revenue.</i></li> </ul>	X	Support		Oppose
42.	<p>35 a) Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges: Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Already implemented by the Province through the audit to Mississauga's reserve funds.</i></li> </ul>	X	Support		Oppose
43.	<p>35 b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for specific ward to ward allocation of unspent and unallocated reserves.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: The premise of growth development charges is that all new development helps to fund, and benefits from, the emplacement of growth-related infrastructure. City services are based on master planning documents which examine the growth of the City as a whole, and not necessarily one specific area or ward. Further, most major infrastructure serve a much broader population and allows for more servicing capacity throughout the system. Finally, a requirement to spend monies in the areas in which it was collected does not lend itself well to the current DC Act legislation due to the historic service level limitations.</i></li> </ul>		Support	X	Oppose
44.	<p>36) Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing, and that the federal government match the provincial 75% rebate and remove any clawback.</p>	X	Support		Oppose

	<ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga support recent announcements by the Federal and Provincial government to remove their portion of HST for rental construction and support indexing of the thresholds to reflect current home prices for ownership units.</i></li> </ul>				
45.	<p>37) Align property taxes for purpose-built rental with those of condos and low-rise homes.</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga has the same tax rate for both Residential and New Multi-Residential categories (includes new rental). Support this recommendation as long as savings for older buildings are required to be passed onto tenants and there is adequate phasing.</i></li> </ul>	X	Support		Oppose
46.	<p>38) Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive covenants on land to 40 or more years.*</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Extending the maximum period for land leases may facilitate some forms of affordable housing development (e.g. Community Land Trusts). Could allow for the extension of restrictive covenants requiring affordable housing beyond the current limit to 40 or more years.</i></li> </ul>	X	Support		Oppose
47.	<p>39) Eliminate or reduce tax disincentives to housing growth.</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga supports opportunities to improve housing affordability and the Federal and Provincial governments have more taxation flexibility than municipalities to incentivize housing growth.</i></li> </ul>	X	Support		Oppose
48.	<p>40) Call on the Federal Government to implement an Urban, Rural and Northern Indigenous Housing Strategy.*</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: Mississauga supports this recommendation.</i></li> </ul>	X	Support		Oppose
49.	<p>41) Funding for pilot projects that create innovative pathways to homeownership, for Black, Indigenous, and marginalized people and first-generation homeowners.</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: The Province should provide funding for affordable housing pilot projects such as those listed.</i></li> </ul>	X	Support		Oppose
50.	<p>42) Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.</p> <ul style="list-style-type: none"> <li>• <i>Mississauga's comment: The need for loan guarantees has been consistently identified as an issue for purpose-built rental and non-profit housing development. Subsidizing lower interest rates would also help.</i></li> </ul>	X	Support		Oppose
51.	<p>43) Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.</p>	X	Support		Oppose

	<ul style="list-style-type: none"> <li><i>Mississauga's comment: There has been a growing trend of landowners seeking additional zoning permissions not necessarily to build but rather to increase the value of the land for resale, long-term asset management or leveraging for other projects. Mississauga suggests the province look at infrastructure allocations for inactive rezonings in addition to building permits.</i></li> </ul>				
52.	<p>44) Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: More information is required to fully address this recommendation and the city would be pleased to engage in discussions with the Province.</i></li> </ul>	X	Support		Oppose
53.	<p>45) Improve funding for colleges, trade schools, and apprenticeships, encourage and incentivize municipalities, unions and employers to provide more on-the-job training.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Increasing the talent pool of skilled trades people will, in theory, help to ensure that projects are completed in a timelier manner.</i></li> </ul>	X	Support		Oppose
54.	<p>46) Undertake multi-stakeholder education program to promote skilled trades.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: City of Mississauga's Economic Development Office (EDO) is promoting advanced manufacturing and the skilled trades to under-represented groups in the trades, including the Women in Mississauga Manufacturing Initiative.</i></li> </ul>	X	Support		Oppose
55.	<p>47) Recommend that the federal and provincial government prioritize skilled trades and adjust the immigration points system to strongly favour needed trades and expedite immigration status for these workers and encourage the federal government to increase from 9,000 to 20,000 the number of immigrants admitted through Ontario's program.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: The Mississauga Economic Development Office (EDO) acts as a referral partner for the Federal Government's Global Skills Strategy Program.</i></li> </ul>	X	Support		Oppose
56.	<p>48) The Ontario government should establish a large "Ontario Housing Delivery Fund" and encourage the federal government to match funding. This fund should reward:</p> <p>a) Annual housing growth that meets or exceeds provincial targets  b) Reductions in total approval times for new housing  c) The speedy removal of exclusionary zoning practices</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: The City welcomes a subsidy from the Province to facilitate more affordable housing. It is suggested that it would be best to measure against Growth Plan / Official Plan targets.</i></li> </ul>	X	Support		Oppose

57.	<p>49) Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Housing is market driven, it would not be realistic to penalize a municipality when the decision to build rest with a private developer. For example, the City has 23,000 approved but unbuilt dwelling units that are part of phased developments and cannot control when those units will be constructed.</i></li> </ul>		Support	X	Oppose
58.	<p>50) Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of a common data architecture standard, supported by an external expert committee, across municipalities and provincial agencies/ministries and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga already utilizes an e-permitting system. Mississauga's ePlans is an end to end online/digital application submission, review and approval system that has been in place since 2016.</i></li> </ul>	X	Support		Oppose
59.	<p>51) Require municipalities and the provincial government to use the Ministry of Finance population projections as the basis for housing need analysis and related land use requirements.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Relying solely on Ministry of Finance (MOF) population projections will likely have higher estimates, which are not informed by Growth Plan policies (e.g. do not consider achieving density targets). Clarity required on whether the Task Force has considered implications of relying only on provincial population projections.</i></li> </ul>	X	Support		Oppose
60.	<p>52) Resume reporting on housing data and require consistent municipal reporting, enforcing compliance as a requirement for accessing programs under the Ontario Housing Delivery Fund.*</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga is already reporting housing and development data and has recently launched the Mississauga Development Data Dashboard.</i></li> </ul>	X	Support		Oppose
61.	<p>53) Report each year at the municipal and provincial level on any gap between demand and supply by housing type and location, and make underlying data freely available to the public.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: This is currently being conducted by the Region of Peel through its role as Housing Service Manager. Any reporting on the gap between supply and demand should include income information and ability to pay for market units by municipality and by dwelling type.</i></li> </ul>	X	Support		Oppose
62.	<p>54) Empower the Deputy Minister of Municipal Affairs and Housing to lead an all of government committee that meets weekly to ensure our remaining recommendations and any other productive ideas are implemented.</p>	X	Support		Oppose

	<ul style="list-style-type: none"> <li>Mississauga's comment: Mississauga supports the creation of an all government committee to focus on delivering affordable housing.</li> </ul>				
63.	<p>55) Commit to evaluate these recommendations for the next three years with public reporting on progress.*</p> <ul style="list-style-type: none"> <li>Mississauga's comment: Mississauga urges the Province to engage with municipalities in order to review, refine and improve the Housing Task Force recommendations and have the municipalities as partners working together in supporting the delivery of affordable housing and needed infrastructure to support growth.</li> </ul>	X	Support		Oppose
64.	<p>B-1) Call upon the federal government to provide equitable affordable housing funding to Ontario.*</p> <ul style="list-style-type: none"> <li>Mississauga's comment: Mississauga supports opportunities to increase housing affordability and the development of incentives to build more housing.</li> </ul>	X	Support		Oppose
65.	<p>B-2) Develop and legislate a clear, province-wide definition of "affordable housing" to create certainty and predictability.</p> <ul style="list-style-type: none"> <li>Mississauga's comment: Mississauga supports utilizing the PPS (2020) definition of affordable housing or similar. Staff would welcome participation in any working groups revising the existing PPS (2020) definition and creating the framework to be used for the assumptions such as income levels and average market value.</li> </ul>	X	Support		Oppose
66.	<p>B-3) Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups.</p> <ul style="list-style-type: none"> <li>Mississauga's comment: Mississauga assumes that this applies to Provincial Land Transfer Tax revenue. Mississauga supports opportunities to increase housing affordability and the development of incentives to build more housing, particularly targeting incentives for projects brought forward by BIPOC and marginalized groups.</li> </ul>	X	Support		Oppose
67.	<p>B-4) Amend legislation to:</p> <ul style="list-style-type: none"> <li>Allow cash-in-lieu payments for Inclusionary Zoning units at the discretion of the municipality.</li> <li>Require that municipalities utilize density bonusing or other incentives in all Inclusionary Zoning and Affordable Housing policies that apply to market housing.</li> <li>Permit municipalities that have not passed Inclusionary Zoning policies to offer incentives and bonuses for affordable housing units.</li> </ul>	X	Support	X	Oppose

	<ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga supports allowing cash-in-lieu for Inclusionary Zoning (IZ). The City recommends amending legislation to allow IZ in other areas of growth (e.g., Major Nodes and malls redevelopment). The province recently moved away from a density bonusing (s.37) regime and it is recommended that it not be recreated for inclusionary zoning. Recent changes to the Planning Act that require DC, CBC and parkland exemptions for IZ units already provide a significant financial offset for the affordable units.</i></li> </ul>				
68.	<p>B-5) Encourage government to closely monitor the effectiveness of Inclusionary Zoning policy in creating new affordable housing and to explore alternative funding methods that are predictable, consistent and transparent as a more viable alternative option to Inclusionary Zoning policies in the provision of affordable housing.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga supports monitoring the effectiveness of Inclusionary Zoning and more opportunities to increase housing affordability with the development of incentives to build more housing.</i></li> </ul>	X	Support		Oppose
69.	<p>B-6) Rebate MPAC market rate property tax assessment on below-market affordable homes.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga supports opportunities to increase housing affordability and the development of incentives to build more housing. Any rebate should be applied to the units that fit under a clear definition of "affordable housing". This should only apply to affordable rental developments.</i></li> </ul>	X	Support		Oppose
70.	<p>C-1) Review surplus lands and accelerate the sale and development through RFP of surplus government land and surrounding land by provincially pre-zoning for density, affordable housing, and mixed or residential use.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga urges the Province and Federal governments to engage with municipalities on all future government land sales and include an affordable housing component of at least 20% as well as including provisions for any needed community infrastructure and parkland. The City encourages the Province to have municipalities as partners working together in supporting the delivery of affordable housing and needed infrastructure.</i></li> </ul>	X	Support		Oppose
71.	<p>C-2) All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga urges the Province and Federal governments to engage with municipalities on all future government land sales and include an affordable housing component of at least 20% as well as including provisions for any needed community infrastructure and parkland. The City encourages the Province to have municipalities as</i></li> </ul>	X	Support		Oppose

	<i>partners working together supporting the delivery of affordable housing and needed infrastructure.</i>				
72.	<p>C-3) Purposefully upzone underdeveloped or underutilized Crown property (e.g., LCBO).</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga urges the Province and Federal governments to engage with municipalities on all future government land sales and include an affordable housing component of at least 20% as well as including provisions for any needed community infrastructure and parkland. The City encourages the Province to have municipalities as partners working together supporting the delivery of affordable housing and needed infrastructure.</i></li> </ul>	X	Support		Oppose
73.	<p>C-4) Sell Crown land and reoccupy as a tenant in a higher density building or relocate services outside of major population centres where land is considerably less expensive.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga urges the Province to include an affordable housing component of at least 20% in any Crown and surplus land sale as well as including provisions for any needed community infrastructure and parkland. When/if relocating services, consider maintaining them within or near the existing communities, particularly in downtowns, main streets and nodes, in order to have services in walkable/transit distance from the existing population.</i></li> </ul>	X	Support		Oppose
74.	<p>C-5) The policy priority of adding to the housing supply, including affordable units, should be reflected in the way surplus land is offered for sale, allowing bidders to structure their proposals accordingly.</p> <ul style="list-style-type: none"> <li><i>Mississauga's comment: Mississauga urges the Province to include an affordable housing component of at least 20% in any surplus land sale as well as including provisions for any needed community infrastructure and parkland.</i></li> </ul>	X	Support		Oppose

City of Mississauga  
**Corporate Report**



<p>Date: October 4, 2023</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files: CD.06.HAF</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: October 11, 2023</p>

## Subject

**Response to Minister of Housing, Infrastructure and Communities letter dated October 3, 2023 and Update to CMHC Housing Accelerator Fund Application**

## Recommendation

1. That Council endorse the application updates contained in the report titled "Response to Minister of Housing, Infrastructure and Communities letter dated October 3, 2023 and Update to CMHC Housing Accelerator Fund Application", dated October 4, 2023 from the Commissioner of Planning and Building, and that staff be directed to revise the application accordingly.
2. That staff be authorized to undertake any new work identified in approved revisions to the City of Mississauga's Housing Accelerator Fund application.

## Executive Summary

- Canada Mortgage and Housing Corporation's Housing Accelerator Fund ("HAF") is a \$4 billion application-based fund for new municipal initiatives that accelerate housing supply.
- The City of Mississauga's ("City") HAF application was submitted on June 14, 2023.
- On October 3, 2023, the Federal Minister of Housing, Infrastructure and Communities requested four (4) improvements to the City's application in a letter to Mayor Crombie:
  1. Permit four (4) units as-of-right city-wide;
  2. Permit four (4) storeys as-of-right within 800 metres walking distance of the Light Rail Transit and Bus Rapid Transit lines;
  3. Better utilize the community within walking distance of all GO stations; and
  4. Increase rental housing for students within walking distance of post-secondary institutions.
- The requests are largely in alignment with existing initiatives. Minor updates to the City's HAF application would demonstrate Council's commitment to increasing housing supply.

## Background

The Canada Mortgage and Housing Corporation's ("CMHC") Housing Accelerator Fund ("HAF") is a \$4 billion application-based incentive program with a stream targeting new local (lower-tier) municipal government initiatives with the goal of an additional 100,000 building permits being issued across Canada between 2024 and 2026. Mississauga's share of funding could be in the order of \$120 million.

CMHC identified the City of Mississauga ("City") as a growth leader and regularly collaborated with staff throughout the HAF application process. The application required a Council-approved Action Plan committing to a minimum of seven (7) new initiatives and growth targets. The Action Plan was presented to General Committee on May 24, 2023 (Appendix 1) and subsequently approved in principle by Council on May 31, 2023 (GC-0209-2023). On June 14, 2023, the City's HAF application was submitted identifying the following eight (8) initiatives, each of which contain sub-initiatives:

1. Incentivize affordable rental housing
2. Expand as-of-right permissions in residential neighbourhoods
3. Accelerate housing through systems improvements and case management of development applications
4. Unlock growth through strategic investments in transit/multi-oriented development
5. Partner with the Region (or successor) to build housing for households in need
6. Convert employment lands and implement mixed-use zoning where appropriate
7. Identify opportunities for new multi-unit residential permissions on key sites
8. Optimize government land for affordable housing

A summary of the final HAF application is contained in Appendix 2, and changes between the Action Plan approved-in-principle by Council and the final application are outlined in Appendix 3.

HAF funding may be spent on Action Plan initiatives, affordable housing, and housing-related or community-related infrastructure. Discretion is given to the City to determine the proportion of funding allocated to each category.

## Present Status

CMHC advised staff on August 8, 2023 that its internal assessment process was complete and the Minister of Housing, Infrastructure and Communities' ("Minister") office would conduct a final review. Following the submission of additional supplementary information requested by the Minister's office, Mayor Crombie received a letter from the Minister, dated October 3, 2023, requesting four (4) improvements to the City's application (Appendix 4).

It is staff's understanding that a response to the Minister's letter is required by mid-October in order to meet HAF timelines.

## Comments

The purpose of this report is to respond to the four (4) requests identified in the Minister's letter:

1. Permitting four units as-of-right city-wide;
2. Permitting four storeys as-of-right within 800 metres walking distance of the LRT and BRT transit lines;
3. Work to better utilize the community within walking distance of all the Go stations for housing and mixed-use developments, especially along the Lakeshore West line; and
4. Work to increase rental housing developments for students within walking distance of your post-secondary institutions.

Staff note that the letter does not mandate that these requests be implemented, but rather that these items be addressed in the City's HAF application. Accordingly, in order to demonstrate Council's commitment to increasing housing supply across Mississauga, staff propose amending the HAF application to include the requests in order to determine how and where they may appropriately be implemented. The Minister's requests largely align with existing initiatives and are unlikely to result in significant built form changes on the ground.

### **Request 1: Permit four (4) units as-of-right city-wide**

Bill 23 requires that three (3) units are permitted on single residential lots as-of-right, subject to built form standards in the zoning by-law and the Ontario Building Code. Increasing permissions by an additional unit could be done where appropriate by applying the lessons learned about plexes through *Increasing Housing Choices in Neighbourhoods*. The Province has identified four (4) units (and four storeys) per lot as an item in their Housing Task Force work that could be mandated province-wide in the near future. Staff intended to bring an Information Report to the Planning and Development Committee in February 2024 assessing quad and multi-plexes even before this new letter was received. Notwithstanding the "city-wide" language, it is likely that only certain (larger) lots will be able to accommodate four (4) units.

At General Committee on October 4, 2023, Councillor Tedjo brought forward a Notice of Motion<sup>1</sup>, seconded by Councillor Parrish, to direct staff to propose amendments to permit four-unit housing.

<b>Proposed Application Amendment:</b>	<u>Initiative 2, Milestone 1</u> : add new Milestone to consider four (4) units per lot city-wide subject to lot size and built form standards criteria to be developed by city staff
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<sup>1</sup> <https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=54137a65-b969-469a-9d22-fdc0e2e31a2f&Agenda=Merged&lang=English&Item=31&Tab=attachments>

**Request 2: Permit four (4) storeys as-of-right within 800 metres walking distance of the LRT and BRT transit lines**

The vast majority of the City’s Major Transit Station Areas (“MTSA”) currently permit four (4) storeys, or more, as-of-right. Approximately 15% of the City’s MTSA’s contain small areas with height limits under four (4) storeys. Usually they correspond to existing low density houses or townhouse blocks. Policies could be amended to expand as-of-right permissions for four (4) storeys in additional areas, subject to site specific and contextual analysis, through further MTSA work and the Official Plan review and/or additional work within the HAF timeline.

Staff note that a walking distance of 800 metres is not the same as a radius of 800 metres. Accordingly, it is not anticipated that a large number of appropriate sites, particularly beyond designated MTSA’s, would require analysis and subsequently qualify for increased as-of-right height.

<b>Proposed Application Amendment:</b>	<p><u>Initiative 4:</u> add new Milestone to consider four (4) storeys in all MTSA’s and transition areas within 800 metres of transit stations, subject to site specific and contextual analysis</p> <p><u>Initiative 6, Milestone 2:</u> expand to include additional sites, subject to site specific and contextual analysis</p>
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**Request 3: Work to better utilize the community within walking distance of all the GO stations for housing and mixed-use developments, especially along the Lakeshore West Line**

Staff have requested clarification on this request from CMHC. Based on the assumption that the request is in reference to community infrastructure, MTSA expansions or transition area policies for GO stations can be considered, based on site specific and contextual analysis (including infrastructure and servicing capacity). This request could also tie into Request 2 in that there are some small areas along the Lakeshore West GO line (Mineola and Port Credit) that have three (3) storey height limits. However, some of these lower height areas contain either townhouse blocks or multi-owner retail blocks that are more difficult to redevelop.

The Clarkson GO area has been subject to a recent study and staff will be presenting the final recommendations within the coming months. Staff are also currently assessing land use conversions in close proximity to the Lisgar and Erindale GO stations.

Staff support the Minister’s intention to utilize existing community infrastructure, including schools, as efficiently as possible and encourage transit-supportive development.

<b>Proposed</b>	<u>Initiative 4:</u> add new Milestone to continue to study GO station MTSA’s
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<b>Application Amendment:</b>	and surrounding transition areas
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**Request 4: Work to increase rental housing developments for students within walking distance of post-secondary institutions (“PSI”)**

The upcoming Affordable Rental Housing Community Improvement Plan (“CIP”) could specifically address the need for student housing within walking distance to PSIs and consider appropriate incentives to encourage this type of housing. CIP incentives combined with the existing reduced Inclusionary Zoning set-aside rates for the provision of rental units and the recently enhanced GST/HST rebates for purpose-built rental, could encourage the market to provide this form of housing in Downtown Mississauga, which is home to two (2) PSIs.

Note that CMHC has confirmed that student dormitories are not eligible under HAF, accordingly this request only speaks to rental apartments.

<b>Proposed Application Amendment:</b>	<u>Initiative 1, Milestone 1:</u> amend to reflect that the areas around PSIs will be specifically considered
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**Summary**

Based on the letter from the Minister, it is unlikely that the City’s HAF application will be approved in its current form. Should the application be approved without all of the Minister’s requests, the City is unlikely to receive its full estimated apportionment of \$120 million.

Staff view the additional four (4) requests to be reasonable and they largely align to work already underway. If Council endorses the proposed HAF application updates, staff will work collaboratively with the City’s Housing Panel to advance the provision of new housing units in Mississauga.

**Strategic Plan**

Housing supports the Strategic Plan “Belong” Pillar, specifically the “Ensuring Affordability and Accessibility” and “Support Aging in Place” Strategic Goals.

**Financial Impact**

There is no financial impact resulting from this report. Securing the HAF funding will allow the City to advance *Growing Mississauga* initiatives and fund other projects that support and encourage growth. The funds are advanced in four (4) equal installments over the program and

failure to show progress on the Action Plan or comply with program requirements may put program funding at risk.

## Conclusion

Funding received through HAF will encourage transformational change and create positive impacts on overall housing supply and affordable housing in Mississauga. The Minister's requests support the creation of additional housing units that are transit-supportive and efficiently utilize existing and planned infrastructure investments.

## Attachments

- Appendix 1: CMHC Housing Accelerator Fund Application Corporate Report (May 2023)
- Appendix 2: Changes to Action Plan since Council Approval-in-Principle
- Appendix 3: Summary of Housing Accelerator Fund Application (2023)
- Appendix 4: Letter from the Minister of Housing Infrastructure and Communities to Mayor Crombie, dated October 3, 2023



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

Prepared by: Melissa Slupik, MCIP, RPP, Planner, City Planning Strategies

# City of Mississauga Corporate Report



<p>Date: May 8, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: CD.06.HAF</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: May 24, 2023</p>

## Subject

**Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (2023) Application**

## Recommendation

1. That the Action Plan in support of Mississauga's application for the CMHC Housing Accelerator Fund, outlined in Appendix 1 of the report "Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (2023) Application," dated May 8, 2023, from the Commissioner of Planning and Building, be approved-in-principle.
2. That the Chief Administrative Officer be authorized to approve any changes to the Action Plan in support of Mississauga's application for the CMHC Housing Accelerator Fund, on behalf of The Corporation of the City of Mississauga, prior to finalizing the application.
3. That all necessary by-laws be enacted.

## Executive Summary

- CMHC recently announced details on the Housing Accelerator Fund (HAF). The primary objectives of HAF are to encourage housing supply growth and enhance certainty in development approvals.
- To secure funding the City must demonstrate how HAF funds will achieve additional housing units beyond what will otherwise be achieved without HAF funding.
- The Action Plan is an integral component of the application and must consist of a seven (7) or more new initiatives as well as housing targets over a three (3) year period. Council approval of the Action Plan is required prior to signing the contribution agreement.
- The application deadline is June 14, 2023. Contribution agreements will be signed in July 2023 and the first funding advance is targeted for August 2023 at the earliest. Due to short timelines, staff recommend that final approval of the detailed Action Plan be delegated to the Chief Administrative Officer.

- The HAF funds may be spent in a variety of ways, provided they fall under one of the four categories of permitted uses, including Action Plan initiatives, affordable housing, housing-related infrastructure, and community-related infrastructure.

## Background

The Canada Mortgage and Housing Corporation (CMHC) recently released details on the Housing Accelerator Fund (HAF). HAF is a \$4 billion incentive program targeting local (lower-tier) municipal governments, with an anticipated outcome of 100,000 additional building permits issued in Canada.

The aim of the program is to encourage new municipal initiatives that will increase housing supply at an accelerated pace and enhance certainty for developers in the approvals and building process, resulting in transformational change to the housing system. Other program objectives include developing complete, low-carbon and climate-resilient communities that are affordable, inclusive, equitable and diverse.

To access funding, municipalities are required to submit an application to CMHC. The application requires a Council-approved (or approval by a delegated authority) Action Plan demonstrating commitment to new initiatives and growth targets that will result in additional unit growth over a 3-year period from 2024-2026. The purpose of this report is to provide an overview of HAF funding details and seek General Committee's approval-in-principle of the Action Plan. Due to short timelines, the approval authority of the final Action Plan is recommended to be delegated to the Chief Administrative Officer.

## Comments

### Securing Funding

CMHC has identified Mississauga as a growth leader with a greater ability to achieve new housing supply. Funding eligibility is determined by the strength of the Action Plan submitted to CMHC, which must consist of seven (7) or more new initiatives, housing targets, and a housing needs assessment. The initiatives and targets are scored against evaluation criteria to determine initial funding eligibility. Staff's proposed initiatives are outlined in Appendix 1. Most of the proposed initiatives were included in *Growing Mississauga – An Action Plan for New Housing*, which was approved by Council in February, 2023.

Action Plans will be scored higher if they:

- Demonstrate a commitment to increasing housing supply (max. 10 points);
- Support the objectives of the HAF program (qualitative measures);

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- Include initiatives that are effective at increasing housing supply<sup>1</sup> (max. 20 points); and,
- Demonstrate a need for increased housing supply through the submission of a needs assessment (0 points = no assessment included; 5 points = assessment included).

The Region of Peel completed a housing assessment as part of the Housing Strategy (2018) as well as a data update (2021), both of which will be included in the application.<sup>2</sup>

### Funding to Mississauga determined by Targets Set

If successful in the evaluation, Mississauga will be awarded funding based on an overall projected number of additional new units that will occur as a result of the HAF funding. The methodology is outlined in Table 1 and is based on the quantity and type of units targeted. Multi-unit housing in close proximity to transit will receive the most per unit funding, followed by 'Missing Middle' built form multi-unit housing, other multi-unit housing, and detached homes. An affordable housing bonus of \$19K / unit is also available. In total, per unit funding will range from \$20K to \$54K per unit.

**Table 1 – Funding Methodology**

Housing Type	Description	Market (\$ / unit)	Affordable (\$ / unit)
Multi-unit housing (close to rapid transit)	Within 1500m of rapid transit, which operates frequent service with high capacity and priority over other modes of transportation typically achieved through an exclusive right-of-way.	\$35K	\$54K
Multi-unit housing ('Missing Middle')	Ground-oriented housing types that exist between single-detached and mid-rise apartments, including garden suites, secondary suites, plexes, row houses, courtyard housing, low-rise apartments (less than 4 stories).	\$32K	\$51K
Multi-unit housing (Other)	Other multi-unit housing that is not close to rapid transit or 'Missing Middle'	\$27K	\$46K
Detached units	A building containing 1 dwelling unit, which is completely separated on all sides from any other dwelling or structure.	\$20K	\$39K

<sup>1</sup> Effectiveness is assessed based on:

- Implementation: Time it will take to complete initiative;
- Timeliness: Time it will take to start to achieve additional permitted units as a result of initiative;
- Supply Impact: Extent to which initiative will improve housing and community outcomes; and,
- System Impact: Extent to which initiative increases stability / predictability in the housing system.

<sup>2</sup> Housing Strategy: <https://www.peelregion.ca/officialplan/review/pdf/2018-housing-strategy.pdf>

Data update: <https://www.peelregion.ca/officialplan/review/pdf/2021-04-Apr-Housing-Strategy-Data-Update-for-IZ-Assessment-Report.pdf>

Staff are projecting that the HAF funding could incentivize between additional 1,000 to 1,500 units per year beyond normal growth levels for a total of 3,000 to 4,500 additional units between 2024-2026. Staff anticipate the proposed initiatives will have a long-term positive impact on supply system, however the short-term impact (within program timeframe) may be dependent on a number of factors outside of the City's control, e.g. market conditions. The majority of units will fall into the multi-unit housing categories noted in Table 1.

### Additional Supporting Materials

An attestation letter from Chief Financial Officer (or equivalent, e.g. Treasurer), audited financial statements, and an integrity letter is also required as part of the application.

### Spending the Funds

The application to CMHC requires an upfront estimate of how the funds will be spent. However, CMHC does not require Council (or delegated authority) approval of the funding allocation to Mississauga projects.

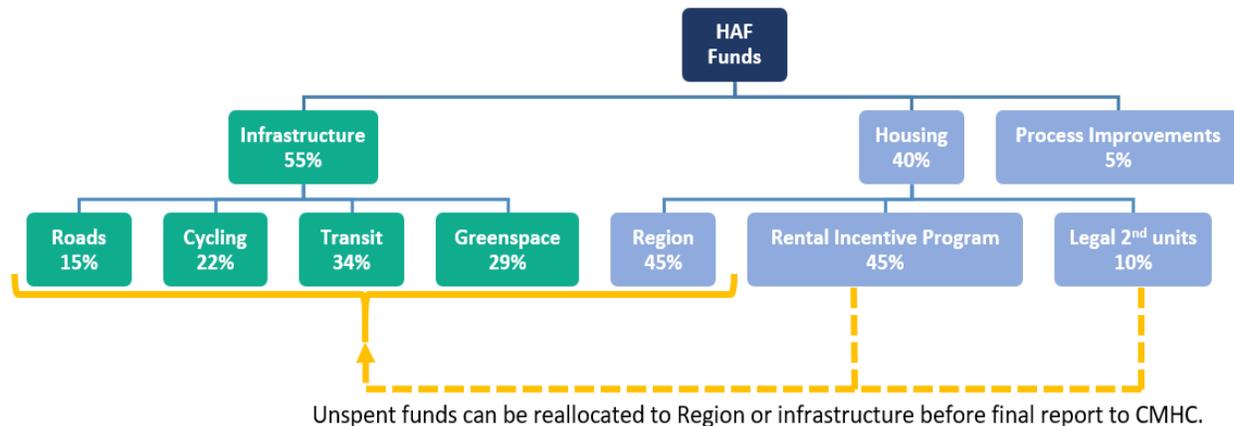
The permitted uses of HAF funds are broad, as identified in Table 2. The City has the discretion to determine how much of the funding will be put towards Action Plan *initiatives*, versus how much of the funds can be spent on other capital *projects*, provided the uses are permitted.

**Table 2 – Permitted Uses of HAF Funding**

Category	Sub-category	
<b>HAF Action Plans</b>	<ul style="list-style-type: none"> <li>Any CMHC approved initiative in proponent's Action Plan</li> </ul>	
<b>Affordable housing</b>	<ul style="list-style-type: none"> <li>Construction, repair or modernization</li> <li>Land / building acquisition, incentives</li> </ul>	
<b>Housing-related infrastructure</b>	<ul style="list-style-type: none"> <li>Public transit</li> <li>Water, WW, SWM</li> <li>Community energy systems</li> </ul>	<ul style="list-style-type: none"> <li>Capacity building</li> <li>Broadband</li> <li>Brownfield redevelopment</li> <li>Disaster mitigation</li> </ul>
<b>Community-related infrastructure</b>	<ul style="list-style-type: none"> <li>Local roads, bridges</li> <li>Sidewalks, bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping, greenspace</li> <li>Fire halls</li> </ul>

Staff are proposing a balanced funding allocation for Council's consideration, as identified in Figure 1, and will report back with a more detailed plan once funding is allotted to the City.

The City must show progress towards implementing Action Plan initiatives and achieving unit growth targets, or program funding may be at risk. Staff are proposing that 45% of funds be directed to housing and process improvements to support projects in the Action Plan that have the most direct link to new affordable housing / multi-unit building permits. This includes a proposed transfer of funds to Peel Housing for the creation of new units in Mississauga.

**Figure 1 – Proposed Funding Allocation**

If program uptake on the incentive program initiatives is not as strong as anticipated, funds can be reallocated to Regional housing or other City infrastructure projects. Staff suggest 55% of the funds be allotted to support development enabling infrastructure within transportation and park services.

### Funding Advances and Reporting

Funding is advanced in four equal payments, the first of which is issued upfront after the contribution agreement is signed, and the remaining payments occurring once annually on the anniversary date. The fourth and final installment will be awarded based on achievement of targets.

Municipalities are required to periodically report on the progress of the Action Plan and achievement of targets. Reports are required 6 months after the initial advance and annually on the anniversary date of the agreement. A total of 5 reports are required. The reports will cover:

- Progress on initiatives and commitments;
- Permit data;
- How HAF funds were spent; and,
- Attestation letter that the City is on track with initiatives.

### Next Steps

Applications are due by June 14, 2023 and if successful, the City will enter into a contribution agreement with CMHC no later than end of July, 2023. If successful in securing funding, staff will report back on more specific plans to allocate funds to City projects.

The first funding advance is expected to occur in August or shortly thereafter. All funds must be spent by final reporting to CMHC in late 2027.

## Strategic Plan

Housing stems from the Strategic Plan “Belong” Pillar. Two strategic goals relate to housing affordability – “Ensuring Affordability and Accessibility” and “Support Aging in Place.” Action 1 – “Attract and keep people in Mississauga through an affordable housing strategy” connects to the work on the City’s Housing Strategy and *Growing Mississauga*.

## Financial Impact

There is no financial impact resulting from this report. Securing the HAF funding will allow the City to advance *Growing Mississauga* initiatives and fund other projects that support and encourage growth. The funds are advanced in four equal installments over the program and failure to show progress on the Action Plan or comply with program requirements may put program funding at risk.

## Conclusion

In preparation for a CMHC HAF application, staff are seeking Council’s approval-in-principle of the proposed Action Plan outlined in this report, as required by CMHC. Approval of the final Action Plan is proposed to be delegated to the Chief Administrative Officer. The City is well-positioned as a large and fast-growing municipality to secure HAF funding. The HAF funding will encourage transformational change and create positive impacts on housing supply and affordable housing in Mississauga.

## Attachments

Appendix 1: Proposed Action Plan Initiatives for CMHC HAF Application



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

Prepared by: Catherine Parsons, Planner, City Planning Strategies Division

## Appendix 1: Proposed Action Plan Initiatives for CMHC HAF Application

**Table 1: Draft Initiatives for Housing Action Plan**

<b>Initiative</b>	<b>Sub-initiative (Milestones)</b>
<b>1. Incentivize affordable rental housing</b>	1a. Development Community Improvement Plan for Affordable Rental Housing; stack with Regional Incentives
	1b. Reduce / eliminate planning application fees for non-profit applicants
<b>2. Expand as-of-right permissions in residential neighbourhoods</b>	2a. Update official plan and zoning to allow 3 units per lot and multi-plexes
	2b. Allow temporary garden suites
	2c. Collapse residential official plan designations to increase flexibility for housing
<b>3. Increase capacity for additional units in neighbourhoods</b>	3a. Coordinate incentives for 2nd units with Region of Peel
	3b. Implement on-street permit parking and lower driveway boulevard parking
<b>4. Accelerate housing through system improvements and catered services</b>	4a. Establish Permit Approval Team for targeted residential proposals including accessory dwelling units
	4b. Create new Development Liaison role to facilitate residential applications
	4c. Streamline approval process to meet new Bill 109 timelines
<b>5. Optimize government land for affordable housing</b>	5a. Pre-qualify housing providers for joint-venture projects
	5b. Explore co-development of housing & facilities on municipally-owned lands
	5c. Explore opportunities for Community Land Trusts
<b>6. Partner with Region of Peel</b>	6a. Pre-zone Housing Development Master Plan sites
	6b. Support Regional Housing Development Master Plan projects
<b>7. Identify opportunities for additional multi-unit residential development on key sites</b>	7a. Work with conservation authorities to update flood policies
	7b. Complete Dixie Outlet Mall policy review
	7c. Explore opportunities for development permissions on sites $\geq 1$ hectare
	7d. Implement Reimagining the Mall as-of-right zoning permissions
<b>8. Identify opportunities for additional multi-unit residential development on existing employment lands</b>	8a. Study employment lands to identify conversion opportunities
<b>9. Unlock growth by making strategic investments in transit and multi-modal oriented development in Downtown Mississauga and</b>	9a. Conduct Environmental Assessment for expanded Downtown LRT loop
	9b. Improve cycling and active transportation infrastructure

<b>Initiative</b>	<b>Sub-initiative (Milestones)</b>
<b>along intensification corridors (Dundas, Lakeshore)</b>	9c. Investigate opportunities for increasing greenspace
	9d. Expand transit and add dedicated (Dundas and Lakeshore corridors)
<b>10. Educate community on housing and affordable housing</b>	10a. Educate industry and community on housing issues, opportunities, programs, initiatives

**Changes to HAF Action Plan Approved-in-Principle by Council on May 31, 2023**

Red = changes  
Blue = comments

General Comments on CMHC Feedback and Changes

- CMHC indicated late this week that the original estimate of Mississauga being eligible for \$121,100,000 is now a cap to ensure there is funds to go around.
- It's been difficult to make the case for Infrastructure initiatives to CMHC as they see these initiatives as “ways to spend the money” rather than “transformational changes that drive new permits.” We will get final feedback on Monday.

**Table 1: Draft Initiatives for Housing Action Plan**

Initiative	Sub-initiative (Milestones)	Change Since Council Approval
1. Incentivize affordable rental housing	1a. Development Community Improvement Plan for Affordable Rental Housing; stack with Regional Incentives	No change.
	1b. Reduce / eliminate planning application fees for non-profit applicants	No change.
2. Expand as-of-right permissions in residential neighbourhoods	2a. Update official plan and zoning to allow 3 units per lot and multi-plexes	No change.
	2b. Allow temporary garden suites	No change.
	2c. Collapse residential official plan designations to increase flexibility for housing	Removed. This sub-initiative may not be P&B's workplan.
3. Increase capacity for additional units in neighbourhoods	3a. Coordinate incentives for 2nd units with Region of Peel	Moved to Initiative 2 as it relates to supporting landowners who add affordable additional residential units to their property.
	3b. Implement on-street permit parking and lower driveway boulevard parking	Moved to Initiative 2 as it relates to reducing parking requirements in neighbourhoods to increase capacity for new units.
4. Accelerate housing through system improvements and catered services	4a. Establish Permit Approval Team for targeted residential proposals including accessory dwelling units	No change.
	4b. Create new Development Liaison role to facilitate residential applications	No change.
	4c. Streamline approval process to meet new Bill 109 timelines	No change.
5. Optimize government land for affordable housing	5a. Pre-qualify housing providers for joint-venture projects	This entire initiative was moved outside of the Top 7 because it will not result in “but-for” units during the HAF timeframe. Note that CMHC will only choose 7 initiatives to determine the
	5b. Explore co-development of housing & facilities on municipally-owned lands	

Initiative	Sub-initiative (Milestones)	Change Since Council Approval
	5c. Explore opportunities for Community Land Trusts	funding allotment, but initiatives outside of the Top 7 could result in funding if funds remain towards the end of the HAF program term.
6. Partner with Region of Peel	6a. Pre-zone Housing Development Master Plan sites	This initiative remains but the wording has changed to reframe based on CMHC feedback. New wording: "Prezone, fast-track, and close the equity gap on new affordable rental housing."
	6b. Support Regional Housing Development Master Plan projects	
7. Identify opportunities for additional multi-unit residential development on key sites	7a. Work with conservation authorities to update flood policies	This sub-initiative may be deleted. TBD.
	7b. Complete Dixie Outlet Mall policy review	No change.
	7c. Explore opportunities for development permissions on sites ≥1 hectare	No change.
	7d. Implement Reimagining the Mall as-of-right zoning permissions	No change.
8. Identify opportunities for additional multi-unit residential development on existing employment lands Moved to Top 7	8a. Study employment lands to identify conversion opportunities	Wording has changed slightly. Broken into two sub-initiatives:  (1) Dixie-Dundas Policy Review and (2) Site specific analysis of conversions through applications
9. Unlock growth by making strategic investments in transit and multi-modal oriented development in Downtown Mississauga and along intensification corridors (Dundas, Lakeshore) Moved to Top 7	9a. Conduct Environmental Assessment for expanded Downtown LRT loop	No change.
	9b. Improve cycling and active transportation infrastructure	May be deleted. TBD. Can still spend funds on it be similar to 9c below, it is difficult to make the case that it will result in an uptick in units.
	9c. Investigate opportunities for increasing greenspace	Removed because CMHC recommended this could be something to spend funds on but it does not fit well in the Action Plan as it is difficult to draw links to "but for" units.
	9d. Expand transit and add dedicated (Dundas and Lakeshore corridors)	No change.
10. Educate community on housing and affordable housing	10a. Educate industry and community on housing issues, opportunities, programs, initiatives	Moved to Initiative 1.

## **Summary of Housing Accelerator Fund Application**

### **Initiative 1: Incentivize affordable rental housing**

1. Develop Community Improvement Plan (CIP) for Affordable Rental Housing
2. Reduce/eliminate planning application fees for non-profit housing providers

### **Initiative 2: Expand as-of-right permissions in residential neighbourhoods**

1. Allow as-of-right: 3 units per lot, garden suites, laneway/garage conversions, multi-plexes
2. Develop design and process guidelines
3. Consider and implement incentives for additional units
4. Educate industry and community on housing issues, opportunities, programs
5. Investigate on-street permit parking and lower driveway boulevard parking (LDBP)

### **Initiative 3: Accelerate housing through system improvements and case management of development applications**

1. Establish Building Permit Approval Team to expedite targeted residential projects
2. Create new development liaison role to facilitate multi-unit development applications
3. Streamline approval process to meet new Bill 109 timelines

### **Initiative 4: Unlock growth through strategic investments in transit/multi-oriented development**

1. Improve transit and add dedicated lands (Dundas and Lakeshore Intensification Corridors)
2. Conduct Environmental Assessment for LRT Downtown Loop
3. Improve cycling and active transportation infrastructure

### **Initiative 5: Partner with the Region (or successor)/Peel Housing Corporation to build housing for households in need**

1. Pre-zone, fast-track, and close the equity gap on new affordable rental housing

### **Initiative 6: Convert employment lands and implement mixed-use zoning where appropriate**

1. Dixie-Dundas Policy Review/Employment Land Conversion Analysis
2. Site specific analysis of conversion opportunities through development applications

### **Initiative 7: Identify opportunities for new multi-unit residential permissions on key sites**

1. Complete Dixie Outlet Mall policy review
2. Explore opportunities for development permissions on sites 1 hectare or larger
3. Implement Reimagining the Mall as-of-right zoning permissions

### **Initiative 8: Optimize government land for affordable housing**

1. Enable mixed-use redevelopment of City-owned properties, where appropriate
2. Explore co-development of housing and facilities on municipally-owned lands
3. Explore opportunities for Community Land Trusts

Minister of Housing,  
Infrastructure  
and Communities



Ministre du Logement,  
de l'Infrastructure  
et des Collectivités

Ottawa, Canada K1P 0B6

Mayor Bonnie Crombie

Via electronic mail: mayor@mississauga.ca

October 3, 2023

Dear Mayor Crombie,

I am writing to you following a detailed review of the City of Mississauga's application to the federal government's Housing Accelerator Fund.

I was pleased with several of the proposals included in the application, including ideas to unlock growth through strategic investments in transit and mixed-use development, optimising government land for affordable housing, and making systems improvements and case management of development applications.

However, before making a decision on Mississauga's application, I need to ensure that the City is doing everything in its power to address Canada's housing crisis. I have four requests that would improve Mississauga's application and better reflect my ambition for the Housing Accelerator Fund, they include:

- Permitting four units as-of-right city-wide;
- Permitting four storeys as-of-right within 800 metres walking distance of the LRT and BRT transit lines;
- Work to better utilize the community within walking distance of all the Go stations for housing and mixed-use developments, especially along the Lakeshore West line; and
- Work to increase rental housing developments for students within walking distance of your post-secondary institutions.

If you and Council can enhance your application by addressing these items, it will allow us to increase housing supply within walking distance to transit and facilitate more genuine housing options for the people of Mississauga. This will put me in a position to approve your application.

Canadians are looking for leadership to get the necessary homes built. I would like to credit my colleagues in Mississauga, the Hon. Minister Valdez, and Members of Parliament the Hon. Omar Alghabra, Peter Fonseca, Iqwinder Gaheer, Iqra Khalid, and Charles Sousa, who have all been tremendous advocates for your City. They have each raised the importance of Mississauga's housing needs and have expressed confidence that the City will rise to the occasion.

Thank you for considering my requests. I look forward to our future discussions.

Sincerely,

The Honourable Sean Fraser, P.C., M.P.  
Minister of Housing, Infrastructure and Communities

Canada

## **REPORT 16 - 2023**

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its sixteenth report for 2023 and recommends:

GC-0435-2023

That the deputation and associated presentation by Georgios Fthenos, Director of Enforcement and Alexandra Schwenger, Policy Analyst regarding the Corporate Report entitled “Fireworks By-law Review” from the Commissioner of Corporate Services, dated September 19, 2023, be received.

GC-0436-2023

That the deputation by Aleem Kanji, Chief Advocacy Officer, Canadian National Fireworks Association regarding the Corporate Report entitled “Fireworks By-law Review” from the Commissioner of Corporate Services, dated September 19, 2023, be received.

GC-0437-2023

That the deputation by Rahul Mehta, Resident, Founder of Sustainable Mississauga and Co-founder, Stop Sprawl Peel regarding the Corporate Report, dated September 12, 2023 from Raj Sheth, Commissioner, Corporate Services, entitled “2022 City of Mississauga Municipal Election Information” be received

GC-0438-2023

That the deputation and associated presentation by Dan Anderson, Resident, regarding the Road Safety Committee Report 3 – 2023 – dated September 26, 2023 be received.

GC-0439-2023

That the following matters were approved on the consent agenda:

- 10.2 Vendors of Record Designations for the Supply and Delivery of Replacement Parts and Sublet Repair Services for MiWay Buses
- 11.1 Transit Advisory Committee Report 2 - 2023 - dated September 19, 2023
- 11.2 Governance Committee Report 3 - 2023 - dated September 25, 2023
- 11.3 Road Safety Committee Report 3 - 2023 - dated September 26, 2023
- 11.4 Mississauga School Traffic Safety Action Committee Report 6 - 2023 - dated September 27, 2023

GC-0440-2023

1. That the following by-laws be enacted in accordance with the amended "Appendix 4" in the corporate report entitled "Fireworks By-law Review" from the Commissioner of Corporate Services report dated September 19, 2023 and include the following:
  - a. An amended Business Licensing By-law 0001-2006; and
  - b. A new consolidated Fireworks Use and Licensing By-law which includes:
    - i. \$200.00 licensing fee per holiday/event for indoor and mobile vendors; and
    - ii. Licences be displayed prominently along with copies of the Fireworks By-law.
2. That the Outside Fireworks Vendors Licensing By-law 0340-2001 and Fireworks By-law 0293-2001, be repealed.
3. That all necessary by-laws be enacted.
4. That Community Services staff report back with respect to the potential of installing signage related to the Fireworks By-law in parks.

#### GC-0441-2023

1. That the vendors included in Appendix 1, attached to the corporate report dated September 20, 2023 from the Commissioner of Transportation and Works entitled "Vendors of Record for Replacement Bus Parts and Sublet Repair Services", be designated as Vendors of Record for the Supply and Delivery of Replacement Parts and Sublet Repair Services for MiWay Buses.
2. That the Chief Procurement Officer, or designate be authorized to execute annual contracts with each of the designated Vendors of Record, in the estimated amounts shown in Appendix 1 entitled "2023 Vendors of Record for Replacement Bus Parts and Sublet Repair Services", for the Supply and Delivery of Replacement Parts and Sublet Repair Services for MiWay Buses, as required.
3. That the Vendors of Record designation for those vendors listed in Appendix 1 remains valid until such time as the parts/services they provide are no longer required or if the vendor fails to perform or ceases to carry on with business or further update is needed.

#### GC-0442-2023

That the Corporate Report, dated September 12, 2023 from Raj Sheth, Commissioner, Corporate Services, entitled 2022 City of Mississauga Municipal Election Information be received.

#### GC-0443-2023

That the deputation by Ehab James and Jan Durkiewicz, UTM Campus Council Members with respect to Bus capacity during peak hours along certain routes; new digital UPASS issues; MiWay route at UTM bus loop; MiWay's plans to support UTM's expansion of students by 2035 be received.

(TAC-0009-2023)

#### GC-0444-2023

That the deputation and associated presentation from Darren Ridlings, Senior Manager, Transit Maintenance & Stephen Bacchus, Manager, Transit Fleet Assets with respect to MiWay Bus Fleet be received.

(TAC-0010-2023)

GC-0445-2023

That the deputation and associated presentation from Alana Tyers, Manager, Service Development with respect to MiWay Transit Services be received.

(TAC-0011-2023)

GC-0446-2023

1. That the deputation and associated presentation from Christian Praise, Resident, with respect to Making The Case: Transparent & Accountable and Service Planning for Mississauga be received.
2. That the matter with respect to Making The Case: Transparent & Accountable and Service Planning for Mississauga be deferred to a future Transit Advisory Committee Meeting for consideration.

(TAC-0012-2023)

GC-0447-2023

That Angie Melo, Legislative Coordinator canvass Members of the Transit Advisory Committee on a preferred date for the Members to participate in a tour of the MiWay Transit facility at Semenyk Court.

(TAC-0013-2023)

GC-0448-2023

That the Transit Advisory Committee meeting scheduled for December 5, 2023 be rescheduled to Tuesday, November 7, 2023.

(TAC-0014-2023)

GC-0449-2023

That the status of the Governance Committee Work Plan items, updated for the September 25, 2023 Governance meeting, be approved as amended, with the addition that staff report back on benchmarking for the 2022 Municipal election.

(GOV-0010-2023)

GC-0450-2023

That the Review of City Policy 06-02-01 – Civic Protocol be received.

(GOV-0011-2023)

GC-0451-2023

That the deputation and associated presentation by Qasim Saddique, Resident regarding road safety in Clarkson, be received.

(RSC-0021-2023)

GC-0452-2023

That the deputation and associated presentation by Laura Zeglen, Vision Zero Program Lead regarding the Vision Zero Program update, be received.

(RSC-0022-2023)

GC-0453-2023

That the deputation and associated presentation by Rachel Pennington, Public Art Curtator regarding an update on the Vision Zero Memorial, be received.

(RSC-0023-2023)

GC-0454-2023

That the following items were approved on the consent agenda:

- 10.1 Road Safety Promotional Subcommittee meeting Recommendations - September 15, 2023
- 10.2 Road Safety Committee Draft Work Plan, Catherine Nguyen-Pham, Communications Advisor and Allyson D'Ovidio, Legislative Coordinator
- 11.3 November Road Safety Committee meeting date change, Allyson D'Ovidio, Legislative Coordinator \*New Date - November 21, 2023
- 11.4 Road Safety Promotional Subcommittee Terms of Reference - Amended September 15, 2023

(RSC-0024-2023)

GC-0455-2023

That the recommendations contained in the Road Safety Promotional Subcommittee Report 1 – 2023 – dated September 15, 2023, be approved

RSC-0025-2023

GC-0456-2023

That Councillor Stephen Dasko (Ward 1) be appointed Chair of the Road Safety Promotional Subcommittee for the term ending November 14, 2023 or until a successor is appointed.

(RSC-0026-2023) (RSPS-0001-2023)

GC-0457-2023

That Councillor Sue McFadden (Ward 10) be appointed Chair of the Road Safety Promotional Subcommittee for the term ending November 14, 2023 or until a successor is appointed.

(RSC-0027-2023) (RSPS-0002-2023)

GC-0458-2023

That the Road Safety Promotional Subcommittee Terms of Reference be approved as amended.

(RSC-0028-2023) (RSPS-0003-2023)

GC-0459-2023

That Catherine Nguyen-Pham, Communications Advisor be directed to work with Creative staff to prepare mock designs of a new “Slow Down” lawn sign and return to the Road Safety Promotional Subcommittee for approval and next steps.

(RSC-0029-2023) (RSPS-0004-2023)

GC-0460-2023

That the 2023 Road Safety Committee Work Plan be approved as presented.

(RSC-0030-2023)

GC-0461-2023

1. That the memorandum dated September 26, 2023 from Max Gill, Supervisor, Road Safety titled “School Zone Speed Limits” be referred back to staff for further information before returning to General Committee with a fulsome report.
2. That the updates with respect to major school zone speed limits and time of day speed limits be separated into two.
3. That benchmarking with other municipalities be conducted in locations that utilize automated speed enforcement cameras in school zones, time of day utilization and any other relevant details.
4. That data be provided regarding the level of compliance in areas with 30km/hr posted speed limits with and without automated speed enforcement cameras in Mississauga.

(RSC-0031-2023)

GC-0462-2023

That the Road Watch Statistics and verbal update by Constable Carla D’Amico, Peel Regional Police, be received.

(RSC-0032-2023)

GC-0463-2023

That the rescheduled Road Safety Committee meeting date on November 21, 2023, be approved.

(RSC-0033-2023)

GC-0464-2023

That the Road Safety Promotional Subcommittee Terms of Reference – amended September 15, 2023 be received.

(RSC-0034-2023)

## GC-0465-2023

1. That the Principals of area schools, Clarkson Secondary School, Green Glade Senior Public School and Lorne Park Secondary School be requested to remind students that they must wear an approved bicycle helmet under the age of 18.
2. That the area Councillor be requested to put in their newsletter a reminder that students must wear an approved bicycle helmet under the age of 18.

(MSTSAC-0065-2023)

(Ward 2)

## GC-0466-2023

That the Region of Peel be requested to repaint the crosswalk markings on all four turning lanes at the intersection of Dixie Road and Burnhamthorpe Road East.

(MSTSAC-0066-2023)

(Ward 3)

## GC-0467-2023

That the Walk to School Program Verbal Update from Alex Beard, Active Transportation Coordinator be received for information.

(MSTSAC-0067-2023)

## GC-0468-2023

That the Site Inspection Statistics Report for September 2023 be received for information.

(MSTSAC-0068-2023)

## GC-0469-2023

1. That a Working Group be created to work on award nominations for the Dr. Arthur Wood Award and the Wilde Wood Awards.
2. That Peter Westbrook, Junaid Shah, Councillor B. Butt, Councillor C. Fonseca, Councillor D. Damerla and Kathy Leff, Mississauga School Traffic Safety Action Committee members be appointed to the Award Nominations Working Group.
3. That Miles Roque, Chair serve as an ex-officio member of the Working Group.

(MSTSAC-0069-2023)

## GC-0470-2023

That the Task Force Subcommittee Update from Peter Westbrook, Citizen Member be received for information.

(MSTSAC-0070-2023)

## GC-0471-2023

That the Parking Enforcement in School Zone Report for June 2023 be received for information.

(MSTSAC-0071-2023)

## GC-0472-2023

That the Transportation and Works Action Items List for June 2023 be received for information. (MSTSAC-0072-2023)

## GC-0473-2023

That the Notice of Motion “to allow Four-Units As a Right in the City of Mississauga” from Councillor Tedjo, Ward 2, be received.

## GC-0474-2023

1. That Council consent to the proposed settlement of the Ontario Land Tribunal appeal pertaining to 30 Eglinton Avenue West, consistent with the terms outlined in Appendix 1 & 2 to the Corporate Report “Instructions on a proposed settlement of the appeals to the Ontario Land Tribunal by 30 Eglinton Avenue West Limited with respect to the lands located at 30 Eglinton Avenue West, (Ward 4)”.
2. That the City Solicitor, or her designate, be authorized to execute Minutes of Settlement and take such additional steps required to complete and implement the proposed settlement of the Ontario Land Tribunal appeals relating to 30 Eglinton Avenue West with the assistance of such City staff or consultants as may be appropriate.
3. That the Commissioner of Planning and Building and the City Clerk be authorized to execute any documents which may be required to complete and implement the settlement, other than Minutes of Settlement.

## GC-0475-2023

1. That Council consent to the partial resolution of Phase 2 issues, subject to final policy wording satisfactory to the Commissioner of Planning and Building, as described in Corporate Report “Official Plan Amendment 115 (“OPA 115”) - Reimagining the Mall - Phase 2 OLT Hearing Update and Instructions (All Wards)”, dated September 26, 2023;
2. That the Commissioner of Planning and Building be authorized to instruct the City Solicitor, or her designate, on further modifications to the City’s position, including resolving outstanding issues, prior to or during the Phase 2 hearing consistent with Corporate Report “Official Plan Amendment 115 (“OPA 115”) - Reimagining the Mall - Phase 2 OLT Hearing Update and Instructions (All Wards)”, dated September 26, 2023;
3. That the City Solicitor, or her designate, be authorized to take any necessary steps to conclude and implement any resolution, including executing Minutes of Settlement with applicable parties if necessary and attending before the Ontario Land Tribunal together with the support of any required staff or consultants.

## GC-0476-2023

That the closed session verbal update regarding the “Update on Peel Transition” be received.

## GC-0477-2023

That the closed session verbal update be received.

## **REPORT 5 - 2023**

To: MAYOR AND MEMBERS OF COUNCIL

The Budget Committee presents its fifth report for 2023 and recommends:

### BC-0027-2023

That the deputation and associated presentation from Marisa Chiu, Director, Finance & Treasurer regarding an Update on 2024 Budget Timelines be received.

### BC-0028-2023

That the following items were approved on the consent agenda:

- 9.3 - 2024 Road Occupancy, Lot Grading and Municipal Services Protection Deposits Update
- 9.5 - 2024 Recreation & Culture Program Fees and Rental Rates - Golf
- 9.6 - 2024 Parks, Forestry & Environment Fees and Charges
- 9.7 - 2024 Fire & Emergency Services Fees and Charges
- 9.8 - 2024 Library Fees and Charges

### BC-0029-2023

1. That the MiWay fees and charges, as outlined in Appendix 1 attached to the Corporate Report dated September 05, 2023 from the Commissioner of Transportation and Works entitled "MiWay Fare Strategy – 2024" be approved.
2. That User Fees and Charges By-law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.
3. That a consolidated fees and charges By-law, effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish new, revised, and existing MiWay fees and charges, effective for the Transportation and Works Department as outlined in the Corporate Report dated September 05, 2023 from the Commissioner of Transportation and Works entitled, "MiWay Fare Strategy – 2024".

### BC-0030-2023

1. That the Transportation and Works Department fees and charges, as outlined in Appendix 1, Appendix 2 and Appendix 3, attached to the Corporate Report dated September 18, 2023 from the Commissioner of Transportation and Works entitled "2024 Transportation and Works Fees and Charges" be approved.
2. That User Fees and Charges By-law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.

3. That a new consolidated user fees and charges by-law effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish new, revised, and existing fees and charges for the Transportation and Works Department as outlined in the Corporate Report dated September 18, 2023 from the Commissioner of Transportation and Works entitled, "2024 Transportation and Works Fees and Charges."

**BC-0031-2023**

1. That a by-law be enacted to amend Schedule "A" of Lot Grading and Municipal Services Protection Deposit By-law 0223-2020, effective January 1, 2024, to effect housekeeping measures and general amendments as outlined in the report from the Commissioner of Transportation and Works, dated September 18, 2023 and entitled "2024 Road Occupancy, Lot Grading and Municipal Services Protection Deposits Update".
2. That a by-law be enacted to amend Schedule "A" of the Road Occupancy Permit By-law 0224-2020, effective January 1, 2024, to effect housekeeping measures and general amendments as outlined in the report from the Commissioner of Transportation and Works, dated September 18, 2023 and entitled "2024 Road Occupancy, Lot Grading and Municipal Services Protection Deposits Update".

**BC-0032-2023**

1. That the Recreation rental rates incorporating new, revised and existing charges for Meeting Rooms, Food Services and Banquets, Garry W. Morden Training Centre, Pools, Central Library, sundries and minor centres, effective January 1, 2024 through to December 31, 2024 (as outlined in Appendix 1 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled "2024 Recreation & Culture Programs Fees and Rental Rates") be approved.
2. That the Recreation rental rates incorporating new, revised and existing charges for Arenas, Gyms and Indoor Artificial Turf, effective May 1, 2024 through to April 30, 2025 (as outlined in Appendix 3 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled "2024 Recreation & Culture Programs Fees and Rental Rates") be approved.
3. That the Recreation program fees incorporating new revised and existing charges for Recreation Programs, effective the start date of spring 2024 recreation program through to the end date of winter session 2025 (as outlined in Appendix 5 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled "2024 Recreation & Culture Programs Fees and Rental Rates") be approved.
4. That the Culture program fees incorporating new, revised and existing charges for Culture programs, effective January 1, 2024 through to December 31, 2024, with the exception of general programs and camp fees, effective the start date of spring 2024 programs through to the end date of winter session 2025 (as outlined in Appendix 8 attached to the Corporate Report dated August 14, 2023 from the Commissioner of

Community Services entitled “2024 Recreation & Culture Programs Fees and Rentals Rates”) be approved.

5. That the Culture Education program fees incorporating new, revised and existing charges for Culture School Education programs, effective September 1, 2024 through to August 31, 2025 (as outlined in Appendix 10 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled “2024 Recreation & Culture Programs Fees and Rental Rates”) be approved.
6. That the Culture Rental Rates incorporating new, revised and existing charges for Culture Rental Rates and services, effective January 1, 2024 through to December 31, 2024 (as outlined in Appendix 12 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled “2024 Recreation & Culture Programs Fees and Rental Rates”) be approved.
7. That User Fees and Chagres by-law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.
8. That a new consolidated user fees and charges by-law, effective January 1, 2024, which will include the approved fees and charges of various City departments, be enacted to incorporate and establish the new, revised, and existing Recreation program fees and rental rates, as outlined in the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled “2024 Recreation and Culture Programs fees and Rental Rates.”
9. That the program fees and rental rates currently listed in Schedule “E-2” (Recreation Rental Rates – Arenas, Gyms and Indoor Artificial Turf); Schedule “E-3” (Recreation Program Fees and Charges); Schedule “F-2” (Culture Program Fees and Charges) of User Fees and Charges by-law 0244-2022, which are applicable to April 30, 2024 or the end date of the winter 2024 session, be incorporated to the new consolidated fees and charges by-law.
10. That the Culture education program fees currently listed in Schedule “F-3” of User Fees and Charges by-law 2044-2022, which are applicable until the end of August 31, 2024 be added to the new consolidated fees and charges by-law.
11. That the Culture rental rates and service fees currently listed under Resident Artist Fees in Schedule “F-1” of User fees and Charges by-law 0244-2022, as amended, be added to the new consolidated fees and charges by-law.

#### BC-0033-2023

That the corporate report dated August 14, 2023 entitled “2024 Recreation Program Fees and Rental Rates – Golf” from the Commissioner of Community Services be received for information.

## BC-0034-2023

1. That the Parks, Forestry & Environment fees and charges, as outlined in Appendix 1, Appendix 2, and Appendix 3 attached to the Corporate Report dated August 8, 2023 from the Commissioner of Community Services entitled “2024 Parks, Forestry and Environment Fees and Charges” be approved.
2. That User Fees and Charges By-law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.
3. That a new consolidated user fees and charges by-law, effective January 1, 2024, which will include the approved fees and charges of various City departments, be enacted to incorporate and establish the new, revised, and existing fees and charges for the Parks, Forestry and Environment division as outlined in Appendix 1, Appendix 2 and Appendix 3 attached to the Corporate Report dated August 8, 2023 from the Commissioner of Community Services entitled, 2024 Parks, Forestry and Environment Fees and Charges”.

## BC-0035-2023

1. That the Fire & Emergency Services fees and charges, as outlined in Appendix 1 attached to the Corporate Report dated August 10, 2023 from the City Manager and Chief Administrative Officer entitled “2024 Fire & Emergency Services Fees and Charges” be approved.
2. That User Fees and Charges By-Law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.
3. That a new consolidated fees and charges by-law, effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish, revised and existing fees and charges for Fire & Emergency Services as outlined in the Corporate Report dated August 10, 2023 from the City Manager and Chief Administrative Officer entitled “2024 Fire & Emergency Services Fees and Charges”.

## BC-0036-2023

1. That the Library Fees and Charges incorporating new, revised and existing Library fees as outlined in Appendix 1 attached to the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled “2024 Library Fees and Charges” be approved.
2. That User Fees and Charges By-law 0247-2021, as amended, be repealed effective at the end of December 31, 2023.
3. That a consolidated fees and charges by-law, effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish the new, revised, and existing Library fees and charges as outlined in the Corporate Report dated August 14, 2023 from the Commissioner of Community Services entitled, “2024 Library Fees and Charges”.

## BC-0037-2023

1. That the *Planning Act* processing fees and charges, as outlined in Appendix 1 attached to the Corporate Report dated August 31, 2023 from the Commissioner of Planning and Building entitled "2024 Planning Processing Fees and Charges" be approved.
2. That a consolidated fees and charges by-law, effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish new, revised, and existing fees and charges for the Planning and Building Department, Corporate Services Department, and Transportation and Works Department as outlined in Appendix 1 attached to the Corporate Report dated August 31, 2023 from the Commissioner of Planning and Building entitled, "2024 Planning Processing Fees and Charges".

## BC-0038-2023

1. That the General Fees and Charges outlined in Appendix 1 attached to the Corporate Report dated August 31, 2023 entitled "2024 General Fees and Charges" from the City Manager and Chief Administrative Officer be approved.
2. That User Fees & Charges By-Law 0244-2022 be amended to include the new POS Service Fee effective October 11, 2023 under the Legislative Services Section.
3. That User Fees and Charges By-law 0244-2022, as amended, be repealed effective at the end of December 31, 2023.
4. That a consolidated fee and charges by-law, effective January 1, 2024, which will incorporate the approved fees and charges of various City departments, be enacted to incorporate and establish new, revised and existing fees and charges for the 2024 General Fees and Charges.

## BC-0039-2023

1. That the Traffic By-law 0555-2000, be amended in accordance with the corporate report entitled "Paid Parking Fees and Additional Paid Parking Locations" from the Commissioner of Transportation and Works and dated September 12, 2023, as follows:
  - a) To increase existing on-street paid parking fees by \$1.00 per hour, as outlined in Appendix 1;
  - b) To increase existing off-street paid parking fees by \$1.00 per hour, as outlined in Appendix 2;
  - c) To implement paid parking at additional off-street parking lots, as outlined in Appendix 2; and
  - d) To implement paid parking at additional on-street paid parking locations, as outlined in Appendix 3.
2. That staff be authorized to enter into discussions with the Credit Valley Conservation Authority and the Region of Peel to seek approval to implement paid parking at the parks outlined in the report from the Commissioner of Transportation and Works, dated September 12, 2023, and entitled "Paid Parking Fees and Additional Paid Parking Locations".

3. That the 2024 Business Plan & Budget incorporate funding for operating cost budget of \$188,000.
4. That 2024 Business Plan & Budget incorporate a new 2024 capital project PN# 24057 "Paid Parking Fees and Additional Paid Parking Locations" with a gross budget and net budget of \$250,000 and that funding be allocated from Parking Meter revenues Reserve Fund Account #35519.
5. That all necessary by-laws be enacted.

**BC-0040-2023**

That the corporate report dated September 20, 2023 entitled "Support for City Councillor Offices" from the City Manager and Chief Administrative Officer be received for information.

**BC-0041-2023**

That the corporate report dated September 6, 2023 entitled "Municipal Accommodation Tax Rate Change" from the City Manager and Chief Administrative Officer be deferred.

## **REPORT 9 - 2023**

To: MAYOR AND MEMBERS OF COUNCIL

The Heritage Advisory Committee presents its ninth report for 2023 and recommends:

HAC-0048-2023

That the following items were approved on consent:

- Item 9.1 – Request to Alter a Heritage Designated Property at 264 Queen Street South (Ward 11)
- Item 9.2 – Request to Alter a Heritage Designated Property at 7035 Old Mill Lane (Ward 11)
- Item 9.3 – Request to Demolish a Heritage Listed Property at 2230 Mississauga Road (Ward 8)
- Item 9.4 – Port Credit Heritage Conservation District Subcommittee Report 3 – 2023 – September 11, 2023
- Item 9.5 – Meadowvale Village Heritage Conservation District Subcommittee Report 5 – 2023 – September 12, 2023
- Item 10.2 - Correspondence from Deborah Brown, Chief Administrative Officer, University of Toronto regarding the Capital Project for the Mississauga Campus

(HAC-0048-2023)

HAC-0049-2023

That the request to alter the heritage designated property at 264 Queen Street South (Ward 11), as outlined in the Corporate Report dated September 14, 2023 from the Commissioner of Community Services be approved.

(HAC-0049-2023)

(Ward 11)

HAC-0050-2023

That the request to alter the heritage designated property at 7035 Old Mill Lane (Ward 11), as per the Corporate Report dated September 13, 2023 from the Commissioner of Community Services be approved.

(HAC-0050-2023)

(Ward 11)

HAC-0051-2023

That the request to demolish the property listed on the City of Mississauga's Heritage Registry located at 2230 Mississauga Road (Ward 8), as outlined in the Corporate Report dated September 15, 2023 from the Commissioner of Community Services be approved.

(HAC-0051-2023)

(Ward 8)

HAC-0052-2023

That the memorandum entitled "Request to Alter a Heritage Designated Property at: 52 Front Street South (Ward 1) from John Dunlop, Manager, Indigenous Relations, Heritage and Museums, dated August 15, 2023, be approved.

(HAC-0052-2023)

(Ward 1)

HAC-0053-2023

That the memorandum entitled "Request to Alter a Heritage Designated Property at 7035 Old Mill Lane (Ward 11)," from John Dunlop, Manager, Indigenous Relations, Heritage and Museums dated August 18 2023, be approved.

(HAC-0053-2023)

(Ward 11)

HAC-0054-2023

That the verbal update by John Dunlop, Manager, Indigenous Relations, Heritage and Museums on the Conover Barn fire, be received.

(HAC-0054-2023)

(Ward 5)

HAC-0055-2023

That the memorandum from John Dunlop, Manager, Indigenous Relations, Museums and Heritage entitled "Streetsville Heritage Conservation District (HCD) Feasibility Study Update" dated September 25, 2023, be received for information.

(HAC-0055-2023)

HAC-0056-2023

That the correspondence received from Deborah Brown, Chief Administrative Officer, University of Toronto regarding the Capital Project proposed for the Mississauga Campus, be received for information.

(HAC-0056-2023)

HAC-0057-2023

That the Heritage Advisory Committee request that a plaque be erected at the new footbridge installation that would replace the former Bailey Bridge crossing over the QEW in honor of Mary Jane Miller, be approved.

(HAC-0057-2023)



**MORE NEIGHBOURS  
TORONTO**

Dear Members of City Council,

**RE: 11 October Motion to Allow Four-Units As of Right in The City of Mississauga**

**About More Neighbours Toronto**

More Neighbours Toronto is a volunteer-only organisation of housing advocates that believe in building more multi-family homes of all kinds for those who dream of building their lives in the GTA. We advocate for reforms to increase our city's ability to build more homes in every neighbourhood. We are a big-tent organisation with members across the political spectrum who are committed to counterbalancing the anti-housing agenda that has dominated politics, created an affordability crisis, and cost burdened a new generation of aspiring residents. We are firmly committed to the principle that housing is a human right and believe Mississauga should be inclusive and welcoming to all.

**Summary of Position**

More Neighbours supports the ending of exclusionary zoning. Please pass the motion moved by Councillor Tedjo and seconded by Councillor Parrish to amend IHCN to permit four units as of right and reaffirm your commitment to Missing Middle housing.

We are in the midst of a housing crisis that is devastating low-income families, immigrants, and young people all across the GTA. Among the necessary steps outlined in the Housing Affordability Task Force report is to permit **fourplexes** across the city. Moreover, the province has set a target for Mississauga to build 120,000 homes in 10 years, while the federal Housing Accelerator Fund and provincial Building Faster Fund require the city to eliminate exclusionary zoning.

In order to improve affordability, meet funding criteria, encourage sustainable city building, and practise housing justice, it is imperative that Mississauga end exclusionary zoning. Toronto took similar steps earlier this year and was highly praised by environmentalists, economists, and human rights advocates for this policy change. Ending exclusionary zoning is a trend we are seeing across North America and receives multi-partisan support from federal and provincial governments.

Mississauga's declining population in the last census report proves that displacement is happening due to high housing costs. By allowing **fourplexes** city wide, we create an opportunity for more affordable, sustainable, and inclusive neighbourhoods. In fact, it is the bare minimum action required to start meeting these goals.

Mississauga does not exist in a vacuum; housing policy decisions in Mississauga do not just impact Mississauga, but the entirety of the GTA. Please support this motion and commit to a more affordable Ontario.

Regards,  
Simon Tran  
More Neighbours Toronto

JANUARY				
MON	TUE	WED	THU	FRI
1 Holiday New Years	2	3	4	5
8	9	10	11 RC	12
15	16	17	18 ARC WMSAC	19
22 ROMA	23 ROMA	24	25 RC	26
29	30	31		

FEBRUARY				
MON	TUE	WED	THU	FRI
			1 DEAR	2
5	6	7	8 RC	9
12	13	14	15 HSIC PPC* AAC	16
19 Holiday Family Day	20	21	22 RC	23
26	27	28	29 R	

MARCH				
MON	TUE	WED	THU	FRI
				1
MARCH BREAK				
18	19	20	21 RC	22
25	26	27	28 GRC WMSAC	29 Holiday Good Friday

APRIL				
MON	TUE	WED	THU	FRI
1	2	3	4 R	5
8	9	10	11 RC	12
15	16	17	18 ARC AAC	19
22 OGRA	23 OGRA	24 OGRA	25 RC	26
29	30			

MAY				
MON	TUE	WED	THU	FRI
		1	2 EMPC DEAR* PPC	3
6	7	8	9 RC	10
13	14	15	16 HSIC ARC WMSAC	17
20 Holiday Victoria Day	21	22	23 RC	24
27	28	29	30 R	31

JUNE				
MON	TUE	WED	THU	FRI
3	4	5	6 FCM	7 FCM
10	11	12	13 RC	14
17	18	19	20 GRC* ARC AAC	21
24	25	26	27 PLAGM RC	28

JULY				
MON	TUE	WED	THU	FRI
1 Holiday Canada Day	2	3	4 AMO-P	5
8	9	10	11 RC	12
15	16	17	18 R	19
22	23	24	25 R	26
29	30	31		

AUGUST				
MON	TUE	WED	THU	FRI
			1 R	2
5 Holiday Civic Holiday	6	7	8 R	9
12	13	14	15 R	16
19 AMO	20 AMO	21 AMO	22 R	23
26	27	28	29 R	30

SEPTEMBER				
MON	TUE	WED	THU	FRI
2 Holiday Labour Day	3	4	5	6
9	10	11	12 PPC RC	13
16	17	18	19	20
23	24	25	26 AAC RC	27
30 Holiday T/R Day*				

OCTOBER				
MON	TUE	WED	THU	FRI
	1	2	3 EMPC DEAR* WMSAC	4
7	8	9	10 RC	11
14 Holiday Thanksgiving	15	16	17 HSIC GRC ARC*	18
21	22	23	24 RC	25
28	29	30	31 R	

NOVEMBER				
MON	TUE	WED	THU	FRI
				1
4	5	6	7 R	8
11	12	13	14 RCB	15
18	19	20	21 RCB	22
25	26	27	28 RCB	29

DECEMBER				
MON	TUE	WED	THU	FRI
2	3	4	5 RCB	6
9	10	11	12 RCB RC*	13
16	17	18	19 R	20
23	24	25 Holiday	26 Holiday	27 Holiday
30 Holiday	31 Holiday			

NOTE: T/R (National Day for Truth and Reconciliation)

<b>RC</b>	<b>Regional Council</b>	<b>9:30 a.m. - 3:30 p.m.</b>
<b>RC*</b>	<b>Regional Council</b>	<b>Immediately following the Budget Meeting</b>
<b>RCB</b>	<b>Regional Council Budget</b>	<b>9:30 a.m. - 3:30 p.m.</b>
<b>R</b>	<b>Reserved for Regional Business</b>	<b>9:30 a.m. - 3:30 p.m.</b>
<b>AAC</b>	<b>Region of Peel Accessibility Advisory Committee</b>	<b>1:30 p.m. - 3:30 p.m.</b>
<b>AMO-P</b>	<b>AMO Annual Conference Preparation Workshop</b>	<b>11:00 a.m. - 12:00 p.m.</b>
<b>ARC</b>	<b>Audit and Risk Committee</b>	<b>11:00 a.m. - 12:30 p.m.</b>
<b>ARC*</b>	<b>Audit and Risk Committee</b>	<b>1:30 p.m. - 3:30 p.m.</b>
<b>DEAR</b>	<b>Diversity, Equity and Anti-Racism Committee</b>	<b>9:30 a.m. - 11:00 a.m.</b>
<b>DEAR*</b>	<b>Diversity, Equity and Anti-Racism Committee</b>	<b>11:00 a.m. - 12:30 p.m.</b>
<b>EMPC</b>	<b>Emergency Management Program Committee</b>	<b>9:30 a.m. - 11:00 a.m.</b>
<b>GRC</b>	<b>Government Relations Committee</b>	<b>11:00 a.m. - 1:00 p.m.</b>
<b>GRC*</b>	<b>Government Relations Committee</b>	<b>9:30 a.m. - 11:00 a.m.</b>
<b>HSIC</b>	<b>Health System Integration Committee</b>	<b>9:30 a.m. - 11:00 a.m.</b>
<b>PLAGM</b>	<b>Peel Housing Corporation (Peel Living) Annual General Meeting</b>	<b>9:00 a.m. - 9:30 a.m.</b>
<b>PPC</b>	<b>Regional Council Policies and Procedures Committee</b>	<b>1:00 p.m. - 2:30 p.m.</b>
<b>PPC*</b>	<b>Regional Council Policies and Procedures Committee</b>	<b>11:00 a.m. - 12:30 p.m.</b>
<b>WMSAC</b>	<b>Waste Management Strategic Advisory Committee</b>	<b>1:00 p.m. - 3:00 p.m.</b>
<b>AMO</b>	<b>Association of Municipalities of Ontario Annual Conference</b>	<b>August 18 - August 21, 2024</b>
<b>FCM</b>	<b>Federation of Canadian Municipalities Annual Conference</b>	<b>June 6 - June 9, 2024</b>
<b>OGRA</b>	<b>Ontario Good Roads Association Annual Conference</b>	<b>April 21 - 24, 2024</b>
<b>ROMA</b>	<b>Rural Ontario Municipal Association Annual Conference</b>	<b>January 21 - 23, 2024</b>

Minister of Housing,  
Infrastructure  
and Communities



Ministre du Logement,  
de l'Infrastructure  
et des Collectivités

Ottawa, Canada K1P 0B6

Mayor Bonnie Crombie  
*Via electronic mail:* mayor@mississauga.ca

October 3, 2023

Dear Mayor Crombie,

I am writing to you following a detailed review of the City of Mississauga's application to the federal government's Housing Accelerator Fund.

I was pleased with several of the proposals included in the application, including ideas to unlock growth through strategic investments in transit and mixed-use development, optimising government land for affordable housing, and making systems improvements and case management of development applications.

However, before making a decision on Mississauga's application, I need to ensure that the City is doing everything in its power to address Canada's housing crisis. I have four requests that would improve Mississauga's application and better reflect my ambition for the Housing Accelerator Fund, they include:

- Permitting four units as-of-right city-wide;
- Permitting four storeys as-of-right within 800 metres walking distance of the LRT and BRT transit lines;
- Work to better utilize the community within walking distance of all the Go stations for housing and mixed-use developments, especially along the Lakeshore West line; and
- Work to increase rental housing developments for students within walking distance of your post-secondary institutions.

If you and Council can enhance your application by addressing these items, it will allow us to increase housing supply within walking distance to transit and facilitate more genuine housing options for the people of Mississauga. This will put me in a position to approve your application.

Canadians are looking for leadership to get the necessary homes built. I would like to credit my colleagues in Mississauga, the Hon. Minister Valdez, and Members of Parliament the Hon. Omar Alghabra, Peter Fonseca, Iqwinder Gaheer, Iqra Khalid, and Charles Sousa, who have all been tremendous advocates for your City. They have each raised the importance of Mississauga's housing needs and have expressed confidence that the City will rise to the occasion.

Thank you for considering my requests. I look forward to our future discussions.

Sincerely,

The Honourable Sean Fraser, P.C., M.P.  
Minister of Housing, Infrastructure and Communities

Canada



October 10, 2023

To the Mayor and Members of Mississauga Council,

The Peel Alliance to End to End Homelessness is writing in support of the notice of Motion to Allow Four-Units as of Right in the City of Mississauga.

Mississauga is experiencing a housing and homelessness crisis. As rents continue to rise, affordable housing becomes scarce and lack of supply means more people living in shelters, outdoors, in encampments or in housing precarity and hidden homelessness. Some people have left the city altogether. The dream of affordable housing for middle income and low-income earners has all but disappeared.

With the Province mandating 120,000 more homes in Mississauga and the city's plan to meet the target, passing the motion for four-unit housing will meet the requirements of the Federal Government's Housing Accelerator fund. We know that other major cities are taking advantage including London, Vaughan, Calgary, Halifax and soon Victoria. Mississauga could be next.

Missing-middle housing is missing from Mississauga. You have the power to change that. The Housing Accelerator Fund is addressing a need. It seems one of those needs can be fulfilled by passing the amended motion for Mississauga to develop four-unit housing close to existing neighbourhoods within 800m of LRT and BRT lines. Greater density is critical to being able to pay for maintaining Mississauga's infrastructure in the future.

Where will the next generation of homeowners live if they don't have access to middle, and low-income housing? More housing options will help address the housing crisis. While this is one small step, it is an important one.

Thank you,  
Daphna Nussbaum  
Program Coordinator and Analyst  
Peel Alliance to End Homelessness  
[Daphna@paeh.ca](mailto:Daphna@paeh.ca)



**Mineola community advocate since 1972**

October 10, 2023

To: Councillor Stephen Dasko

**Re: Notice of Motion to Allow Four-Units as a Right**

The Credit Reserve Association is the ratepayer association representing the Mineola area in Ward 1 in Mississauga.

The concerns of the Credit Reserve Association with respect to this motion are as follows:

We all agree that there needs to be more affordable housing. However, the motion to allow up to four units on a single lot, while well intentioned, is too broad.

By allowing lots to be open to development of up to four units, there will be a rush by developers to target high end neighborhoods, as they will earn the most profit by building luxury units. None of these units will be affordable.

For example, in Mineola, a lot with 100 foot frontage, could be split into say three townhomes, that are each 3,000 sq feet with a price tag of \$3 million each. Not even remotely affordable for most people.

Furthermore, developers focusing on building higher end units will lead to a further shortage of resources (labour, capital, materials) to build affordable housing. As a result, this measure could actually end up reducing the amount of affordable housing being built.

Instead, the City of Mississauga should target the measure to focus on building affordable units. The motion could be refined to allow up to four units on a single lot where the units will be "affordable". The definition of "affordable" will have to be developed and should be updated from time to time. It is important to get the perspective of the City, the community, developers and future homebuyers to determine what is possible and workable.

Yours truly,

Maria (Mary) Furlin, Chair

**Alvin Tedjo**  
 Councillor, Ward 2  
 T 905-896-5200 M 647-669-6885  
 alvin.tedjo@mississauga.ca



**City of Mississauga**  
 300 City Centre Drive  
 MISSISSAUGA ON L5B 3C1  
 mississauga.ca

## **Notice of Motion to Allow Four-Units As of Right in The City of Mississauga**

**Moved: Councillor Tedjo**

**Seconded: Councillor Parrish**

**WHEREAS** Mississauga is in a housing crisis and the price of homes and rent has increased such that many existing residents can no longer afford to live in the city;

**AND WHEREAS** the Government of Ontario has mandated 120,000 more homes in Mississauga, and the city has developed a plan to meet that target in *Growing Mississauga: An Action Plan for New Housing*;

**AND WHEREAS** Missing middle housing with two, three, or four units that can be built in existing neighbourhoods without having to dramatically increase servicing capacity, are not permitted due to past exclusionary zoning;

**AND WHEREAS** The Federal Government's Housing Accelerator Fund has required cities such as Calgary, London, and Halifax to allow four-units as of right to build more efficient and less expensive costs per unit in order to receive federal funding;

**AND WHEREAS** Mississauga's apportionment of the Housing Accelerator Fund is estimated to be \$120,000,000.00 and may be contingent on meeting requirements outlined by the Federal Minister of Housing, Infrastructure & Communities as seen in letters sent to other municipalities;

### **THEREFORE, BE IT RESOLVED THAT:**

1. Staff be directed to propose amendments to Mississauga's *Increasing Housing Choices in Neighbourhoods* to permit four-unit housing citywide, as well as four-story housing within 800m of LRT and BRT lines;
2. Staff undertake appropriate community engagement, as well as consultation with the Mississauga's Housing Panel before reporting back to Council in Q1 2024;
3. Council reaffirms its commitment to the Missing Middle housing strategy.

Alvin Tedjo, Councillor

A by-law to establish certain lands as part of the municipal highway system.

WHEREAS The Corporation of the City of Mississauga has acquired the lands described in Schedule 'A' attached hereto;

AND WHEREAS The Corporation of the City of Mississauga desires to establish the lands described in Schedule 'A' attached hereto as highways and part of the municipal highway system of the City of Mississauga, pursuant to Subsection 31(2) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended;

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

- 1. THAT the lands described in Schedule 'A' attached hereto and forming part of this by-law are hereby established as a public highway and part of the municipal highway system of The Corporation of the City of Mississauga, to be known as Dundas Street East.
- 2. THAT City staff be authorized to register a certified copy of this by-law against title to the lands described in Schedule 'A', in the appropriate Land Registry Office.

ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: September 26, 2023
File: H-OZ 20-005 W7

SCHEDULE 'A' TO BY-LAW \_\_\_\_\_

Summary: Lands to be established as part of Dundas Street East  
Part of Lot 21, South of Dundas Street, Registered Plan TOR-12  
  
(Ward 7, City Zone 14, in the vicinity of Hurontario Street and Dundas  
Street East)

Legal Description: In the City of Mississauga, Regional Municipality of Peel, Province of  
Ontario, and being composed of Part of Lot 21, South of Dundas Street,  
Registered Plan TOR-12, designated as Part 1, Plan 43R-8414



Viorel Mares  
Ontario Land Surveyor

A by-law to amend By-law No. 555-2000,  
as amended, being the Traffic By-law

**WHEREAS** pursuant to section 11(3)1 of the *Municipal Act, 2001*, S.O. 2001, c. 25 as amended, a Council may enact by-laws respecting highways, including parking and traffic on highways;

**AND WHEREAS** Council of The Corporation of the City of Mississauga desires to make certain amendments to By-law 555-2000, as amended, being the Traffic By-law;

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

1. That Schedule 10 of By law 555-2000, as amended, be amended by DELETING the following:

SCHEDULE 10  
THROUGH HIGHWAYS

COLUMN 1 HIGHWAY	COLUMN 2 FROM	COLUMN 3 TO
Hensall Street	South Limit of Queensway East	North Limit of Tedwyn Drive
Mississauga Road	South limit of Lakeshore Road West	South limit of road

2. That Schedule 1 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 1  
FIVE HOUR PARKING LIMIT EXEMPTION

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 TIMES EXEMPTED	COLUMN 5 MAXIMUM TIME LIMIT
John Street South	West	A point 20 meters north of Port Street West to a point 40 meters northerly thereof	Anytime	15 hours

3. That Schedule 10 of By law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 10  
THROUGH HIGHWAYS

COLUMN 1 HIGHWAY	COLUMN 2 FROM	COLUMN 3 TO
Hensall Street	South limit of Queensway East	North limit of Abington Avenue
Hensall Street	South limit of Abington Avenue	North limit of Tedwyn Drive
Mississauga Road South	South limit of Lakeshore Road West	North limit of Lake Street

4. That Schedule 11 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 11  
STOP SIGNS

COLUMN 1 INTERSECTIONS	COLUMN 2 FACING TRAFFIC
Hensall Street and Abington Avenue	Southbound on Hensall Street Northbound on Hensall Street Eastbound on Abington Avenue
Lake Street and Mississauga Road South	Southbound on Mississauga Road South Westbound on Lake Street

5. That Schedule 31 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 31  
DRIVEWAY BOULEVARD PARKING-CURB TO SIDEWALK

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 PROHIBITED TIMES OR DAYS
Cabrera Crescent	West	Entire roadway	Anytime
Cosentino Gardens	East & South (where a sidewalk exists)	Entire roadway	Anytime
Matisse Place	South	Entire roadway	Anytime
Summer Heights Dr	East & West (where a sidewalk exists)	Entire roadway	Anytime

6. This By-law shall not become effective until the portions of the highway(s) affected are properly signed.

**ENACTED** and **PASSED** this \_\_\_\_\_ day of \_\_\_\_\_ 2023.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga

Tushar Sharma
Date: October 3, 2023
File: BL.01-23.01

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Amendment No. 162**  
**to**  
**Mississauga Official Plan**

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 162

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 162, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation from Mixed Use and Greenlands to Residential High Density and Greenlands within the Malton Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 162 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

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

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

**Amendment No. 162**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" to "E" attached constitutes Amendment No. 162.

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

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

Appendix II is a copy of the Planning and Building Department report dated September 18, 2023, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use and Greenlands to Residential High Density and Greenlands, and to amend Special Site 2 policies within the Malton Neighbourhood Character Area.

## **LOCATION**

The lands affected by this Amendment are located on the east side of Goreway Drive, north of Derry Road East, in the City of Mississauga. The subject lands are located in the Malton Neighbourhood Character Area, as identified in Mississauga Official Plan.

## **BASIS**

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

The subject lands are designated Mixed Use and Greenlands. The Mixed Use designation permits a combination of residential and commercial uses. The Greenlands designation permits conservation, flood control and/or erosion management, passive recreational activity and parkland. The subject lands are within an area subject to Special Site 2 policies which guide the pedestrian linkages, parking areas, and building and massing for this area.

An Official Plan Amendment is required to change the land use designation from Mixed Use and Greenlands to Residential High Density and Greenlands, in order to permit a 14 storey apartment dwelling with ground floor commercial, and to dedicate a portion of the lands to the City as Greenlands.

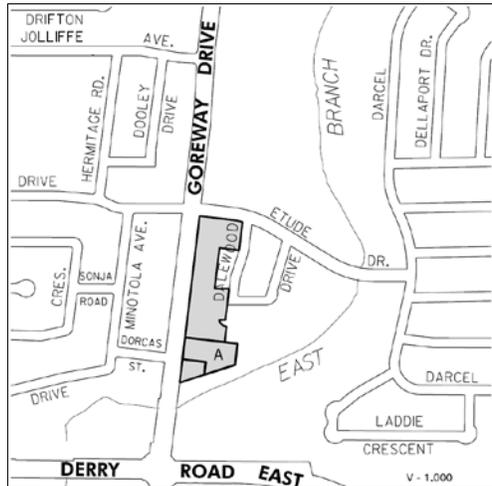
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal represents appropriate intensification along the Goreway Drive Corridor and adheres to the applicable policies for new development within existing established neighbourhoods.
2. The built form and additional height provides an appropriate transition that respects adjacent land uses and the surrounding context.
3. Changing the designation for the portion of the site to be dedicated to the City from Mixed Use to Greenlands is appropriate in order to preserve the adjacent Malton Greenway.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.15.6.2, Special Site Policies, Malton Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting the Special Site 2 map and replacing it with the following:

### 16.15.6.2 Site 2



2. Section 16.15.6.2, Special Site Policies, Malton Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding the following:
 

16.15.6.2.8 Notwithstanding the policies of this Plan, for lands identified as Area A, an apartment dwelling with a maximum height of 14 storeys will be permitted.
3. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Green System, as shown on Map "A" of this Amendment.
4. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Green System, as shown on Map "B" of this Amendment.
5. Schedule 3, Natural System, of Mississauga Official Plan, is hereby amended by changing the Natural Hazards boundary line, as shown on Map "C" of this Amendment.
6. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by changing the boundaries of the Public and Private Open Spaces, as shown on Map "D" of this Amendment.
7. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use and Greenlands to Residential High Density and Greenlands, as shown on Map "E" of this Amendment.

**IMPLEMENTATION**

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

The lands will be rezoned to implement this Amendment.

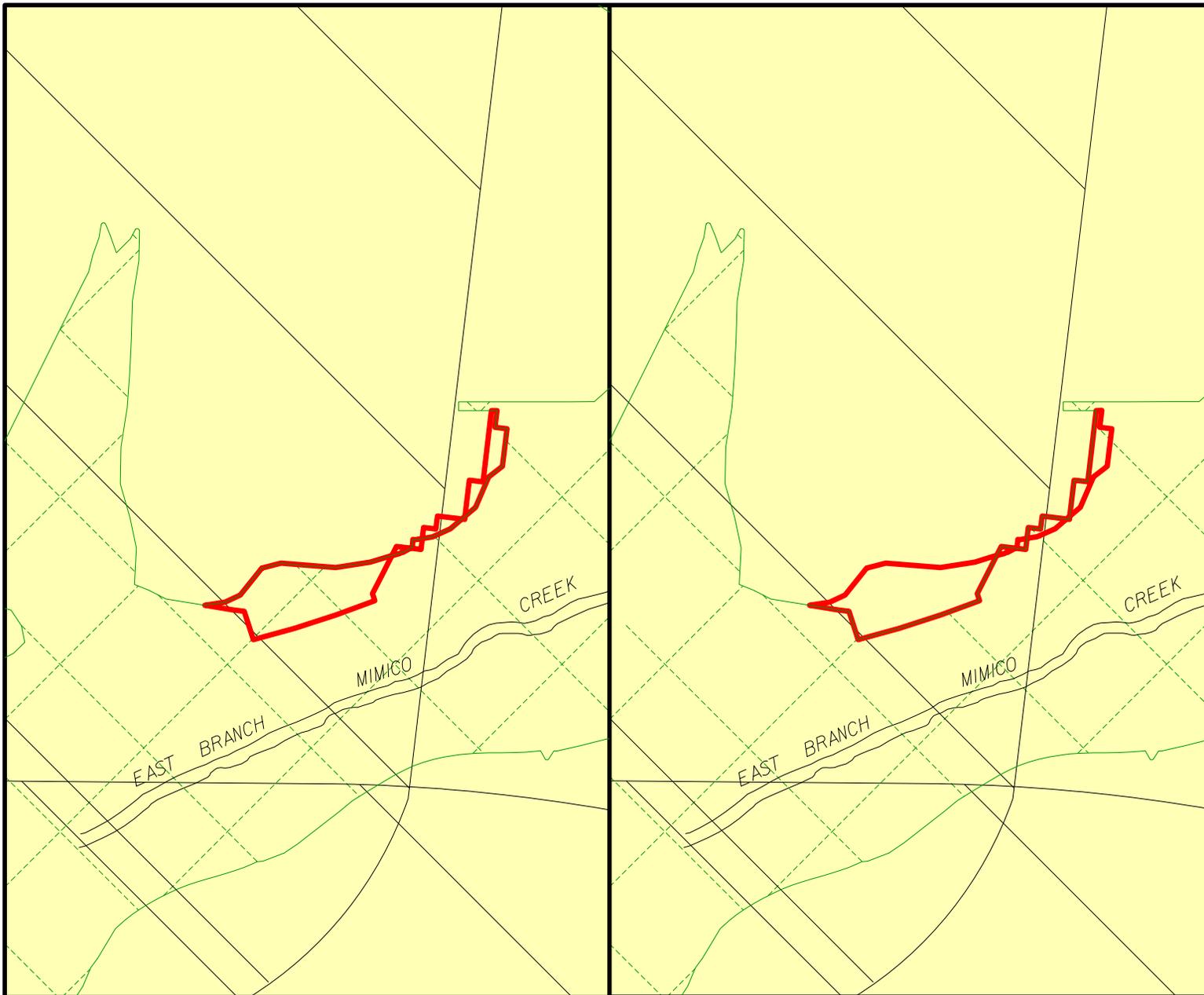
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 27, 2023.

**INTERPRETATION**

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

This Amendment supplements the intent and policies of Mississauga Official Plan.

9/22/2023



**EXISTING**

**AMENDED**

**LEGEND**

**GREEN SYSTEM**

 Green System

**CITY STRUCTURE**

 Downtown

 Major Node

 Community Node

 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area

**CORRIDORS**

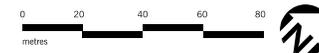
 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

**Note:**

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**MAP 'A'**  
Part of  
**Schedule 1-Urban System**  
of Mississauga Official Plan

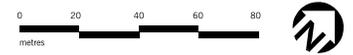


9/22/2023

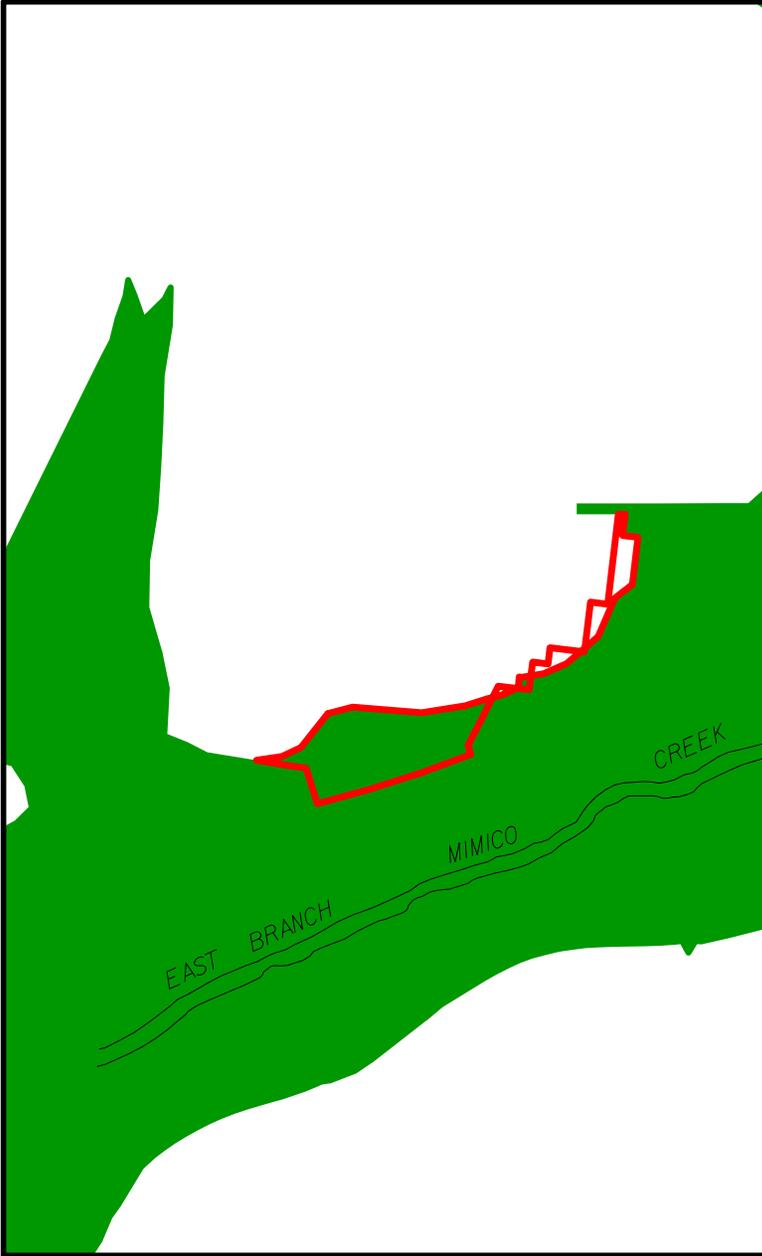
LEGEND:

 AREA OF AMENDMENT

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'B'  
Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan



EXISTING



AMENDED

PE-half-Size.ttl

9/22/2023

briefc

### LEGEND

#### Natural Heritage System:

-  Significant Natural Areas and Natural Green Spaces
-  Special Management Areas
-  Linkages
-  Residential Woodlands
-  Provincially Significant Wetlands
-  Other Wetlands
-  Areas of Natural and Scientific Interest Provincial Significance
-  Areas of Natural and Scientific Interest Regional Significance

#### Natural Hazards:

-  Natural Hazards
-  Two Zone Floodplain Regulations
-  Special Policy Area Floodplain
-  AREA OF AMENDMENT

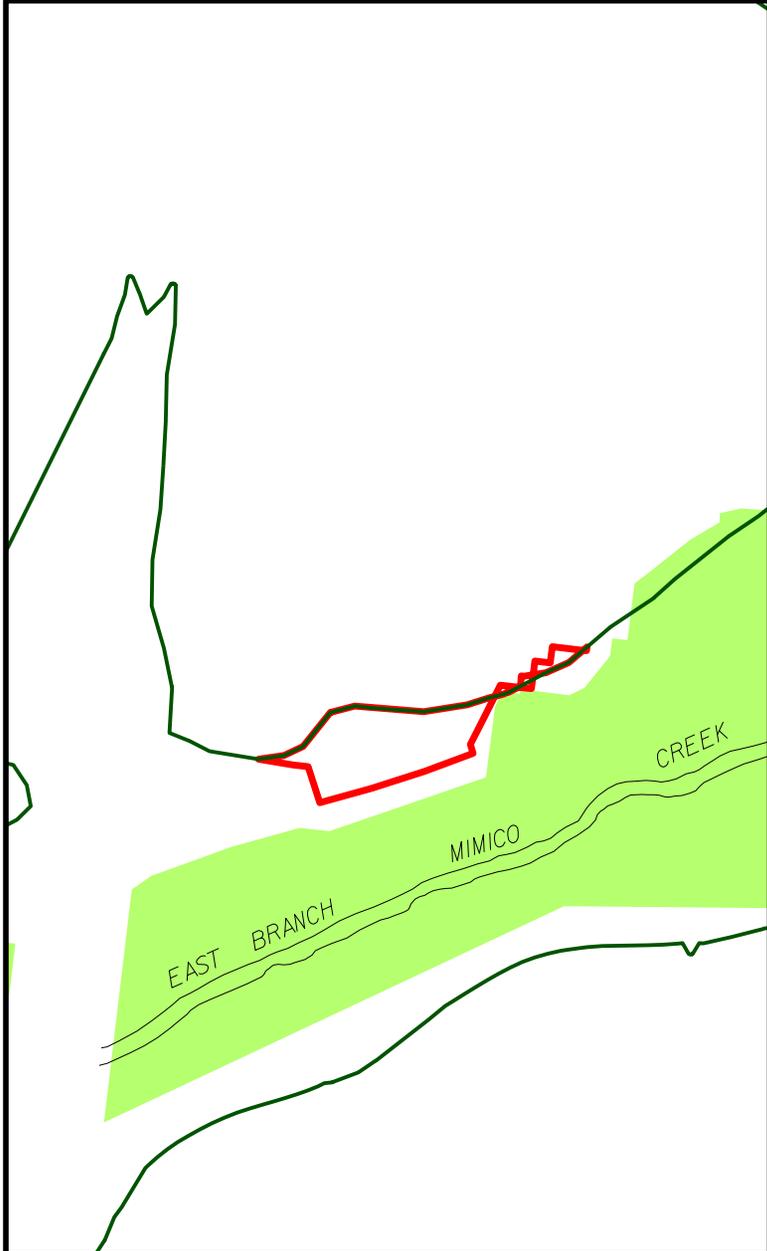
#### Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

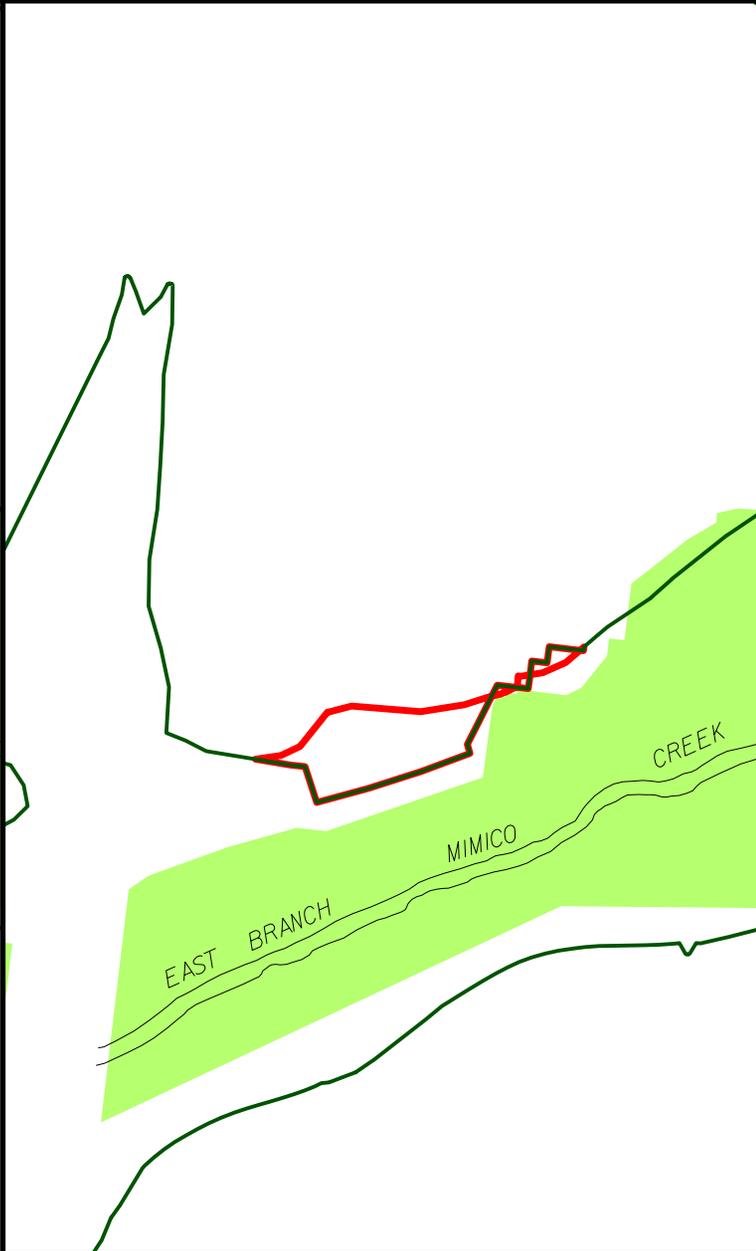


### MAP 'C'

Part of Schedule 3  
Natural System  
of Mississauga Official Plan



EXISTING



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### LEGEND

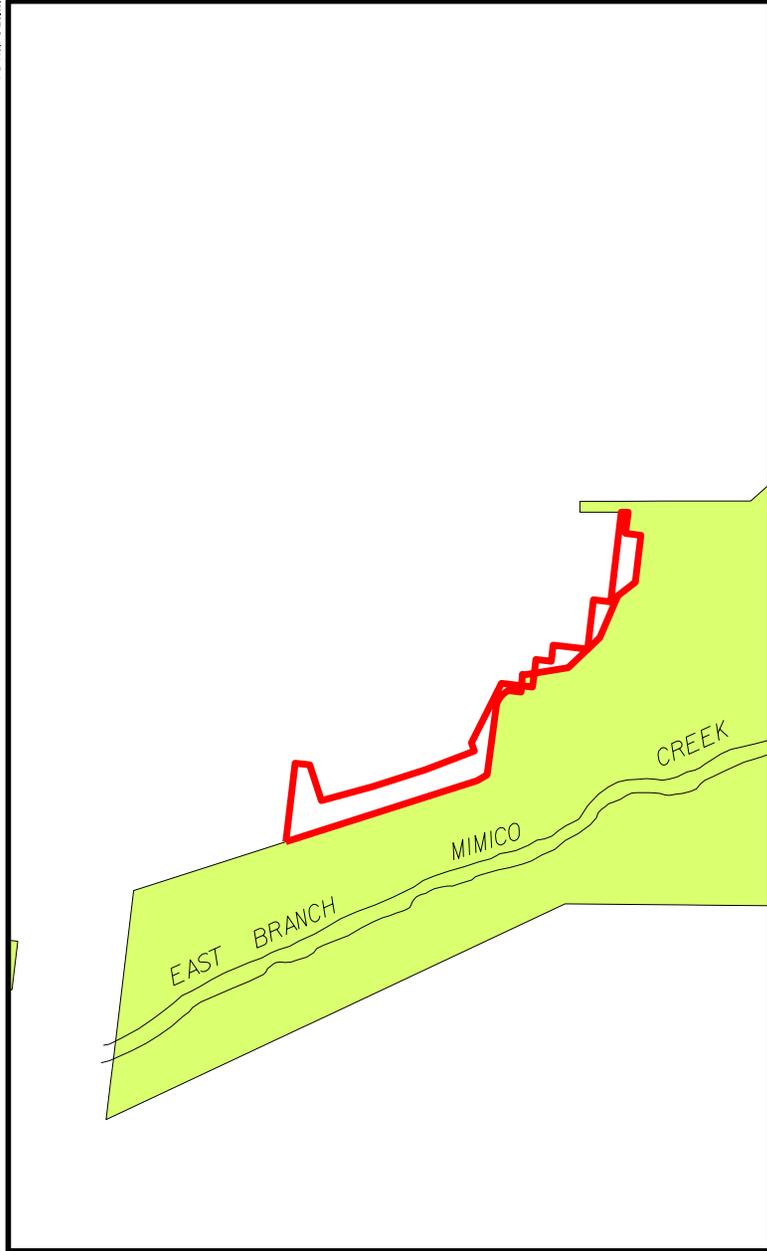
-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  AREA OF AMENDMENT

Notes:

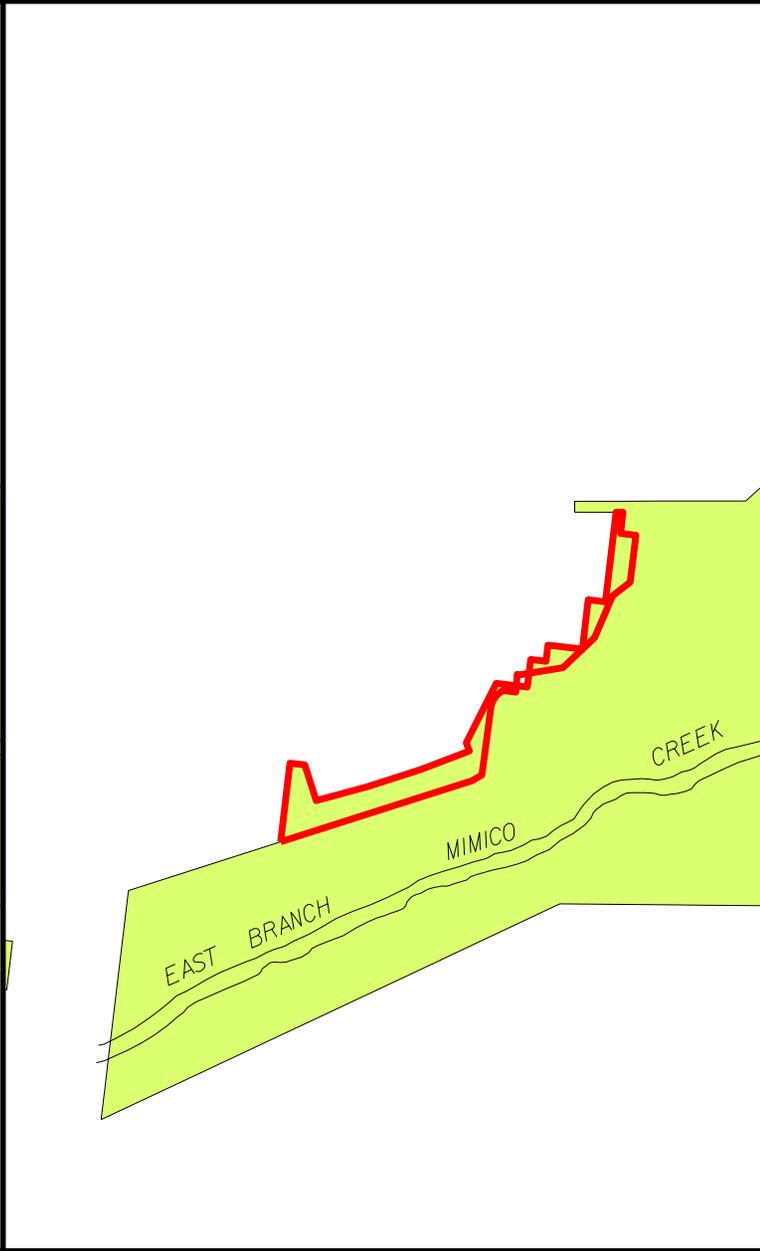
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



**MAP 'D'**  
 Part of Schedule 4  
 Parks and Open Spaces  
 of Mississauga Official Plan



**EXISTING**

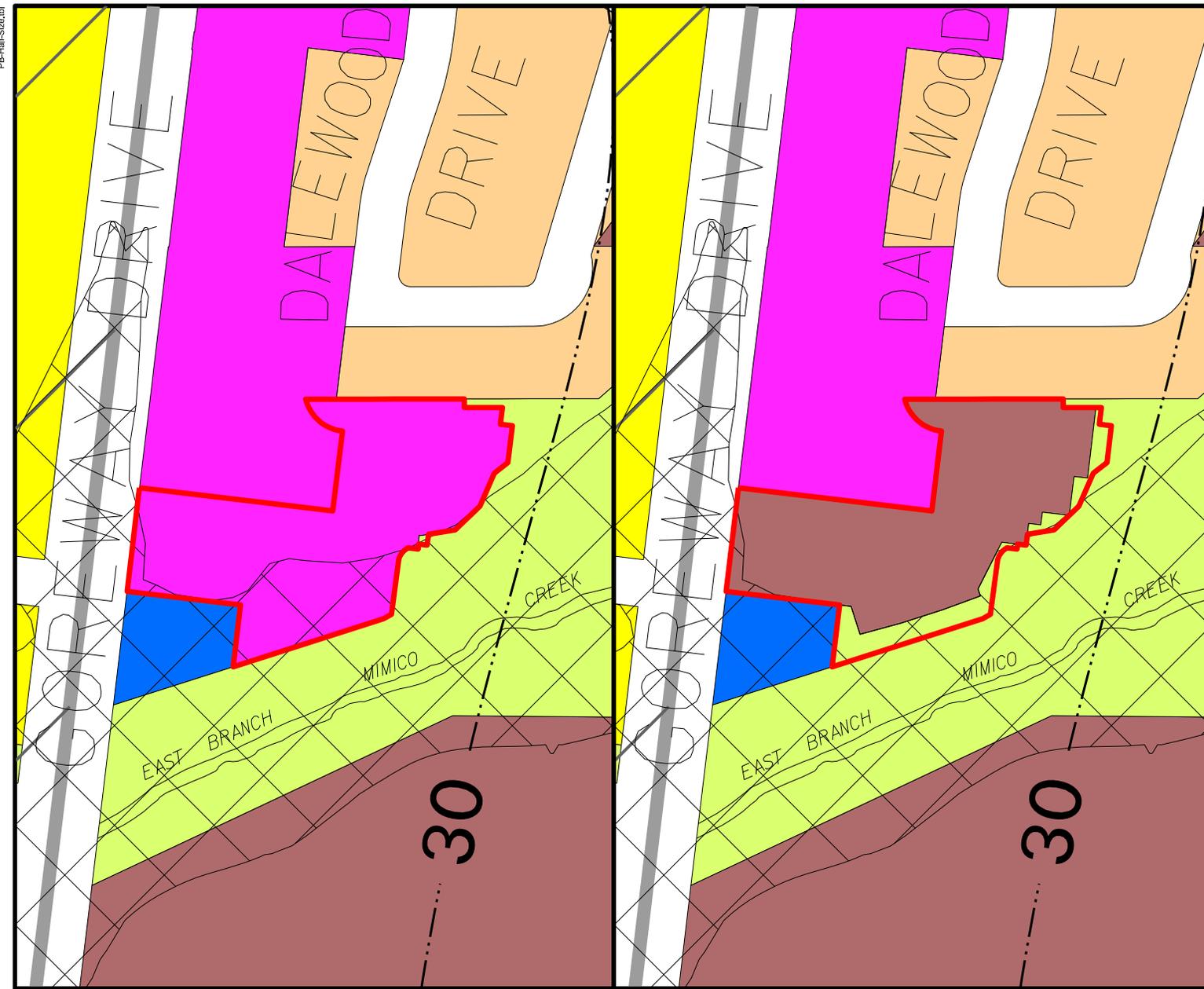


**AMENDED**

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EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

**LAND USE DESIGNATIONS**

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

**BASE MAP INFORMATION**

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

**City Structure**

- Downtown
- Corporate Centre
- Major Node
- Employment Area
- Community Node
- Special Purpose Area
- Neighbourhood

**AREA OF AMENDMENT**

- FROM:**
- MIXED USE
  - GREENLANDS
- TO:**
- RESIDENTIAL HIGH DENSITY
  - GREENLANDS



**MAP 'E'**  
 Part of Schedule 10  
 Land Use Designations  
 of Mississauga Official Plan



9/22/2023

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**APPENDIX I**  
**PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 16, 2021 in connection with this proposed Amendment.

Through the community and public meetings held comments from the public were generally directed towards tenure and unit types and the floodplain limit. These issues have been addressed in the Planning and Building Department report dated September 18, 2023 attached to this Amendment as Appendix II.

<p>Date: September 18, 2023</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 20/013 W5</p>
	<p>Meeting date: October 11, 2023</p>

## Subject

### RECOMMENDATION REPORT (WARD 5)

**Official Plan Amendment and Rezoning applications to permit a 14 storey apartment building with 228 dwelling units and ground floor commercial space**

**7085 Goreway Drive, east side of Goreway Drive, north of Derry Road East**

**Owner: 7085 Goreway Developments Limited**

**File: OZ/OPA 20/013 W5**

**Pre-Bill 109**

## Recommendation

1. That City Council amend Mississauga Official Plan to **Residential High Density** Special Site 2 and **Greenlands** for the lands at 7085 Goreway Drive, 7085 Goreway Developments Limited, in accordance with the provisions contained in the staff report for file OZ/OPA 20/013 W5 dated September 18, 2023 from the Commissioner of Planning and Building
2. That City Council amend Zoning By-law 0225-2007 to **H-RA4-Exception** and **G1** for the lands at 7085 Goreway Drive, 7085 Goreway Developments Limited, in accordance with the provisions contained in the staff report for file OZ/OPA 20/013 W5 dated September 18, 2023 from the Commissioner of Planning and Building
3. That City Council direct the applicant to satisfy all the requirements of the City and any other external agency concerned with the development
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required, unless a zoning by-law is passed within 18 months of the Council decision.

5. That the "H" holding provision is to be removed from the **H-RA4-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from the applicable agencies and City Departments that matters outlined in the report dated September 18, 2023, from the Commissioner of Planning and Building have been satisfactorily addressed.

## Executive Summary

- Official plan amendment and rezoning applications have been submitted to permit a 14 storey apartment building containing 228 units with ground floor commercial space at 7085 Goreway Drive
- The applicant has made revisions to the proposal to address technical matters relating to access, fire protection and site organization issues raised by reviewers, and at the public meeting, including:
  - removing one of the two apartment buildings originally proposed and reducing the height of the remaining apartment building to 14 storeys with step backs at the 7<sup>th</sup> and 10<sup>th</sup> storeys facing Goreway Drive
  - removal of the townhouse blocks at the rear of the site
  - redesigning the internal road network to remove the northern access road, and
  - revising the site layout to increase the amount of private amenity area and to increase the number of surface parking spaces
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved subject to conditions
- An "H" provision will be applied to the zoning in order to address outstanding technical matters including the delivery of an executed Development Agreement, satisfactory storm sewer design and construction, satisfactory public vehicular and pedestrian access easements, land dedications and easements, and the receipt of any additional updated technical reports and studies as required.

## Background

A public meeting was held by the Planning and Development Committee on February 16, 2021, at which time an Information Report ([Item 4.1 PDC Agenda 2021 02 16 \(escribemeetings\)](#)) was received for information. Recommendation PDC-0012-2021 was then adopted by Council on March 8, 2021.

1. That the report dated January 22, 2021, from the Commissioner of Planning and Building regarding the applications by 7085 Goreway Developments Limited to permit two apartment buildings (16 and 18 storeys) with 259 dwelling units connected by a 2 storey podium and 12 townhomes, under File OZ 20/013 W5, 7085 Goreway Drive, be

received for information, and notwithstanding planning protocol, that the recommendation report be brought directly to a future Council meeting.

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



Aerial Image of 7085 Goreway Drive

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan to address technical matters relating to access, fire protection and site organization issues raised by reviewers, including:

- Removing one of the two apartment buildings originally proposed and reducing the height of the remaining building to 14 storeys with step backs at the 7<sup>th</sup> and 10<sup>th</sup> storeys along the Goreway Drive frontage
- The townhouse blocks have been removed from the rear of the site

- The northern vehicular access and driveway have been removed
- The site layout has been revised to increase the amount of private amenity area and increase the number of surface parking spaces

## COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on October 15, 2020. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on February 16, 2021. No comments were made at the public meeting. No community meetings were held for the subject application. Responses to the matters raised from correspondence received by the Planning and Building Department can be found in Appendix 2.

## PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

An official plan amendment is required to change the designation from **Mixed Use** Special Site 2 and **Greenlands** to **Residential High Density** Special Site 2 and **Greenlands**. A zoning by-law amendment is required to change the zoning from **C3-6** (Commercial) and **G1-2** (Greenlands - Natural Hazard) to **H-RA4-Exception** (Apartment) and **G1** (Greenlands - Natural Hazard) to permit the proposal. The lands south of the long term stable top of slope are to be dedicated to the City and will be designated as **Greenlands** and zoned to **G1** (Greenlands - Natural Hazard).

The official plan amendment and rezoning applications to permit a 14 storey apartment building with ground floor commercial space have been found to be acceptable based upon the following:

- The proposal represents intensification that is an appropriate location for infill development along the Goreway Drive Corridor
- The building form and additional height provides an appropriate transition that respects adjacent land uses and the surrounding context
- The building setbacks to the north property line and Goreway Drive and the step backs of the upper floors result in a desirable built form that is compatible with the surrounding neighbourhood
- There is adequate existing municipal infrastructure to support the proposed development

## **Strategic Plan**

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

## **Financial Impact**

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

## **Conclusion**

In summary, the proposed development represents an efficient use of vacant land in an established residential neighbourhood along a Corridor. The reduction in height and removal of townhouses demonstrates that the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides appropriate transition to adjacent residential uses. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions contained in this report.

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

## **Attachments**

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis

*A. Whitemore*

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

Prepared by: Shaesta Hussen, Development Planner

<p>Date: January 22, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ 20/013 W5</p>
	<p>Meeting date: February 16, 2021</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 5)**

**Official Plan Amendment and Rezoning applications to permit two apartment buildings (16 and 18 storeys) with 259 dwelling units connected by a 2 storey podium and 12 townhomes**

**7085 Goreway Drive**

**Owner: 7085 Goreway Developments Limited**

**File: OZ 20/013 W5**

## Recommendation

That the report dated January 22, 2021, from the Commissioner of Planning and Building regarding the applications by 7085 Goreway Developments Limited to permit two apartment buildings (16 and 18 storeys) with 259 dwelling units connected by a 2 storey podium and 12 townhomes, under File OZ 20/013 W5, 7085 Goreway Drive, be received for information.

## Background

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

### **PROPOSAL**

The official plan amendment and rezoning applications are required to permit two apartment buildings (16 and 18 storeys) with 259 dwelling units connected by a 2 storey podium and 12 townhomes. The applicant is proposing to maintain the Official Plan designation as **Mixed Use** permitting residential uses only. The Zoning By-law will also need to be amended from **C3-6** (General Commercial) and **G1-2** (Greenlands). The applicant is proposing a **RA5-Exception** (Apartments) and **RM6-Exception** (Townhouses on a CEC Road) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the east side of Goreway Drive, north of Derry Road East and south of Etude Drive within the Malton Neighbourhood Character Area. The site is currently occupied by a vacant one storey commercial building.



Aerial of 7085 Goreway Drive



Applicant's rendering of the development proposal

## LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

### **AGENCY AND CITY DEPARTMENT COMMENTS**

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

### **Financial Impact**

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

### **Conclusion**

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

### **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



---

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

Prepared by: Lorie Sterritt, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: 7085 Goreway Drive Developments Limited**

### **7085 Goreway Drive**

#### **Table of Contents**

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2. Site and Neighbourhood Context .....	2
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9. Section 37 Community Benefits (Bonus Zoning) .....	25

## 1. Site History

- 1979 – Construction of a one storey commercial building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3-6** (General Commercial) and **G1-2** (Greenlands-Natural Hazards). The **C3-6** zone permits a retail store with an accessory outdoor garden centre. The **G1-2** zone permits parking for lands zoned **C3-6**.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands were designated **Mixed Use** and **Greenlands** in the Malton Neighbourhood Character Area.

## 2. Site and Neighbourhood Context

### Site Information

The property is located on the east side of Goreway Drive, north of Derry Road East and south of Etude Drive in the Malton Neighbourhood Character Area. The subject lands are currently developed with a vacant one storey commercial building and surface parking. The building was formerly occupied by Starwind Supermarket, which has ceased operation. The site is relatively flat with the building and parking area covering most of the lot leaving minimal area for open space on the site. The Malton Greenway abuts the property to the rear and includes a pedestrian trail system which runs

along the Mimico Creek from Goreway Drive to north of Brandon Gate Drive.



Image of 7085 Goreway Drive from Goreway Drive

Property Size and Use	
Frontage:	44.5 m (146.0 ft.)
Depth:	106.68 m (350 ft.)
Gross Lot Area:	1.02 ha (2.53 ac.)
Existing Uses:	Vacant one storey commercial building with surface parking

### Surrounding Land Uses

The property is located within the Malton Neighbourhood Area and is approximately 300 metres (984.3 ft.) south of the Malton

Community Node. The area consists of a mix of uses including residential, commercial and institutional. Immediately north of the property is a Mississauga Fire Station and further north are commercial uses including the Westwood Square Shopping Centre, which is approximately a 7 minute walk from the subject property. Detached dwellings fronting onto Dalewood Drive border the site to the northeast. To the east is the Malton Greenway which includes the Mimico Creek and a pedestrian path. To the south is a vacant commercially zoned property and 10 storey apartment buildings. To the west across Goreway Drive are detached dwellings.

The surrounding land uses are:

North: Fire Station, commercial uses and detached dwellings

East: Malton Greenway and Mimico Creek

South: Parkland and 10 storey apartment buildings

West: Detached dwellings



Aerial Photo of 7085 Goreway Drive

## The Neighbourhood Context

The subject property is located in a well-established neighbourhood, at the end of a commercial strip of properties fronting on the east side of Goreway Drive. These commercial uses were established in the late 1960s and 1970s. The west side of Goreway Drive is predominately detached dwellings which were constructed in the 1950s. The Malton Greenway is south and east of the property. Further south are apartment buildings constructed in the early 1970s and further east are detached dwellings constructed in the late 1960s.

## Demographics

Based on the 2016 census, the existing population of the Malton Neighbourhood area is 35,555 with a median age of this area being 36 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 19% children (0-14 years) and 14% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 37,700 and 38,500 respectively. The average household size is 3 persons with 9% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,225 units (69%) owned and 3,260 units (31%) rented with a vacancy rate of approximately 0.9%\*. In addition, the number of jobs within this Character Area is 1,707. Total employment combined with the population

results in a PPJ for Malton Neighbourhood of 59 persons plus jobs per ha (145.8 persons plus jobs per acre).

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

### **Other Development Applications**

The following development applications are in process in the immediate vicinity of the subject property.

- 7170 Goreway Drive – Official plan amendment and rezoning applications to permit 14 townhomes, under file OZ 18/013 W5

### **Community and Transportation Services**

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

The area is well served by the Malton Library and Malton Community Centre. The Centre includes a double gymnasium, fitness area with steam room and outdoor splash pad, playground and basketball pad. The facility is 1.4 km (0.87 miles) from the proposed development which is approximately a 14 minute walk and 10 minute bus ride. In addition, Paul Coffey Arena is located within a 7 minute walk or bus ride to the south of the site and includes an arena, tennis courts, baseball

diamonds, basketball pads and skate park. The Malton Greenway abuts the property to the rear, and contains a pedestrian trail system which runs along the Mimico Creek from Goreway Drive to north of Brandon Gate Drive. The trail provides a connection to the commercial areas along Goreway Drive at the Westwood Mall Shopping Centre, as well as to the Community Centre located on Morning Star Drive.

The Malton GO Station is located approximately 1 km (0.62 miles) southwest of the property. This station provides off-peak and express services along the Union Station and Kitchener line. As well, GO bus 38 connects through Mississauga at this location. The following major MiWay bus routes currently service the site:

- Route 11 – Westwood
- Route 42 – Derry
- Route 104 – Goreway

The property is located south of a cycling route that runs between Etude Drive and Redstone Road. The eastern portion of the route, along Brandon Gate Drive, connects to the West Humber multi-use trail.

## **3. Project Details**

The applications are to amend the official plan and zoning by-law to permit two apartment buildings (16 and 18 storeys) connected by a two storey podium (259 apartment units) and 12 townhomes. The proposal will include shared driveways, parking spaces, and landscape open space areas.

<b>Development Proposal</b>		
Applications submitted:	Received: August 14, 2020 Deemed complete: October 2, 2020	
Owner:	7085 Goreway Developments Limited	
Applicant:	IBI Group	
Number of units:		
Apartments	259 units	
Townhouses	12 townhouses	
Proposed Gross Floor Area:	9,870 m <sup>2</sup> (106,240 ft <sup>2</sup> )	
Height:		
Apartment	16 and 18 storeys	
Townhouses	2 storeys	
Floor Space Index:	2.8	
Anticipated Population:	685* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required (condominium rates)	Provided
resident spaces	365	318
visitor spaces	55	54
Total	420	372

### Supporting Studies and Plans

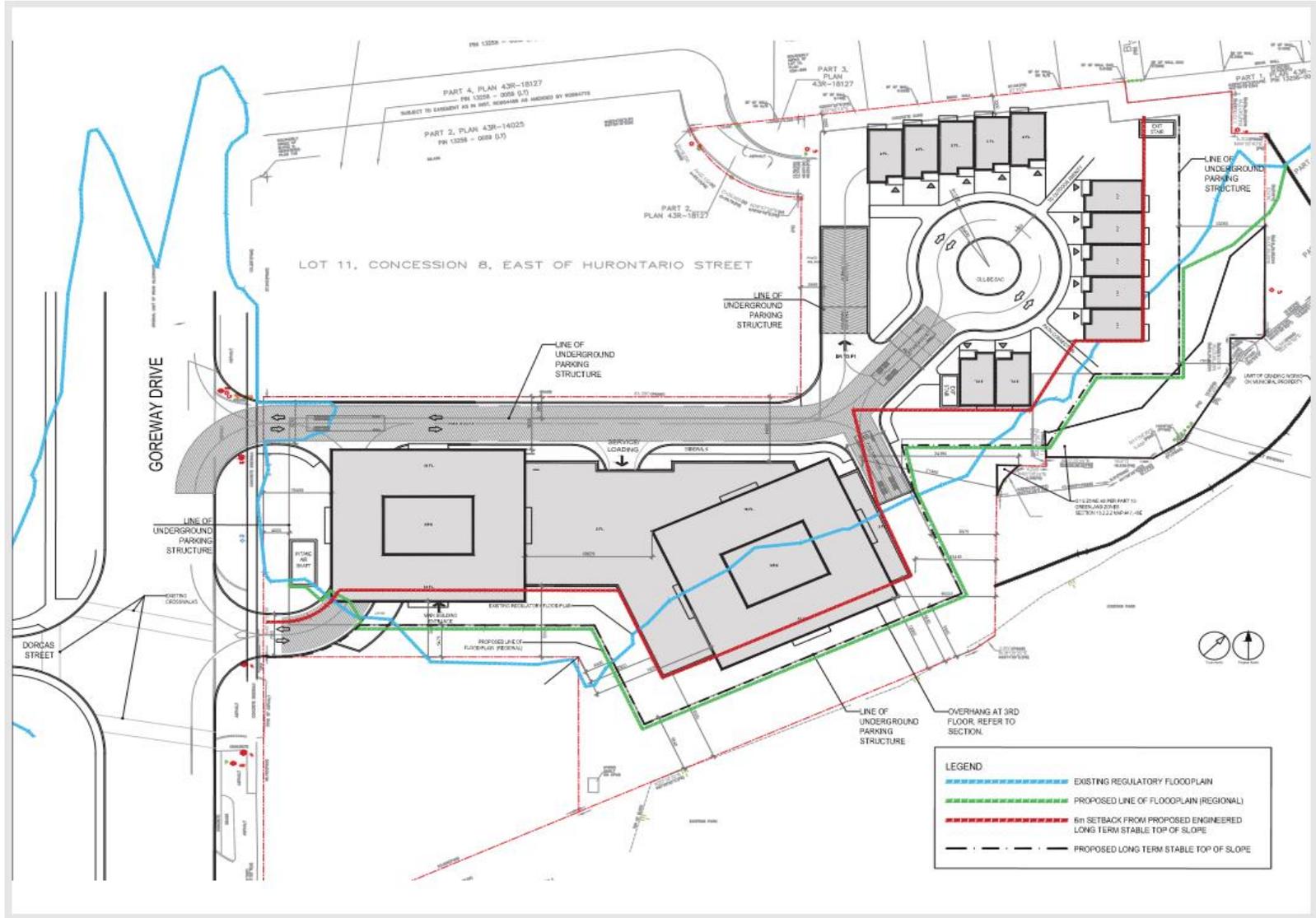
The applicant has submitted the following information in support of the applications which can be viewed at

<http://www.mississauga.ca/portal/residents/development-applications>

- Survey Plan
- Context Plan, Site Views
- Site Plan, Statistics, Floor Plans
- Underground Parking Plan

- Building Elevations
- Sun/Shadow Study Drawings
- Existing Waste Management Site Plan
- Site Servicing and Grading Plans
- Functional Servicing Study
- Stormwater Management Report
- Easement/Restrictions
- Planning Justification Report
- Public Engagement Strategy
- Parking Utilization Study
- Pedestrian Wind Assessment
- Digital 3D Building Mass Model
- Acoustical Feasibility Study
- Traffic Impact Study
- Transportation Demand Strategy
- Operations and Safety Assessment
- Environmental Impact Statement
- Phase 1 Environmental Site Assessment
- Archaeological Assessment
- Housing Report
- Geotechnical Engineering Report
- Hydrogeological Study
- Arborist Report
- Tree Inventory Plan Floodline Hazard Assessment Drawing
- Flood Hazard Assessment Report

### Concept Plan and Elevations



Site Plan



Applicant's Rendering

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

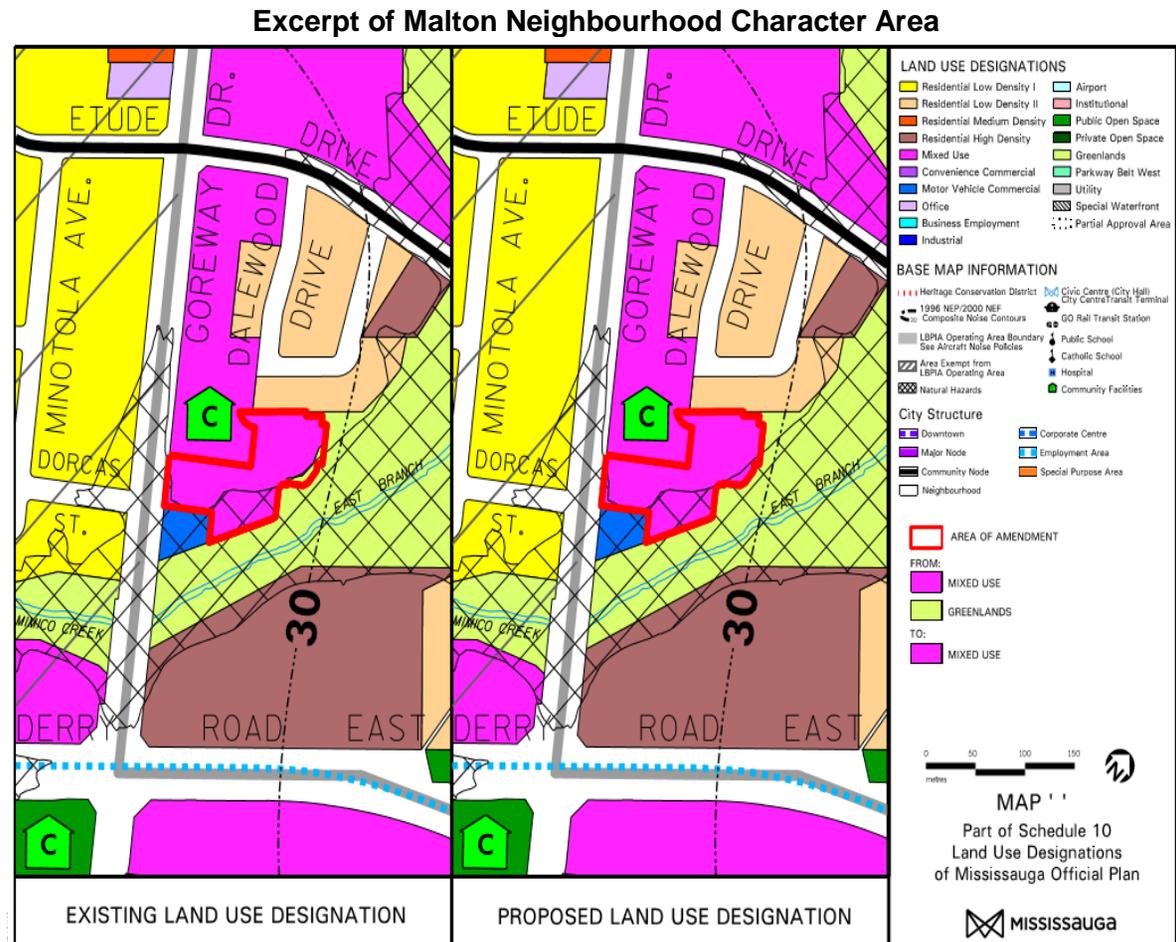
The site is designated **Mixed Use** and **Greenlands** within the Malton Neighbourhood Character Area. The **Mixed Use** designation permits office, restaurants, overnight accommodation, retail and service uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland. The property is subject to the **Natural Hazards Lands** overlay which identifies valleyland and floodplain areas.

#### Proposed Designation

The applicant is proposing to maintain the **Mixed Use** designation to permit residential uses only.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

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



### Mississauga Zoning By-law

**Existing Zoning**

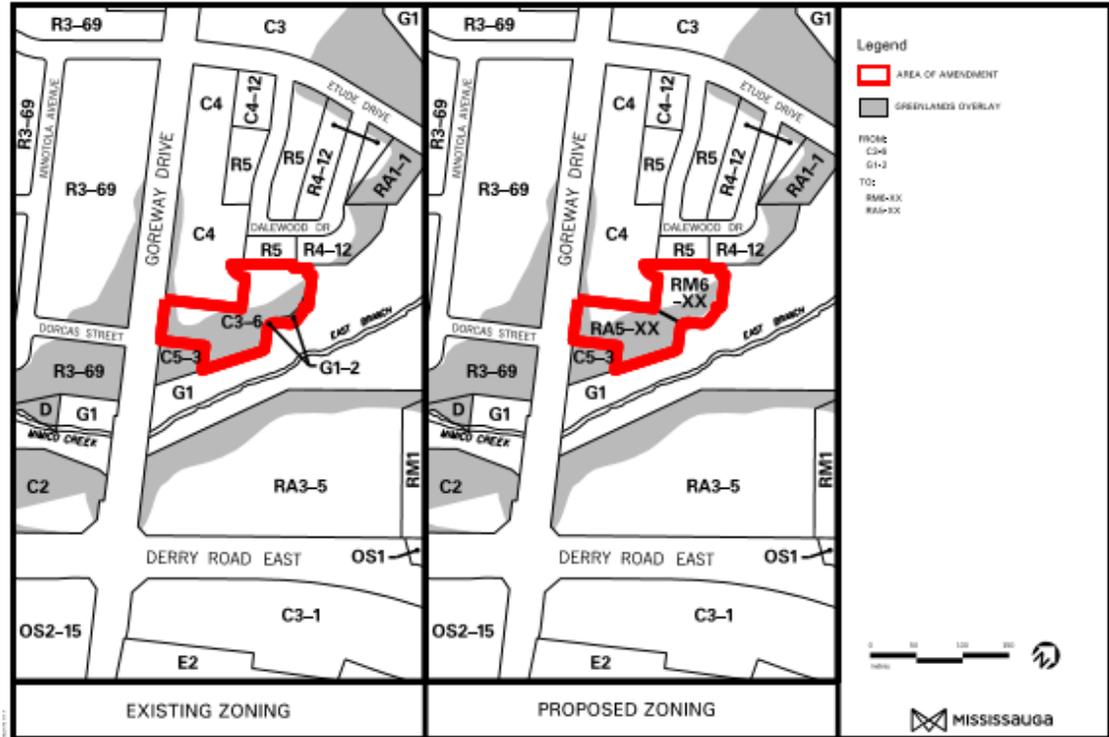
The existing zoning is

**C3-6 (General Commercial-Exception)** and **G1-2 (Greenlands Natural Hazards)**. The **C3-6 (General Commercial)** zoning permits a retail store and accessory outdoor garden centre. The **G1-2 (Greenlands - Natural Hazards)** zoning permits parking for the lands zoned **C3-6 (General Commercial)**, flood control, stormwater management, natural heritage features and area conservation. The property is also subject to the **Greenlands Overlay** which applies to lands within the regulatory floodplain that are not zoned Greenlands.

**Proposed Zoning**

The applicant is proposing an **RA5-Exception (Apartments)** zone to permit apartments, **RM6-Exception (Townhouses on a CEC Road)** zone to permit townhouses.

Through processing of the application staff may recommend more appropriate zoning categories.



### Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	2.9	2.8
Maximum <b>Gross Floor Area – Apartment Zone per storey</b> for each <b>storey</b> above 12 <b>storeys</b>	1 000 m <sup>2</sup> (10 764.2 sq ft.)	750 m <sup>2</sup> (8 073.2 sq ft.)
Maximum <b>Height</b>	77.0 m (252.6 ft.) and 25 <b>storeys</b>	18 <b>storeys</b>
Minimum <b>front yard</b> for that portion of the <b>dwelling</b> with a <b>height</b> greater than 26.0 metres	10.5 m (34.5 ft.)	9.0 m (29.5 ft.)
Minimum <b>interior side yard</b> for that portion of the <b>dwelling</b> with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 metres	6.0 m (19.7 ft.)	3.0 m (9.8 ft.)
Minimum <b>interior side yard</b> for that portion of the <b>dwelling</b> with a <b>height</b> greater than 26.0 metres	9.0 m (29.5 ft.)	8.0 m (26.2 ft.)
Minimum <b>rear yard</b> for that portion of the <b>dwelling</b> with a <b>height</b> greater than 26.0 metres	15.0 m (49.2 ft.)	12.0 m (39.3 ft.)
Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum landscaped area	40%	25%

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	40%
Minimum depth of a <b>landscaped buffer</b> abutting any other <b>lot line</b>	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum number of resident <b>parking spaces</b> per one-bedroom apartment <b>dwelling unit</b>	1.25	1.00
Minimum number of resident <b>parking spaces</b> per two-bedroom apartment <b>dwelling unit</b>	1.40	1.15
Minimum number of resident <b>parking spaces</b> per three bedroom apartment <b>dwelling unit</b>	1.75	1.40
Minimum number of resident <b>parking spaces</b> per townhouse unit	2.0	1.15
Minimum number of visitor spaces per unit	0.20	0.20
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

<b>Zone Regulations</b>	<b>RM6 (Townhouses on a CEC-Road) Zone Regulations</b>	<b>Proposed RM6-Exception Amended Zone Regulations</b>
Minimum <b>setback</b> to all lands zoned <b>G1</b>	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum <b>Interior Lot Area</b>	115 m <sup>2</sup> (1 237.8 sq ft.)	60 m <sup>2</sup> (645.9 sq ft.)
Minimum <b>Front Yard</b> for <b>Interior Lot/CEC Corner Lot</b>	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum <b>Exterior Side Yard</b> for a <b>lot</b> with an <b>exterior side lot line</b> abutting a CEC-road	4.5 m (14.8 ft.)	4.0 m (13.2 ft.)
Minimum <b>Exterior Side Yard</b> for a <b>lot</b> with an <b>exterior side lot line</b> abutting a CEC-sidewalk	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum <b>Rear Yard</b> for <b>Interior Lot/ CEC Corner Lot</b>	7.5 m (24.6 ft.)	3.5 m (11.5 ft.)
Minimum setback of a <b>townhouse</b> to a <b>CEC-amenity area</b>	1.5 m (4.9 ft.)	0.0 m (0.0 ft.)
Minimum width of a <b>CEC-road</b>	7.0 m (22.9 ft.)	6.0 m (19.7 ft.)
Minimum width of a <b>sidewalk</b>	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum number of <b>resident parking spaces</b> ratio per <b>townhouse</b>	2.0	1.15
Minimum number of <b>visitor parking spaces</b> ratio per <b>townhouse</b>	0.25	0.20

## 5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	providing otherwise. (Growth Plan 1.2.2)	<p>convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p> <p>More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)</p>

### Relevant Mississauga Official Plan Policies

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

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the Malton Neighbourhood Character Area and are designated **Mixed Use** and **Greenlands**. The **Mixed Use designation** permits office, restaurants, overnight accommodation and retail and service uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland.

The applicant is proposing to maintain the **Mixed Use** designation but to permit residential uses only. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.2.1 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.  Mississauga will protect and conserve the character of stable residential Neighbourhoods.  Mississauga will establish strategies that protect, enhance and expand the Green System.  Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.  Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.  Intensification within Neighbourhoods may be considered where the proposed development is

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47 Section 6.10.2 Section 6.10.2.1	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p> <p>Land uses located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise, in accordance with the applicable Provincial Government environmental noise guideline, to the satisfaction of the City prior to development approval, to determine appropriate acoustic design criteria.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>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.</p>
<p><b>Chapter 9</b> <b>Build A Desirable</b> <b>Urban Form</b></p>	<p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.6 Section 9.1.15 Section 9.2.2.1 Section 9.2.2.3 Section 9.2.2.6 Section 9.2.3.1 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.8 Section 9.5.1.2 Section 9.5.1.5 Section 9.5.1.7 Section 9.5.1.8 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4</p>	<p>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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands.</li> </ul> <p>Developments will provide a transition in building height and form between Intensification Areas</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p>
<b>Chapter 11 General Land Use Designations</b>	11.2.6 11.2.6.2 11.2.6.3	<p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p> <p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. Lands designated Residential Medium Density permit all forms of townhouse dwellings.</p>
<b>Chapter 16 Neighbourhoods</b>	16.1.1.1 16.1.1.2	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> <li>an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>the development proposal enhances the existing or planned development;</li> <li>the City Structure hierarchy is maintained; and</li> <li>the development proposal is consistent with the policies of this Plan.</li> </ol>
<b>Chapter 19 Implementation</b>	19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

## Affordable Housing

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

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

and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028.

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

## 6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>32 Kindergarten to Grade 5                      13 Grade 6 to Grade 8                      8 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Dunrankin Drive P.S.</p> <p>Enrolment: 453                      Capacity: 631                      Portables: 0</p> <p>Darcel Avenue Senior P.S.</p> <p>Enrolment: 520                      Capacity: 550                      Portables: 1</p> <p>Lincoln M. Alexander S.S.</p> <p>Enrolment: 894                      Capacity: 1 470                      Portables: 0</p>	<p>Student Yield:</p> <p>6 Kindergarten to Grade 8                      5 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Holy Cross</p> <p>Enrolment: 515                      Capacity: 424                      Portables: 10</p> <p>Ascension of Our Lord</p> <p>Enrolment: 767                      Capacity: 774                      Portables: 8</p>

## 7. Community Comments

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

- A number of persons were interested in purchasing units
- Will the proposal include low income housing?

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 29, 2020)	A Functional Servicing Report (FSR) has been submitted and is currently being reviewed. A multi-use demand table is being requested. Private servicing easements may be required. Front-end collection of garbage and recyclable materials will be provided for the apartment and curbside collection will be provided for the townhouses by the Region.
Dufferin-Peel Catholic District School Board (October 23, 2020) and the Peel District School Board (November 2, 2020)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (November 17, 2020)	<p>The subject site is located adjacent to Malton Greenway (P-090) which contains a Greenbelt, woodland, trails and bridges. The park is zoned "G1" (Greenbelt). The site is also located 264 m (866 ft.) from Paul Coffey Park (P-059) which contains the Malton Tennis Club, comfort station, picnic shelters, lit ball diamonds and lit soccer fields. The Park is zone "OS2" (Open Space – City Park).</p> <p>The lands surrounding the subject site on the east side are identified within the City's Natural Heritage System and are classified as Significant Natural Area. It is recommended that all identified hazard lands be dedicated gratuitously to the City as Greenbelt for conservation purposes and appropriately zoned.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comments
City Planning Strategies (November 4, 2020)	<p>Parking: As this time, staff do not support the parking rates as requested. It is recommended that the applicant undertake and submit a revised Parking Utilization Study. It should also be noted that the parking rates shown are for condominium apartment and townhouse units, however at this time the owners/applicants have not confirmed the tenure of the development.</p> <p>Housing: The proposed suite mix (smaller apartments, larger apartments, and ground-oriented units) provides a variety of housing choices for residents. The proposed affordable units (10 ownership units at \$405,000 and 7 ownership units at \$420,000) will offer affordability options to residents, help residents enter the home ownership market, and contribute to the inclusiveness of the Malton / Mississauga community. The city's purpose-built rental unit vacancy rate is currently very low at 1.2%, whereas 3% is considered healthy. If the tenure of the proposal development is rental, this development will be a valuable contribution to the new supply of rental housing in Mississauga. The affordable units will be secured through a Holding Provision, Section 37 agreement, and / or development agreement. The City will seek to verify that the units were sold at the affordable purchase price to a household in need who will use the unit as the principal residence. Verification will occur as a condition of condominium registration.</p>
City Transportation and Works Department (January 6, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers, dated May 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct an internal storm sewer to service the development lands, accommodate adjacent external flow, and construct a new outlet to Mimico Creek through City owned Greenbelt lands. Approval of the proposed plan is required from the Toronto and Region Conservation Authority (TRCA). Approval from Community Services is also required as the proposed outlet is through lands under their jurisdiction.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• Demonstrate that the site is protected from future flooding from the adjacent watercourse;</li> <li>• Demonstrate the feasibility of the proposed private storm sewer;</li> <li>• Demonstrate the feasibility of the proposed municipal storm sewer and headwall; and</li> <li>• Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul>

Agency / Comment Date	Comments
	<p><b>Traffic</b>  A traffic impact study (TIS), prepared by IBI Group and dated May 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification regarding the trip distribution methodology and the existing background developments within proximity to the proposed development. Additionally, staff are requesting further safety mitigations at the intersection of Goreway Drive and Dorcas Street due to the existing geometric conditions in order to increase safety for pedestrians and vehicles.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• An updated Traffic Impact Study addressing all staff comments;</li> <li>• A revised Site Plan to remove the northern access;</li> <li>• Consolidate the southern access point with the adjacent property</li> </ul> <p><b>Environmental Compliance</b>  The Phase One Environmental Site Assessment (ESA) dated April 22, 2020 prepared by Grounded Engineering, was submitted in support of the proposed development. The results of the Phase One ESA indicate that further investigation is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• A complete ESSQD form (provided form was incomplete);</li> <li>• A reliance letter for the Phase One ESA report;</li> <li>• A Phase Two ESA with reliance letter;</li> <li>• Confirmation if 7075 Goreway Drive forms part of this application;</li> <li>• Clarification regarding land dedication;</li> <li>• Temporary Discharge to Storm Sewer Commitment Letter.</li> </ul> <p><b>Noise</b>  The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and aircraft noise from Toronto Pearson International Airport. No significant Stationary noise sources from adjacent buildings and facilities were identified. Noise mitigation will be required, details of which will be confirmed through the Site Plan process.</p> <p><b>Engineering Plans/Drawings</b>  The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Toronto and Region Conservation Authority (November 19, 2020)	TRCA is requesting revised site grading drawings to reflect the Mimico Creek Hydraulic Modeling and an update to the Functional Servicing Report to address technical requirements. TRCA staff support the dedication of hazard lands into public ownership. Staff are satisfied with the Environmental Impact Statement submitted however additional planning details of the proposed enhancement plan are required.

Agency / Comment Date	Comments
Greater Toronto Airport Authority (December 1, 2020)	<p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are affected by the following obstacle zoning restriction: the Outer Surface. The maximum allowable development elevation under this restriction is 219.46 metres Above Sea Level (A.S.L.).</p> <p>Based on the following information provided by IBI Group dated June 2020:            Finished Floor Elevation: 165.55 metres A.S.L.            Maximum height of proposed buildings: 66.10 and 59.70 metres            Proposed top elevations: 231.65 and 225.25 metres A.S.L            the proposed two apartment buildings would violate the height limits associated with the Regulations.</p> <p>Based on its location, this proposal will require submission to NAV CANADA for their review of possible impacts on navigation, surveillance and communication equipment operating at Toronto Pearson International Airport. However, we will not proceed with a land use submission until revised drawings (including full geographic coordinates for the building locations) become available.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- City of Mississauga - Community Services – Heritage Division, Forestry Division, Public Art Coordinator</li> <li>- City of Mississauga - Fire Prevention</li> <li>- City of Mississauga - Economic Development</li> <li>- City of Mississauga - Realty Services</li> <li>- City of Mississauga - Transit Division</li> <li>- Trillium Health Partners</li> <li>- Canada Post</li> </ul>

	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Bell Canada</li> <li>- Rogers Cable</li> <li>- Enbridge Gas</li> <li>- City of Toronto</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Conseil Scolaire Viamonde</li> </ul>
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Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Is the proposal compatible with the character of the area given the proposed height, lot coverage and density?
- What are the expected traffic impacts?
- Are the proposed limits of development acceptable?

### **Development Requirements**

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City.

## **9. Section 37 Community Benefits (Bonus Zoning)**

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

# Recommendation Report Detailed Planning Analysis

**Owner: 7085 Goreway Developments Limited**

## 7085 Goreway Drive

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## 1. Community Comments

Comments from the public were generally directed towards tenure, unit types and the floodplain limit. Below is a summary and response to the specific comments heard.

### Comment

Will the development be low-income housing?

### Response

The proposed development is for a market rental apartment building.

### Comment

Will the development respect the floodplain limit?

### Response

The applicant has submitted a Flood Hazard Assessment Report that was reviewed by the Toronto and Region Conservation Authority (TRCA) and the City of Mississauga Storm Drainage Staff. The proposed site plan identifies the existing floodplain and demonstrates that the development would be outside the floodplain and graded to avoid flood inundation.

## 2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies first on October 5, 2020 with additional circulation of the applications on June 23, 2022, March 23, 2023, and July 18, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Region of Peel

Comments dated August 31, 2023, state that the Functional Servicing Report (FSR) revised July 2023, needs to be updated to reflect the actual population and sanitary flows recalculated. The Region has advised that this information can be provided as part of the Holding Provision removal application.

The Region will be a party to the Development Agreement and further information regarding all landscaping/easement encroachments will be required along with updated registered easement documents and parcel abstracts.

Waste collection requirements have been met in accordance with the Region's Waste Collection Design Standards Manual.

### Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance

can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements.

### *Stormwater*

A Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers dated July 10, 2023, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or the impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

The applicant proposes to construct a storm system to service the development lands with an outlet to Mimico Creek. In addition, irrigation on site is being considered. The applicant has demonstrated a satisfactory stormwater concept in principle, the details of which can be confirmed through an engineering submission review as part of a Holding Provision removal application. Further details related to the irrigation to meet the water balance requirement, as well as the overall refinement of the stormwater management report will be addressed prior to Site Plan approval.

### *Traffic*

Three Transportation Impact Study (TIS) submissions were prepared by IBI Group in support of the proposed development. The third submission dated March 2023,

complies with the City's TIS Guidelines and is deemed to be satisfactory.

The study concluded that the proposed development is anticipated to generate approximately 89 (21 in, 68 out) and 104 (63 in, 41 out) two-way site trips for the weekday AM and PM peak hours in 2025, respectively.

With the additional traffic generated by the proposed development, the study area intersections and the proposed vehicular access are expected to operate at acceptable levels of service, with minimal impact to existing traffic conditions. Further information is required to demonstrate the feasibility of the future required access interconnection with the property to the south.

### *Environmental Compliance*

An updated Phase One Environmental Site Assessment (ESA) dated June 6, 2022, and a Phase Two ESA dated June 15, 2022, both prepared by Grounded Engineering Inc., were submitted for review. The Phase Two ESA indicated that no further environmental investigation is required. A Record of Site Condition was filed for the property with the Ministry of Environment, Conservation and Parks in August 2022.

### *Noise*

An Environmental Noise Assessment dated June 2022 and prepared by SLR Consulting (Canada) Ltd., was received for

review. The study evaluates the potential impact of noise both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Goreway Drive and Derry Road East, and aircraft traffic from Toronto Pearson Airport. Noise mitigation will be required in the form of air conditioning units and upgraded building materials, the details of which will be confirmed through the site plan application and building permit process.

#### *Engineering Plans/Drawings*

Should this rezoning application be approved by Council, other outstanding engineering matters can be addressed through the 'H' Holding Zone removal application. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement. Site-specific details will include, but not be limited to: grading, municipal infrastructure design and construction and land dedications.

#### **Community Services**

In comments dated August 17, 2023, an updated Environmental Impact Statement is needed to demonstrate grading details, provide clarity on the impacts to the existing City owned Malton Greenway, and remove any restoration planting that is shown within lands that are proposed to be dedicated to the City (below the proposed line of flood plain).

A draft Reference Plan is to be submitted identifying all lands below the proposed Long Term Stable Top of Slope that are intended to be deeded gratuitously to the City.

Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with the City's Policies and By-laws.

#### **School Accommodation**

In comments, dated September 7, 2023, the Dufferin-Peel Catholic District School Board, responded that it is satisfied with the current provision of educational facilities for the catchment area, and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

In comments, dated September 7, 2023, the Peel District School Board, responded that the comments remain unchanged for this application. Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.

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

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

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

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

### **4. Consistency with PPS**

The Public Meeting Report dated January 22, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

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

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.1.3.6 of the PPS states that 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 subject site and development proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

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

The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.

Section 2.2.1.2 notes that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities.

Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 4.2.2.6 directs municipalities to continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it provides for intensification of an underutilized site within a delineated built-up area, in a manner which is consistent with the existing and planned character of the immediate area.

The policies of the *Greenbelt Plan* and the *Parkway Belt West Plan* are not applicable to these applications.

## 6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new Region of Peel Official Plan (New ROP). The New ROP was approved with modifications by the Province on November 4, 2022. The applications were deemed complete on October 2, 2020 and are therefore subject to the policies of the former Region of Peel Official Plan (Former ROP) that were in force at the time of submission.

As summarized in the public meeting report dated January 22, 2021 (Appendix 1), the proposed development does not require an amendment to the Former ROP. The subject property is located within the Urban System of the Region of Peel. The proposed development generally achieves many of the objectives and policies of the Former ROP, including directing redevelopment to the urban system, encouraging a pattern of compact forms, providing an appropriate range of housing, support pedestrian-friendly and transit-supportive opportunities for intensification (Section 5).

The proposed development conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the Malton neighbourhood.

## 7. Mississauga Official Plan (MOP)

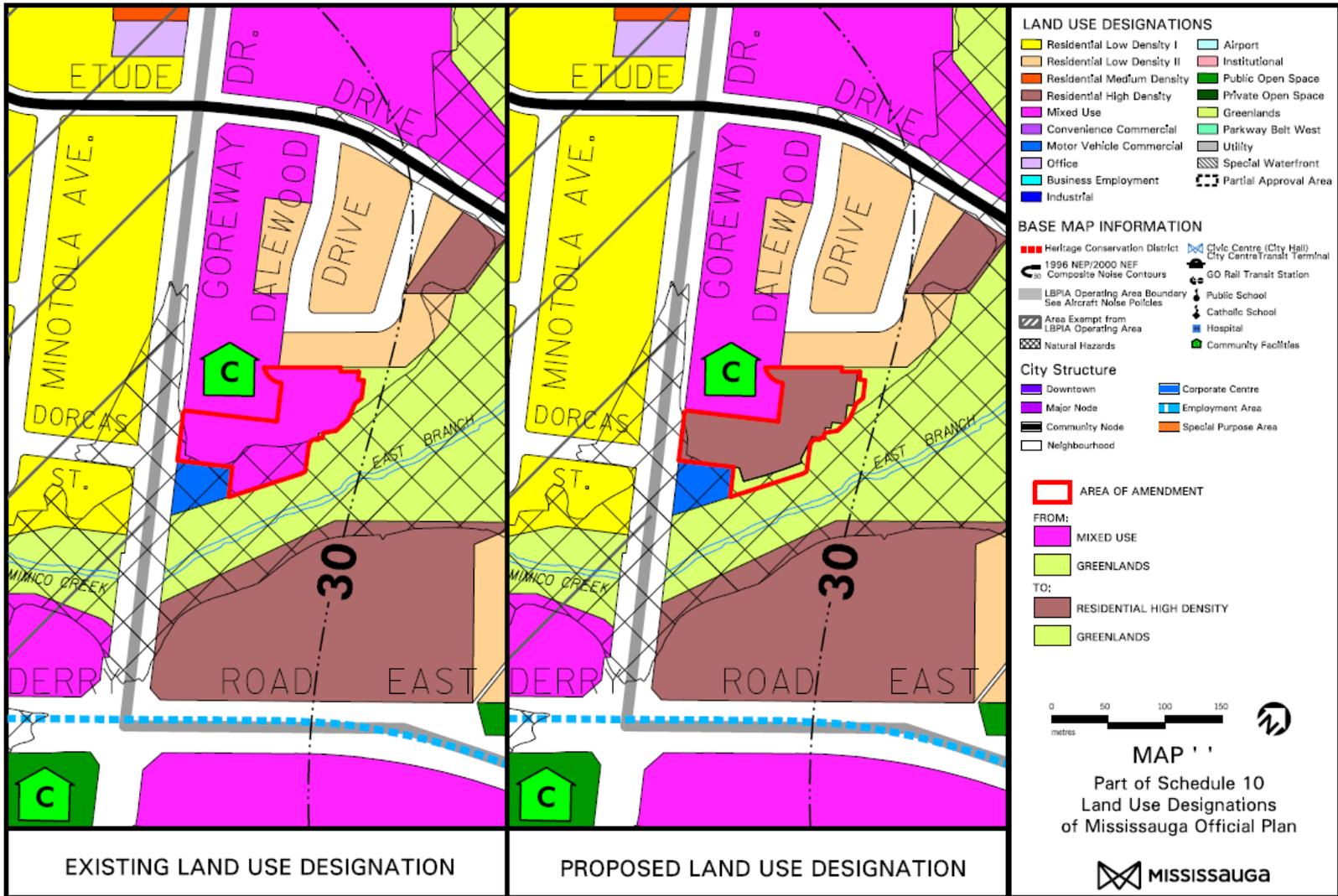
The policies of the Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting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

The proposal requires an amendment to the Mississauga Official Plan Policies for the Malton Neighbourhood Character Area from **Mixed Use** Special Site 2 to **Residential High Density** Special Site 2 and **Greenlands** for an increase in height to permit a 14 storey, 228 unit, apartment building with ground floor commercial space. The **Residential High Density** designation is appropriate to accommodate the development given that the proposal is mostly residential and contains one floor of commercial uses. The **Greenlands** designation and Natural Hazards overlay is proposed to be extended to include the lands south of the long term stable top of slope.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?*

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.



Excerpt of Malton Neighbourhood Character Area Land Use Map

The following is an analysis of the key policies and criteria:

The subject site is designated **Mixed Use** and **Greenlands**. The **Mixed Use** designation permits office, restaurants, overnight accommodation and retail and service uses together with residential uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland. The **Greenlands** designation will remain and the additional lands below the long term stable top of slope are proposed to be dedicated to the City of Mississauga and redesignated.

#### *Directing Growth*

The subject site is located in the Malton Neighbourhood Character Area, on the east side of Goreway Drive, north of Derry Road East. Neighbourhoods are to accommodate modest intensification and focus on residential uses and associated services. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. The site is currently vacant and was previously occupied by a one storey commercial building and surface parking (formerly Starwind Supermarket) that was demolished in 2022.

The property fronts onto Goreway Drive which is a major collector road that is serviced by four MiWay public transit routes. Goreway Road is also identified in MOP as a Corridor. Higher density uses are envisioned to be located along corridors within Neighbourhoods and should be compact and appropriate to the context of the surrounding Neighbourhood (MOP 5.3.5.3).

The general policies in the Direct Growth section of MOP direct infill development and intensification within neighbourhoods to be located on corridors and on former commercial sites, provided redevelopment is consistent with transition and compatibility policies.

The site is within close proximity to the Westwood Square Shopping Centre, which is located at the northeast corner of Goreway Drive and Etude Drive. Westwood Square Shopping Centre contains a number of commercial uses including a grocery store, many retail stores, personal services and restaurants. In accordance with the vision for the Malton Neighbourhood Character Area, the city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community (MOP 16.15.1).

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options.

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing

communities by replacing aged buildings, develop vacant or underutilized lots and by adding to the variety of building forms and tenures.

The proposed development represents an opportunity to modestly intensify and increase the range of housing in the area with the addition of a market rental apartment building that will contribute to the housing choices in the neighbourhood. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns but rather when development does occur it should be sensitive to the Neighbourhood's existing and planned character (MOP 5.3.5).

Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas (MOP 5.3.5.2). This infill development proposes commercial uses on the ground floor that will effectively intensify a vacant parcel and add to the commercial options along Goreway Drive.

Furthermore, MOP indicates that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The proposed development provides an opportunity to increase the variety of

housing forms and options in the surrounding area and contributes to the rental housing options available in the City.

The property is subject to the Malton Neighbourhood Character Area policies that provide direction regarding height, built form, massing, and site design. A maximum height of four storeys is permitted in the Malton Neighbourhood Character Area. The applicant proposes to construct a 14 storey apartment containing 228 dwelling units and 371 m<sup>2</sup> (3,993.4 ft<sup>2</sup>) of ground floor commercial space.

Section 16.1.1.2 states that proposals for heights more than four storey or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that:

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

Building heights should be introduced in a manner that reinforces the City Structure, achieves appropriate scale and transition relative to the planned context, and integrates into the character of the surrounding area. In accordance with MOP, the proposed **Residential High Density** designation and an apartment building with ground floor commercial is appropriate on the property subject to the satisfaction of criteria set forth in

MOP including the demonstration of compatibility with adjacent lands and an appropriate site and development layout.

The proposed apartment building represents a form of residential infill development that is considered to be appropriate given its location along a corridor and provides for additional housing options in the area. The proposal appropriately fits within the surrounding residential context while also re-integrating commercial uses into the neighbourhood.

#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Malton Neighbourhood Character Area. A range of uses are permitted in the neighbourhood including various forms of residential and commercial uses. The surrounding lands are designated **Residential Low Density** to the west and **Mixed Use** and **Residential High Density** to the north and south with residential, commercial and institutional uses.

The proposed amendment to the **Residential High Density** designation will permit the apartment building with ground floor commercial space. This allows for an appropriate level of intensification within an area that already features a variety of residential densities and apartment buildings to the south of the property.

The proposed building has been designed to implement an appropriate interface along the Goreway Drive frontage to

reduce the impact on adjacent neighbours and the natural area to the south. An unencumbered landscape buffer along the south property line provides for preservation of the Malton Greenway designated as **Greenlands**. The building also incorporates three at-grade retail commercial units. The building is setback 10 m (32.8 ft.) from the front property line which includes a landscaped buffer fronting Goreway Drive. The ground floor uses and the building have been appropriately set back from the property line which enhances the public realm in this area and activates the frontage along Goreway Drive.

#### *Flooding*

There is now one proposed access along Goreway Drive close to the southern property line. The applicant has demonstrated to the satisfaction of the City's Emergency Services and the Toronto and Region Conservation Authority (TRCA) that the flood depths are within allowable levels and that adequate ingress/egress for emergency services and vehicles can function safely using the driveway entrance.

The Official Plan states that new development in Neighbourhoods must minimize overshadowing and overlook on adjacent neighbours, and be designed to respect the scale, massing, character and grades of the surrounding area. The proposed building meets this criteria as it includes reduced projections and incorporates step backs along the westerly side of the building at the seventh and tenth floors. Additionally, there is a 3.0 m (9.8 ft.) interior side yard setback to the north property line and a 10.0 m (32.8 ft.) setback to the building face at this

point to provide adequate separation from the adjacent fire station.

The proposed development meets the directives of MOP and has been designed to be compatible with the surrounding area.

### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The Malton GO Station is located approximately 1 km (0.62 miles) southwest of the property. The property is well-served by major City of Mississauga facilities such as the Malton Library, Malton Community Centre and Paul Coffey Arena.

The site is currently serviced by the following MiWay Transit routes:

- Number 11 from Westwood Square Shopping Centre with direct access to the Kipling Bus Terminal
- Number 42 on Derry Road having direct access to Meadowvale Town Centre

There is a transit stop on Goreway Drive within 31 m (101 ft.) of the site.

Immediately north of the site, there is a Fire Station and Paramedic Station and further north there are commercial plazas with various retail, personal service and financial uses along with restaurants.

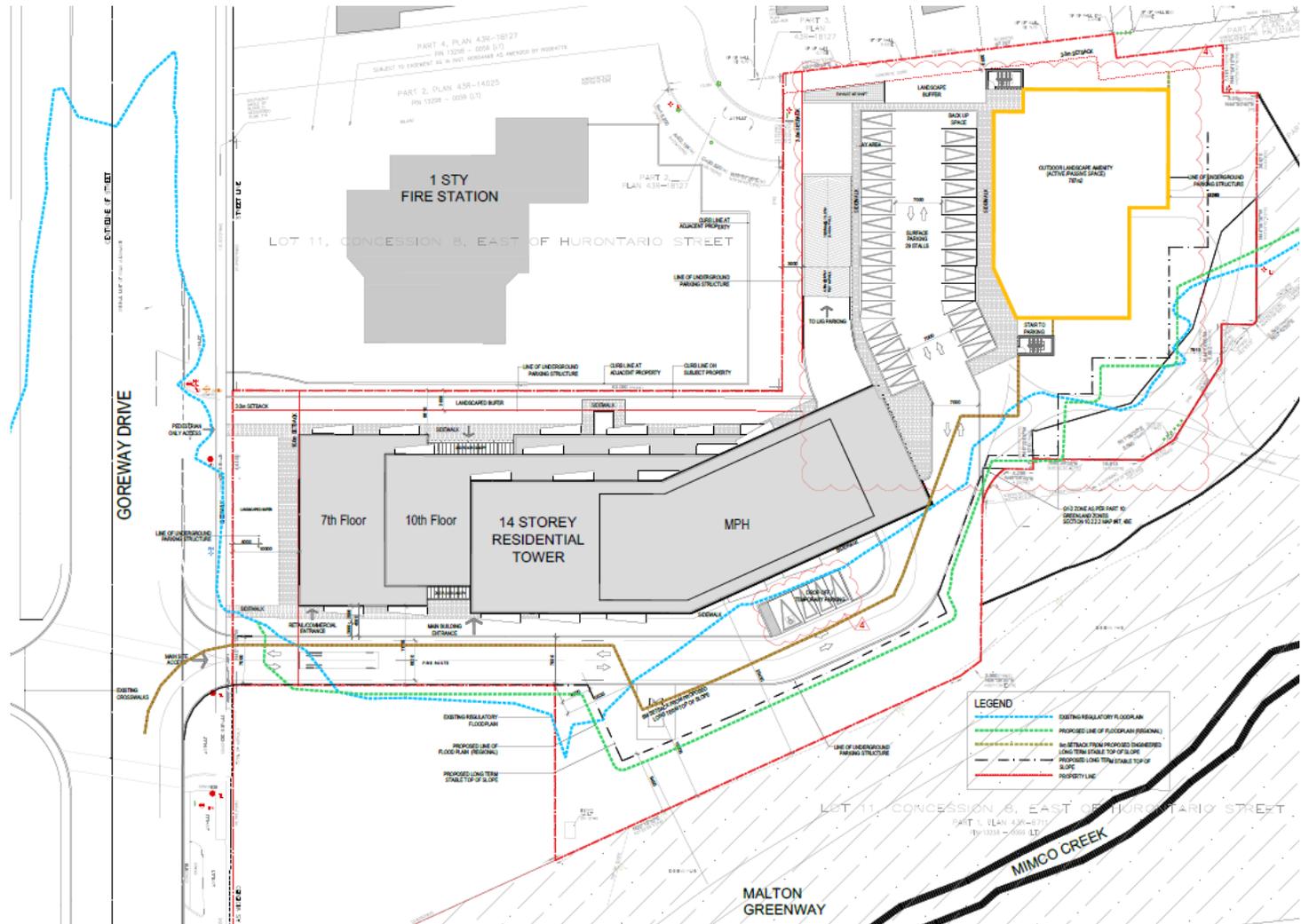
The proposed development is located in an area that provides access to both community and transportation services.

For these reasons, these applications are consistent with MOP, the Former and New Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## **8. Revised Site Plan and Elevations**

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

# Site Plan



**Applicant's Renderings**



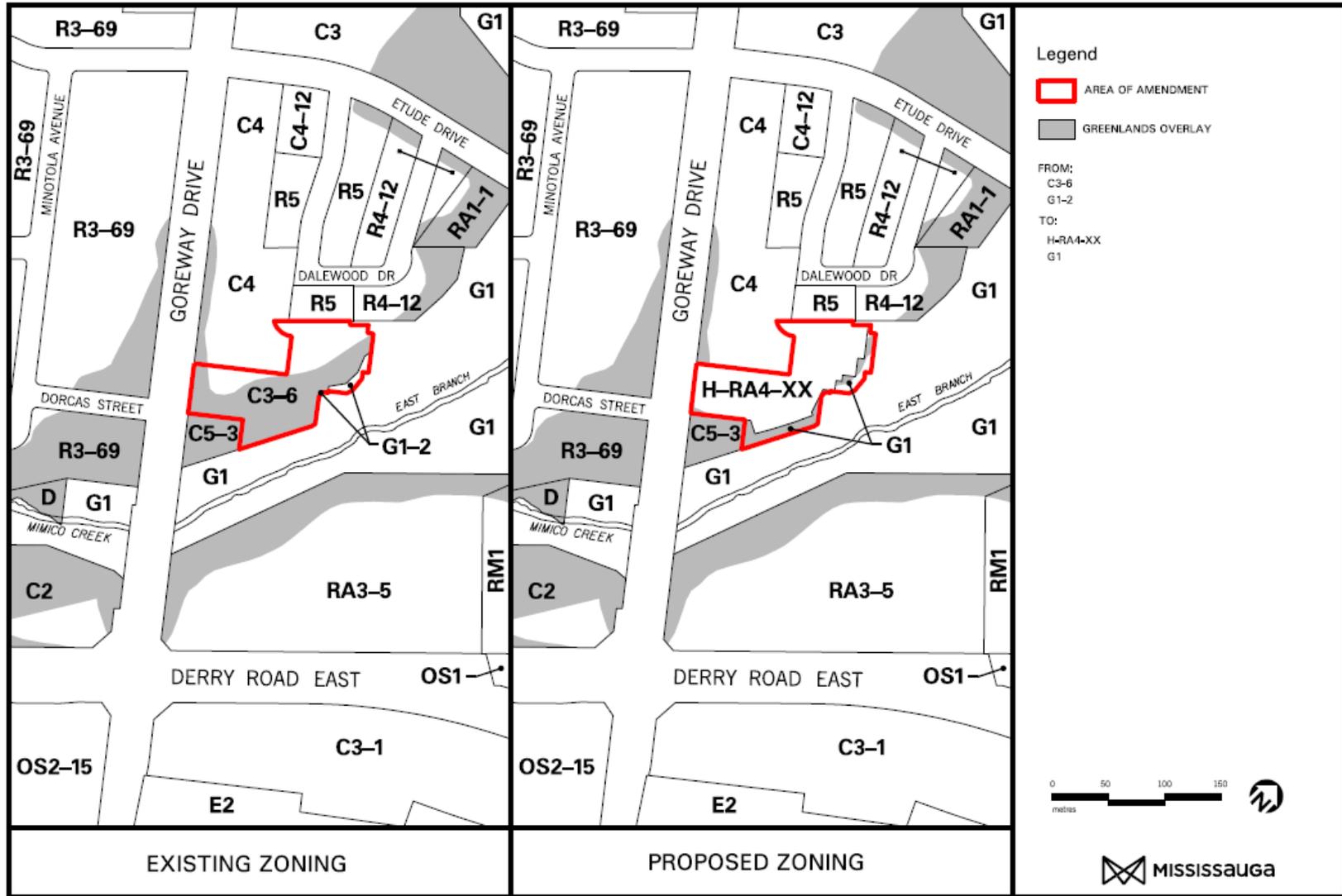
View looking south along Goreway Drive



View looking north along Goreway Drive

## 9. Zoning

The proposed **H-RA4-Exception** (Apartments – Exception) and **G1** (Greenlands) zones are appropriate to accommodate the proposed 14 storey apartment building with ground floor commercial space. The **G1-2** (Greenlands – Natural Hazard) exception permits parking for lands zoned **C3-6** (General Commercial – Exception). These lands, along with the lands south of the long term stable top of slope that are to be dedicated to the City, will be rezoned to **G1** (Greenlands).



Excerpt of Zoning By-law Map #48E

Below is an updated summary of the proposed site specific zoning provisions. Additional regulations will be implemented via an exception schedule to reflect the updated site plan in Section 8.

### Proposed Zoning Regulations

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, Retail Store, Restaurant, Take-Out Restaurant, Financial Institution, Service Establishment, Office
Maximum <b>height</b>	56.0 m and 18 <b>storeys</b>	47.5 m and 14 <b>storeys</b>
Maximum <b>Floor Space Index (FSI)</b>	1.8	2.3
Minimum <b>gross floor area – non-residential</b> used for any <b>use</b> or combination of <b>uses</b>	--	370 m <sup>2</sup>
Maximum projection of a <b>balcony</b> measured	1.0 m (3.2 ft.)	2.0 m (6.5 ft.)

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects		
Minimum <b>landscaped area</b>	40% of lot area	34% of lot area
Minimum depth of <b>Landscaped Buffer</b> abutting lands within a <b>Residential Zone</b>	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting lands zoned <b>C5-3</b>	3.0 m (9.8 ft.)	0.0 m
Minimum depth of a <b>landscaped buffer</b> abutting lands zoned <b>G1</b>	4.5 m (14.7 ft.)	0.0 m
Maximum parallel length of a walkway permitted in the required <b>landscaped buffer</b> abutting a C4 zone along the northerly <b>lot line</b>	--	10.0 m

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 10. "H" Holding Provision

Should the application be approved by Council, outstanding technical feasibility matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an "H" Holding Provision, which can be lifted upon:

- Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga;
- Satisfactory arrangements with the Transportation and Works Department for the appropriate storm sewer outlet design and construction required to service the lands and external flows;
- Provision of a public vehicular and pedestrian access easement in favour of the City, to protect for future interconnectivity with the lands to the south, municipally known as 7075 Goreway Drive, to the satisfaction of the City;
- The dedication of lands zoned Greenlands into public ownership to the satisfaction of the City;
- Submission of an updated Functional Servicing Report, Environmental Impact Statement, and Grading Plan.

## 11. Bonus Zoning

The *Planning Act* was amended by Bill 197, COVID-19 *Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). According to the *Planning Act*, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC bylaw will apply. Should this application be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division. The by-law specifies which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the proposed development is more than five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

## **12. Site Plan**

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters pertaining to the City's various development engineering, landscaping and urban design standards.

## **13. Conclusions**

In conclusion, City staff has evaluated the applications to permit a 14 storey apartment building with ground floor commercial space against the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Former and New Region of Peel Official Plan and Mississauga Official Plan.

The proposed development modestly intensifies a vacant parcel of land along a Corridor with access to existing infrastructure. It has been designed to be compatible with adjacent uses and provides for a built form that supports a mix of housing types and tenures within the Malton Neighbourhood.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions outlined in this report.

A by-law to Adopt Mississauga Official Plan Amendment No. 162

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 162, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation from Mixed Use and Greenlands to Residential High Density and Greenlands within the Malton Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 162 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: September 27, 2023
File: OZ 20-013 W5

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

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

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

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

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

4.15.5.56	Exception: RA4-56	Map # 48E	By-law:
In a RA4-56 zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA4 zone except that the following <b>uses</b> /regulations shall apply:			
<b>Additional Permitted Uses</b>			
4.15.5.56.1	(1) <b>Retail Store</b> (2) <b>Restaurant</b> (3) <b>Take-Out Restaurant</b> (4) <b>Service Establishment</b> (5) <b>Financial Institution</b> (6) <b>Office</b>		
<b>Regulations</b>			
4.15.5.56.2	The provisions of Lines 1.0 and 3.0 contained in Table 2.1.2.1.1, Subsections 2.1.14, 4.1.8 and Article 4.1.15.1 of this By-law shall not apply		
4.15.5.56.3	<b>Uses</b> contained in Sentence 4.15.5.56.1 of this Exception shall not be located above the <b>first storey</b>		
4.15.5.56.4	The <b>uses</b> contained in Sentence 4.15.5.56.1 of this Exception shall only be located within a <b>building, structure</b> or part thereof, used for an <b>apartment, long-term care building, retirement building</b> , or any combination thereof		
4.15.5.56.5	Maximum <b>floor space index - apartment zone</b>		2.3
4.15.5.56.6	Minimum <b>gross floor area - non-residential</b> used for any <b>use</b> or combination of <b>uses</b> contained in Sentence 4.15.5.56.1 of this Exception		370 m <sup>2</sup>
4.15.5.56.7	Notwithstanding Sentence 4.15.5.56.13 of this Exception, maximum projection of a <b>balcony</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects		2.0 m

4.15.5.56	Exception: RA4-56	Map # 48E	By-law:
4.15.5.56.8	Minimum <b>landscaped area</b>		34% of the <b>lot area</b>
4.15.5.56.9	Minimum depth of <b>landscaped buffer</b> abutting lands with a Residential Zone		3.0 m
4.15.5.56.10	Minimum depth of a <b>landscaped buffer</b> abutting lands zoned C5-3		0.0 m
4.15.5.56.11	Minimum depth of a <b>landscaped buffer</b> abutting lands zoned G1		0.0 m
4.15.5.56.12	Maximum parallel length of a walkway permitted in the required <b>landscaped buffer</b> abutting a C4 zone along the northerly <b>lot line</b>		10.0 m
4.15.5.56.13	All site development plans shall comply with Schedule RA4-56 of this Exception		
<b>Holding Provision</b>			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA4-56 by further amendment to Map 48E of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> <li>(1) delivery of an executed Development Agreement in a form and on terms satisfactory to The Corporation of the City of Mississauga ("City");</li> <li>(2) satisfactory arrangements with the City's Transportation and Works Department for the appropriate storm sewer outlet design required to service the lands and external flows;</li> <li>(3) provision of a public vehicular and pedestrian access easement in favour of the City, to protect for future interconnectivity with the lands to the south, municipally known as 7075 Goreway Drive, to the satisfaction of the City;</li> <li>(4) the dedication of lands zoned G1 into public ownership to the satisfaction of the City;</li> <li>(5) submission of an updated Functional Servicing Report, Environmental Impact Statement, and Grading Plan.</li> </ol>			

2. Map Number 48E 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 "C3-6" and "G1-2" to "H-RA4-56" and "G1", and by deleting therefrom a portion of the Greenlands Overlay from the zoning of Part of Lot 11, Concession 8, East of Hurontario Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA4-56" and "G1" zoning shall only apply to the lands which are shown on the attached Schedule "A", and the Greenlands Overlay shall not apply to a portion of the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA4-56" and "G1" zoning indicated thereon and the Greenlands Overlay deleted therefrom.

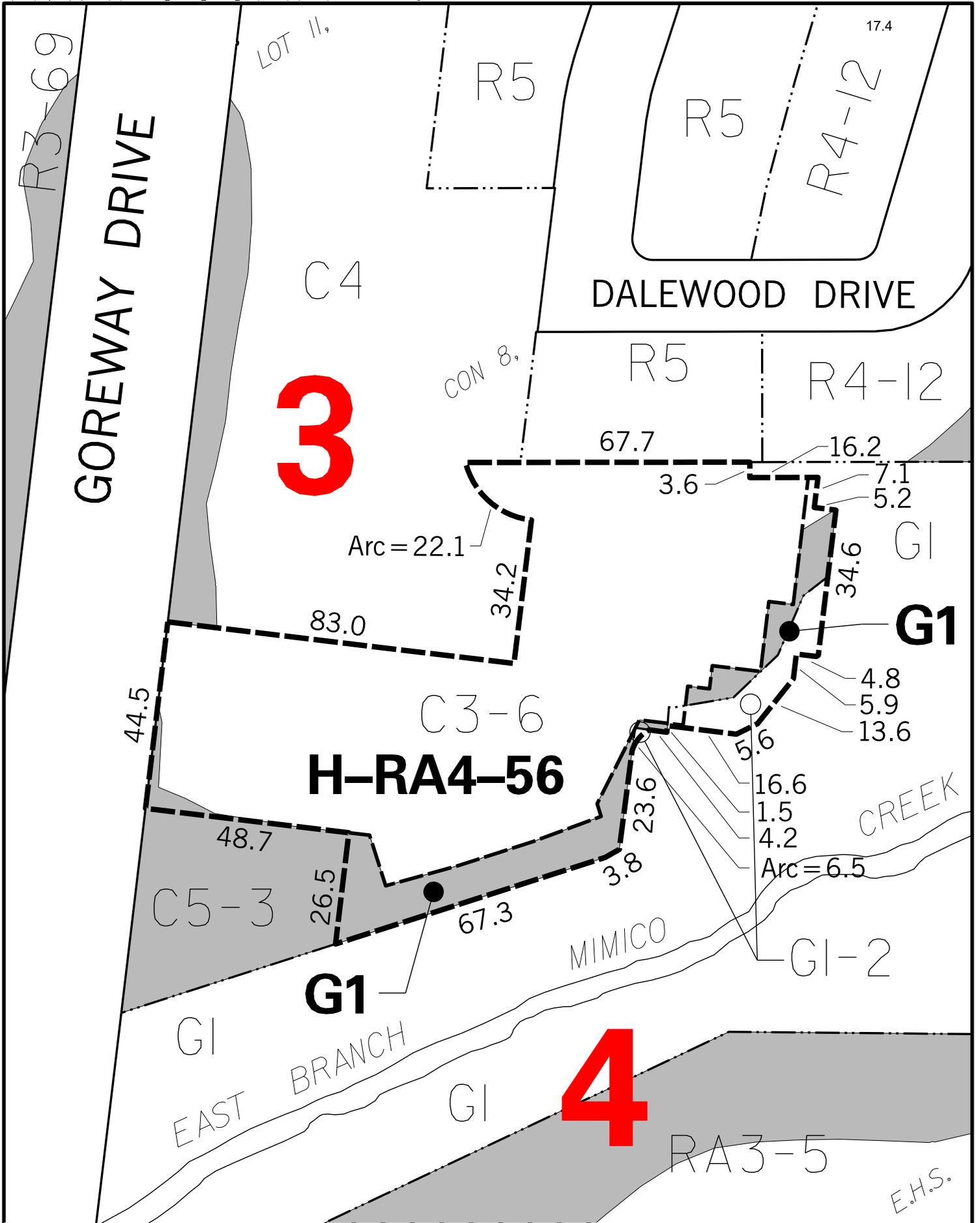
- 3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 162 is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: September 29, 2023
File: OZ 20-013 W5

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



AREA SUBJECT TO REZONING



GREENLANDS OVERLAY

**1,2,3,4**

PARKING PRECINCT



PARKING PRECINCT BOUNDARY



ARROW FOR EXISTING ZONING

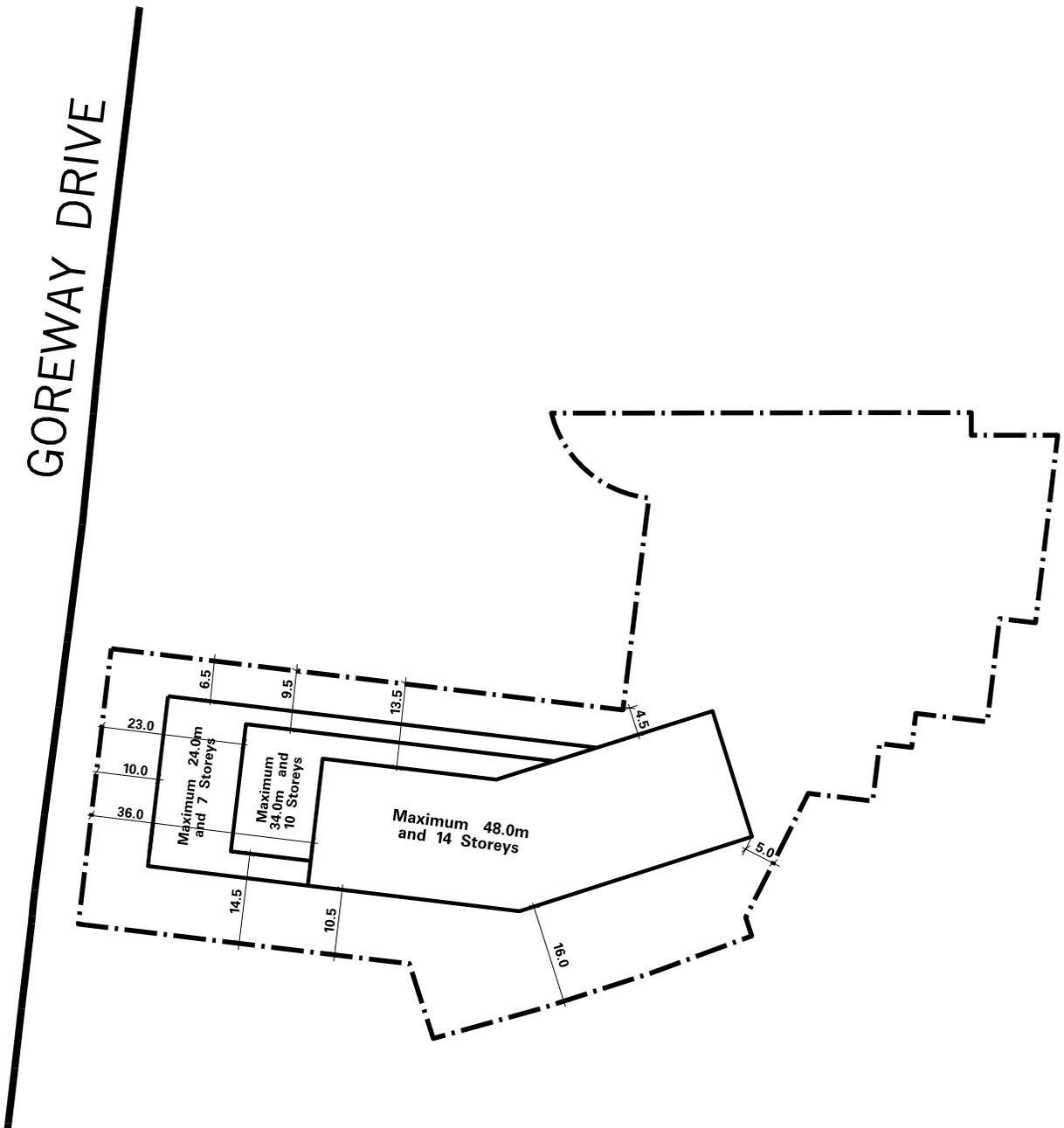


ARROW FOR PROPOSED ZONING

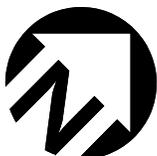
This is not a Plan of Survey. For accurate boundary information refer to Plan 43R20302.

**THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_**

**CITY OF MISSISSAUGA**



-  BUILDABLE AREA
-  ZONE BOUNDARY



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

**THIS IS SCHEDULE "RA4-56"**

**AS ATTACHED TO BY-LAW \_\_\_\_\_**

This is not a Plan of Survey.

**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 a 14 storey apartment with commercial uses on the ground floor.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C3-6" (General Commercial - Exception) and "G1-2" (Greenlands - Natural Hazards - Exception) to "H-RA4-56" (Apartments - Exception with a Holding Provision) and "G1" (Greenlands - Natural Hazards).

"C3-6" only permits a retail store.

"G1" permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

Upon removal of the "H" provision, the "RA4-56" zone will permit a 14 storey apartment with specific regulations for yards and setbacks.

Location of Lands Affected

East side of Goreway Drive, south of Dalewood Drive, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Shaesta Hussen of the City Planning and Building Department at 905-615-3200 ext. 5532.

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 words ", including a **parapet**" to the definition of "**Height**" in Section 1.2 as follows:

<b>Height</b>	<p>(2) means, with reference to the height of a <b>detached dwelling, semi-detached, duplex or triplex</b>, the vertical distance between the <b>average grade</b> and:</p> <p style="padding-left: 20px;">(2.1) the highest point of the roof surface of a <b>flat roof, including a parapet</b>; or <i>(0325-2008), (0174-2017)</i></p> <p style="padding-left: 20px;">See Illustration No. 6 - Section 1.3 - Illustrations</p> <p>(3) means, with reference to the height of a <b>townhouse, back to back townhouse and stacked townhouse</b>, the vertical distance between the <b>context grade</b> and:</p> <p style="padding-left: 20px;">(3.1) the highest point of the roof surface of a <b>flat roof, including a parapet</b>; or <i>(0181-2018/LPAT Order 2019 February 15)</i></p> <p style="padding-left: 20px;">See Illustration No. 6 - Section 1.3 - Illustrations</p>
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2. By-law Number 0225-2007, as amended, is further amended by deleting the number "50%" from the definition of "**Flat Roof**" and substituting with the number "35%" in Section 1.2 as follows:

Roof:	<p style="padding-left: 20px;"><b>Flat Roof</b> means a roof where <del>50%</del> 35% or more of the total roof area has a roof angle of less than 15° above the horizontal. <i>(0174-2017)</i></p> <p style="padding-left: 20px;">See Illustration No. 16 - Section 1.3 - Illustrations</p>
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3. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Roof:	
<b>Parapet</b>	means the extension of a wall that continues vertically above the edge of a roof, in whole or in part.

4. By-law Number 0225-2007, as amended, is further amended by bolding the defined term "**Parapet**" where it appears throughout By-law 0225-2007.
5. By-law Number 0225-2007, as amended, is further amended by adding the words ", and shall not include a **parapet**" to the definition of "**Sloped Roof**" in Section 1.2 as follows:

Roof:	
<b>Sloped Roof</b>	means a roof with a roof angle greater than or equal to 15° and less than 60° above the horizontal, and shall not include a <b>parapet</b> . (0174-2017)
See Illustration No. 16 - Section 1.3 - Illustrations.	

6. The greyed-out text, identified in Sections 1, 2, and 5 of this By-law, is for information purposes only and does not form part of the amendments contained in this By-law.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: September 18, 2023
File: BL.09-CIT

**APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to amend Mississauga Zoning By-law 0225-2007, as amended, by adding/revising definitions for height, flat roof, parapet and sloped roof.

Location of Lands Affected

All lands in the City of Mississauga.

Further information regarding this By-law may be obtained from Rob Vertolli of the City Planning and Building Department at 905-615-3200 ext. 8248.

<http://teamsites.mississauga.ca/sites/18/bylaws/bl.09-cit no.15 by-law.rv.jmcc.docx>

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

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

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

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

4.15.3.24	Exception: RA2-24	Map #57	By-law:
In a RA2-24 zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA2 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.15.3.24.1	The provisions contained in Subsections 2.1.14 and 4.1.8 of this By-law shall not apply		
4.15.3.24.2	Maximum <b>floor space index - apartment zone</b>		2.2
4.15.3.24.3	Maximum <b>height</b>		20.0 m and 6 <b>storeys</b>
4.15.3.24.4	Notwithstanding Sentence 4.15.3.24.22 of this Exception, minimum <b>front yard</b> for that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m		7.8 m
4.15.3.24.5	Notwithstanding Sentence 4.15.3.24.22 of this Exception, minimum <b>interior side yard</b> for that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m abutting a Residential Zone		19.5 m
4.15.3.24.6	Notwithstanding Sentence 4.15.3.24.22 of this Exception, minimum <b>interior side yard</b> for that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m abutting lands with a Greenlands Zone		6.7 m

4.15.3.24	Exception: RA2-24	Map #57	By-law:
4.15.3.24.7	Notwithstanding Sentence 4.15.3.24.22 of this Exception, maximum projection of a <b>porch, balcony</b> located on the <b>first storey</b> , staircase or landing, measured from the outermost face or faces of the <b>building</b> from which the <b>porch, balcony</b> , staircase or landing projects		3.2 m
4.15.3.24.8	Notwithstanding Sentence 4.15.3.24.22 of this Exception, maximum projection of a <b>balcony</b> located on the second, third, fourth, and sixth <b>storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects		1.8 m
4.15.3.24.9	Notwithstanding Sentence 4.15.3.24.22 of this Exception, maximum projection of a <b>balcony</b> located on the fifth <b>storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects, and abutting a <b>front lot line</b>		4.6 m
4.15.3.24.10	Notwithstanding Sentence 4.15.3.24.22 of this Exception, maximum projection of a <b>balcony</b> located on the fifth <b>storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects, and abutting a southerly <b>interior side lot line</b>		5.8 m
4.15.3.24.11	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to the <b>front lot line</b>		7.5 m
4.15.3.24.12	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to the <b>rear lot line</b>		3.0 m
4.15.3.24.13	Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to a Greenlands Zone		2.0 m
4.15.3.24.14	Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to the <b>front lot line</b>		1.1 m
4.15.3.24.15	Minimum <b>aisle</b> width		6.0 m
4.15.3.24.16	Minimum <b>landscaped area</b>		30% of the <b>lot area</b>
4.15.3.24.17	Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b>		3.0 m
4.15.3.24.18	Minimum depth of a <b>landscaped buffer</b> abutting lands with a Greenlands Zone		2.0 m
4.15.3.24.19	Minimum depth of a <b>landscaped buffer</b> abutting a RM5-58 zone		4.0 m
4.15.3.24.20	Maximum parallel length of a <b>driveway</b> and walkway permitted in the required <b>landscaped buffer</b> abutting the <b>rear lot line</b>		30.0 m
4.15.3.24.21	Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area		38%

4.15.3.24	Exception: RA2-24	Map #57	By-law:
4.15.3.24.22 All site development plans shall comply with Schedule RA2-24 of this Exception			
<b>Holding Provision</b>			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA2-24 by further amendment to Map 57 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirement:</p>			
<p>(1) delivery of an executed Development Agreement in a form and on terms satisfactory to The Corporation of the City of Mississauga.</p>			

2. Map Number 57 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 "D" to "H-RA2-24" and "G2", the zoning of Part of Lot 1, Concession 9, New Survey, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA2-24" and "G2" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA2-24" and "G2" zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

<p>Approved by Legal Services <b>City Solicitor</b> City of Mississauga</p>
<p><b>MEM</b></p>
<p>Michal Minkowski</p>
<p>Date: October 3, 2023</p>
<p>File: OZ 22-04 W10</p>

LOT 2,

**3**

G2

CON 9,

G1

71.3

N.S.

17.6

NINTH LINE

LOT 1,

RM6 -  
28

CON 9,

105.1

D

**H-RA2-24**

105.3

**4**

RM5 -  
58

67.6

QUIET CREEK DRIVE

VIOLA DESMOND DRIVE

RM6 - 26

N.S.

H-RM6 -  
26



AREA SUBJECT TO REZONING

**1,2,3,4**

PARKING PRECINCT



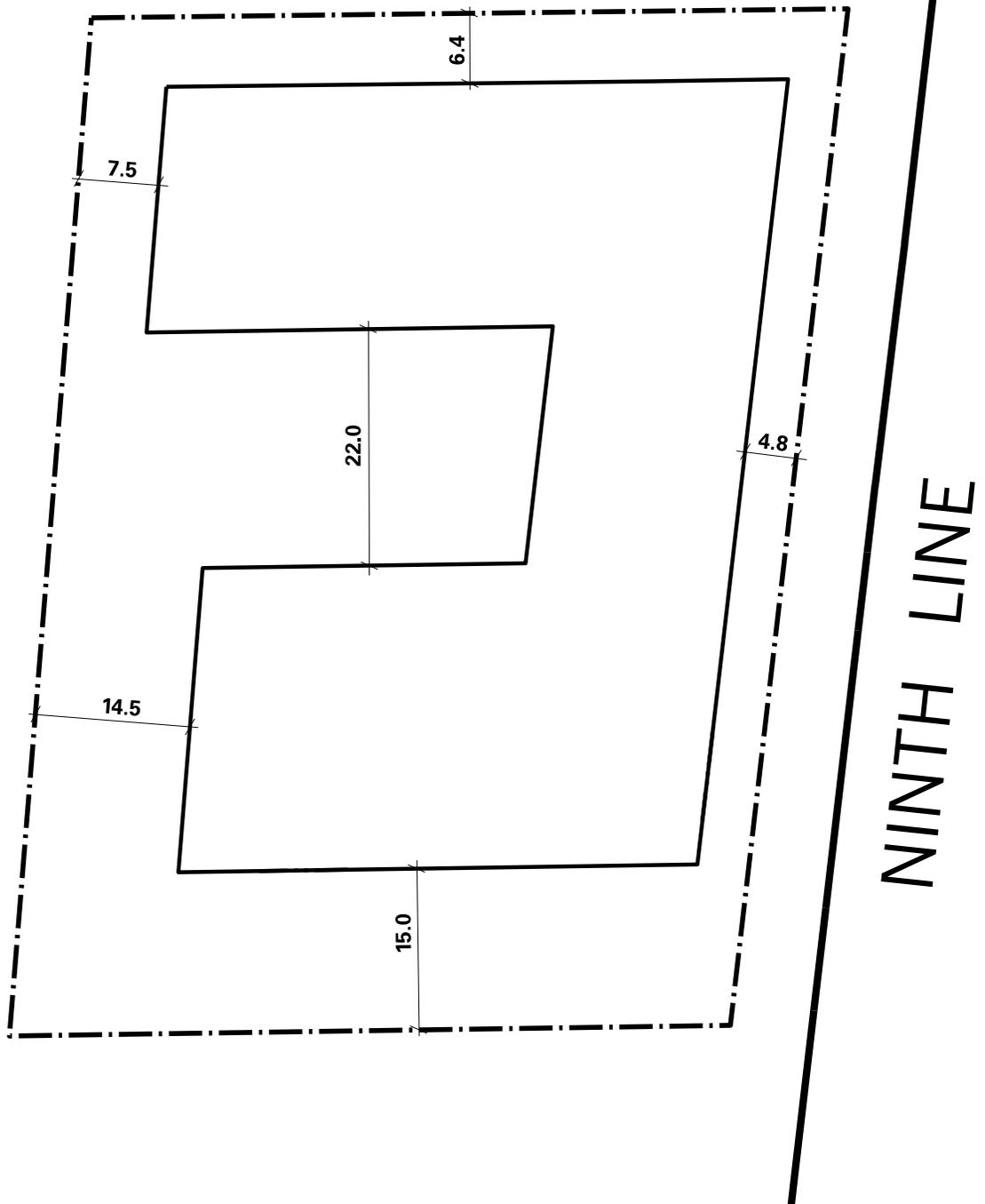
PARKING PRECINCT BOUNDARY

This is not a Plan of Survey. Dimensions shown taken from Survey prepared by J.D. Barnes Ltd. dated July 25, 2022.

**THIS IS SCHEDULE "A" TO**

**BY-LAW \_\_\_\_\_**

**CITY OF MISSISSAUGA**



-  BUILDABLE AREA
-  ZONE BOUNDARY



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

This is not a Plan of Survey.

**THIS IS SCHEDULE "RA2-24"**

**AS ATTACHED TO BY-LAW \_\_\_\_\_**

## **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 a six storey apartment containing 205 dwelling units.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "D" (Development) to "H-RA2-24" (Apartments - Exception with a Holding Provision) and "G2" (Greenlands - Natural Features).

"D" only permits a building or structure legally existing on the date of passing of By-law 0225-2007 and the existing legal use of such building or structure.

Upon removal of the "H" provision, the "RA2-24" zone will permit a six storey apartment with specific regulations for yards, setbacks, and parking.

"G2" permits natural protection area, natural heritage features and areas conservation.

### Location of Lands Affected

North of Viola Desmond Drive, west of Ninth Line, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Matthew Shilton of the City Planning and Building Department at 905-615-3200 ext. 5299.

<http://teamsites.mississauga.ca/sites/18/Bylaws/OZ 22-4 W10.by-law.cm.ms.jmcc.docx>



**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>City Manager's Office Legal Services Division</b>			
<b>Practice Area: Real Estate</b>			
<b>Fee Name</b>	<b>Fee Basis</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
<p>Complex Documents and Agreements including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. Encroachment Agreements</li> <li>2. Easement Agreements</li> <li>3. Shared Facilities Agreements</li> <li>4. Assumption Agreements</li> <li>5. License Agreements</li> <li>6. Agreements of Purchase and Sale</li> <li>7. Reciprocal Agreements</li> <li>8. Land Exchange Agreements</li> <li>9. Lease Agreements</li> <li>10. Management and Operation Agreements</li> <li>11. Memorandum of Agreements/Understanding</li> <li>12. Joint Use Agreements</li> </ol>	<p>Per Document or Agreement depending on time spent as determined by the Legal Counsel</p>	<p>\$7,500.00 to \$25,000.00 plus disbursements</p>	<p>13%</p>
<p>Moderate Complexity Documents and Agreements including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. Encroachment Agreements</li> <li>2. Easement Agreements</li> <li>3. Shared Facilities Agreements</li> <li>4. Assumption Agreements</li> <li>5. License Agreements</li> <li>6. Agreements of Purchase and Sale</li> <li>7. Reciprocal Agreements</li> <li>8. Land Exchange Agreements</li> <li>9. Lease Agreements</li> <li>10. Management and Operation Agreements</li> <li>11. Memorandum of Agreements/Understanding</li> <li>12. Joint Use Agreements</li> <li>13. Consent to Enter</li> <li>14. Amending Agreements</li> </ol>	<p>Per Document or Agreement depending on time spent as determined by the Legal Counsel</p>	<p>\$4,000.00 to \$7,500.00 Plus disbursement</p>	<p>13%</p>

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Fee Name	Fee Basis	2023 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
Routine Documents and Agreements including, but not limited to: <ol style="list-style-type: none"> <li>1. Encroachment Agreements</li> <li>2. Easement Agreements</li> <li>3. Assumption Agreements</li> <li>4. License Agreements</li> <li>5. Agreements of Purchase and Sale</li> <li>6. Reciprocal Agreements</li> <li>7. Amending Agreements</li> <li>8. Renewal Agreements</li> <li>9. Extension Agreements</li> <li>10. Releases</li> <li>11. Waivers</li> <li>12. Notices</li> <li>13. Consent to Enter</li> <li>14. Authorization Letters</li> <li>15. Letter of Intent</li> <li>16. Miscellaneous Letters</li> </ol>	Per Document or Agreement depending on time spent as determined by the Legal Counsel	\$250 to \$4,000.00 plus disbursements	13%
Responses to inquiries from Law Firms or members of the public, including but not limited to: <ol style="list-style-type: none"> <li>1. Third party real estate transaction inquiries;</li> <li>2. Miscellaneous title matters or opinions</li> </ol>	For each request per address or per tax roll number involved	\$150.00 to \$500.00 plus disbursements	13%
Release and Abandonment of Easement <ol style="list-style-type: none"> <li>1. Where the other party has an easement over City lands (City's request to remove easement); or</li> <li>2. Where the City has an easement over the other party's lands (other party's request to remove easement)</li> </ol>	Per easement	\$0  \$300.00 - \$500.00 plus disbursements	13%
Encroachment Agreement Registration or discharge	Per Agreement	\$270.00 plus disbursement	13%
Registration and/or discharge of miscellaneous Notices and Documents other than encroachment agreements	Per Document	\$270.00 plus disbursement	13%

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Fee Name	Fee Basis	2023 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
Agreements prepared for Registered Community Groups in accordance with our Policy then in effect as determined by the Commissioner of Community Services.	Per Agreement	\$250.00 - \$500.00 plus disbursements	13%
Agreements with the Region of Peel.	Per Agreement	Reciprocal Policy of not charging fees	HST Exempt
<b>Practice Area: Planning &amp; Development or General Municipal</b>			
<p>Complex Documents and Agreements including requirements for site specific special clauses, as follows:</p> <ul style="list-style-type: none"> <li>- Preparation, negotiation, review and registration of complex documents/agreements (i.e. nonstandard or requiring site specific and/or special clauses), including, but not limited to the following:            Acknowledgement Agreements,            Subdivision Agreements,            Development Agreements, Site Development Plan Agreements, Structural Support Agreements,            Joint Utility Corridor Agreements,            Encroachment Agreements, Easement Agreements,            Assumption Agreements, Future Mutual Access Agreements, Section 37 Planning Act Agreements, Licensing Agreements, Reciprocal Agreements, Pre-dedication Land Agreements, Common Elements/Vacant Land Servicing Agreements, Conditional Building Permit Agreements, Section 45 Planning, etcetera</li> </ul>	Per Document or Agreement Depending on the Complexity and time spent as determined by the City Solicitor, Legal Services	\$7,903.00 to \$23,184.00 plus disbursements	13%

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Fee Name</b>	<b>Fee Basis</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Plans of Subdivision and Condominium Applications  - Review, preparation & registration of standard compliance documents	Per M Plan or Condominium Plan	\$4,922.00 plus disbursements	13%
Amendments to Subdivision and Condominium Agreements  - Preparation, review and registration of documents	Per Document	\$1,473.00 plus disbursements	13%
Site Development Plan Agreement  - Preparation, review and registration of documents	Per Document	\$2,009.00 plus disbursements	13%
Amendments to Site Plan Agreements  - Preparation, review and registration of documents	Per Document	\$1,473.00 plus disbursements	13%
Exemption from Part Lot Control  - Review, preparation and registration of Exemption By-Law and supporting documents	Per Document	\$927.00 plus disbursements	13%
Lifting .3 meter Reserves  - Review, preparation and registration of By-law	Per Document	\$927.00 plus disbursements	13%
Payment in Lieu of Off-street Parking PIL Agreements  - Review and registration of documents	Per Document	\$905.00 plus disbursements	13%

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Fee Name	Fee Basis	2023 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
<p>Applications for Site Plan and Rezoning</p> <ul style="list-style-type: none"> <li>- Review and registration of documents satisfying land conditions identified in Application including, but not limited to, Transfers for Road Widening and/or Sight Triangles, Transfers of Easements, Save Harmless Agreements, Warning Clause Agreements, Future Mutual Access Agreements, Acknowledgement Agreements, Common Element or Vacant Land Condominium Servicing Agreements, Pedestrian Walkway Easements, etcetera</li> <li>- Review and registration of Development Agreements arising from rezoning applications including "H" designations</li> </ul>	<p>Per Document or Agreement Depending on the Complexity and time spent as determined by the City Solicitor, Legal Services</p>	<p>\$1,030.00 to \$5,227.00 plus disbursements</p>	<p>13%</p>
<p>Encroachment Agreements prepared by Legal Services Staff</p> <ul style="list-style-type: none"> <li>- Preparation, review and registration of a Canopy Encroachment Agreement; Shoring &amp; Tieback Encroachment Agreement</li> </ul>	<p>Per Agreement</p>	<p>\$1,030.00 plus disbursements</p>	<p>13%</p>
<p>Development Charge Deferral or Credit Agreement</p> <ul style="list-style-type: none"> <li>- Preparation, review and registration of Agreement</li> </ul>	<p>Per Agreement</p>	<p>\$1,030.00 plus disbursements</p>	<p>13%</p>
<p>Limiting Distance and Spatial Separation Agreements and Pedestrian Walkway Easements</p> <ul style="list-style-type: none"> <li>- Preparation, review and registration of template Agreement</li> </ul>	<p>Per Agreement</p>	<p>\$1,473.00 plus disbursements</p>	<p>13%</p>

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Fee Name	Fee Basis	2023 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
<p>Routine Documents and Agreements</p> <ul style="list-style-type: none"> <li>- Preparation, negotiation, review and/or registration of documents or agreements including but not limited to the following: Private Fire Hydrant Agreements, Off Site Parking Agreements, Save Harmless Agreements, Warning Clause Agreements, Section 37 Planning Act Agreements, Assignment Agreements, Status (Estoppel) Certificates, Easements, Amending Agreements, Municipal Obligations Agreement, etcetera</li> </ul>	<p>Per Document or Agreement depending on the complexity or time spent as determined by the City Solicitor, Legal Services</p>	<p>\$1,030.00 to \$3,381.00 plus disbursements</p>	<p>13%</p>
<p>Official Documents or Statutory Requirement Documents</p> <ul style="list-style-type: none"> <li>- Obtaining, but not limited to, Articles of Incorporation, Articles of Amalgamation, Partnership Certificate, Limited Partnership Certificate; Letters Patent, Court Orders etcetera</li> </ul>	<p>Per Document</p>	<p>\$185.00 plus disbursements</p>	<p>13%</p>
<p>Committee of Adjustment</p> <ul style="list-style-type: none"> <li>- Review and registration of documents to satisfy Committee conditions including, but not limited to, Transfers for Road Widening and/or Sight Triangles, Transfers of Easements, Save Harmless Agreements, Warning Clause Agreements, Future Mutual Access Agreements, Off Site Parking Agreements, Section 45 Planning Act agreements, Section 53 Planning Act agreements, etcetera</li> </ul>	<p>Per Adjustment</p>	<p>\$1,030.00 plus disbursements</p>	<p>13%</p>

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Fee Name	Fee Basis	2023 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
Property Standards Orders  - Review, preparation and registration of Property Standards Orders	Per Order	\$173.00 plus disbursements	13%
Property Standards Orders  - Review, preparation and registration of removal of registered Property Standards Orders	Per Order	\$173.00 plus disbursements	13%
Requests for Non-Party Production of City Documents (including Orders under Court or Tribunal Rules)	Per Response up to 30 pages, thereafter Per Page of Record Reviewed	\$289.00 plus disbursements for first 30 pages reviewed and produced, plus \$0.25 per page thereafter	13%
Electronic Documents (CD-ROM or Flash Drive)	Per CD/Flash Drive	\$23.00	13%
Insurance and Claims  - Administrative Service Charge (overhead) on all claims recoveries from 3rd parties above actual cost of damage (e.g. damages within road allowance caused by third party)		10% of City paid invoice	HST Exempt

**APPENDIX 1**

**Schedule “A”  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Photocopies	Per Page	\$0.50	13%
Locating/ Researching/ Preparing Documents	Per hour minimum charge of 15 minutes	\$30.00	13%

<b>Corporate Services Legislative Services</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Assessment Roll Information	Per Roll Number	\$10.25	HST Exempt
Assess View Copy	Per Page	\$1.00	HST Exempt
Assess Roll Copy	Per Page	\$1.00	HST Exempt
Appeal of Ban from City Facilities	Per Appeal	\$100.00	HST Exempt
Ontario Land Tribunal Appeal	Per Person per Appeal (and/or per Application Type if applicable)	\$310.00	HST Exempt
Burial Permit (base fee)	Per Permit	\$56.50	HST Exempt
Burial Permit (Weekend/Stat Holidays surcharge)	In addition to Base Fee	\$25.75	HST Exempt
Certification of Document	\$15 for first page per document, plus \$1 for each subsequent page	\$15.50 for first page per document, plus \$1 for each subsequent page	HST Exempt
Copies of By-laws	Per Page	\$1.00	13%
Copy of meeting video (memory stick)	Per Video Segment	\$22.50	13%
Liquor Licence Board Information Letter	Per Letter	\$26.75	13%
Marriage Civil Ceremony	Per Ceremony	\$335.00	13%
Marriage Civil Ceremony Cancellation Fee (applicable after consultation has occurred)	Per Cancellation	\$100.00	13%
Marriage Licence	Per Licence	\$154.50	HST Exempt
Provincial Offences Act – Certified Copy excluding Court transcripts	Per Page	\$4.00	HST Exempt

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Legislative Services</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Provincial Offences Act – photocopies of all documents excluding Court transcripts	Per Page	\$1.00	HST Exempt
Provincial Offences Act – CD of Court Proceedings	Per CD	\$22.00	HST Exempt
Provincial Offence Act - CD of Court Proceedings Additional Trial Dates	Per CD	\$10.00	HST Exempt
Ownership Letter (excluding Senior Citizens)	Per Letter	\$12.25	HST Exempt
Municipal Significance Letter	Per Letter	\$75.00	13%
Commissioner of Oaths	Per Document	\$36.00	13%
POS Service Fee*	Per Ticket	\$5.00	HST Exempt
This fee will be charged to a defendant who a non-resident of Mississauga is paying a non-Mississauga POA Ticket using a credit card.			

<b>Corporate Services Facilities and Property Management</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Mississauga Celebration Square - FPM Maintenance Labour (mandatory) - hourly, (1) one Building Service Technician	Per Hour	\$71.62	13%
Mississauga Celebration Square - FPM Maintenance Labour (mandatory) - hourly, (1) one Custodian	Per Hour	\$38.88	13%
<b>MEETING ROOM RENTALS</b>			
<b>Meeting Rooms - Affiliated Groups</b>			
Great Hall/Civic Centre Council Chamber (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$44.39	13%
Civic Centre Committee Rooms A - E (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$27.13	13%
Civic Centre Council Chamber Foyer (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$83.96	13%
Civic Centre Hearing Room (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$41.32	13%

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Facilities and Property Management</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Civic Centre Chapel (1/2 hour minimum)	Per hour / 3 hour minimum	\$85.22	13%
Noel Ryan Auditorium - Weekdays: per hour/3 hour minimum	Per hour / 3 hour minimum	\$77.48	13%
Noel Ryan Auditorium - Weekends: per hour/3 hour minimum	Per hour / 3 hour minimum	\$91.70	13%
Great Hall-Flat Rate Facility Rental Fee- Affiliated, Not For Profit Displays and Exhibits	Per Week	\$317.70	13%
Civic Space Required for Federal/Provincial Government (and their respective government agencies and arm's length agencies) Announcements	Per Reservation	\$0.00	13%
<b>Meeting Room - Community Groups</b>			
Great Hall/Civic Centre Council Chamber (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$50.57	13%
Civic Centre Committee Rooms A - E (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$34.88	13%
Civic Centre Council Chamber Foyer (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$83.96	13%
Civic Centre Hearing Room (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$50.37	13%
Civic Centre Chapel (1/2 hour minimum)	Per Hour/ 1/2 hour Minimum	\$85.22	13%
Noel Ryan Auditorium - Weekdays: per hour/ 3 hour minimum	Per hour / 3 hour minimum	\$95.59	13%
Noel Ryan Auditorium - Weekends: per hour/ 3 hour minimum	Per hour / 3 hour minimum	\$116.21	13%
<b>Meeting Rooms - Residents</b>			
Great Hall/Civic Centre Council Chamber (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$67.42	13%
Civic Centre Committee Rooms A - E (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$38.74	13%
Civic Centre Council Chamber Foyer (per hour/3 hour minimum)	Per hour / hour minimum	\$83.96	13%
Civic Centre Hearing Room (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$61.99	13%

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Facilities and Property Management</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Civic Centre Chapel /Jubilee Gardens (1/2 hour rate)	Per Hour/ 1/2 hour Minimum	\$85.22	13%
Civic Centre Jubilee Gardens Wedding Photo (1.5 hours)	Per 1.5 hours	\$116.21	13%
Noel Ryan Auditorium - Weekdays: per hour/3 hour minimum	Per hour / 3 hour minimum	\$1116.21	13%
Noel Ryan Auditorium - Weekends/Holidays: per hour/3 hour minimum	Per hour / 3 hour minimum	\$138.18	13%
Library Display Case/Wall Display (monthly rate)	Monthly	\$95.77	13%
<b>Meeting Rooms - Commercial Use</b>			
Great Hall/Civic Centre Council Chamber (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$84.46	13%
Meeting Room Category D	Per hour / 3 hour minimum	\$99.09	13%
Meeting Room Category L	Per hour / 3 hour minimum	\$29.21	13%
Civic Centre Committee Rooms A - E (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$51.84	13%
Civic Centre Council Chamber Foyer (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$86.42	13%
Civic Centre Hearing Room (per hour/3 hour minimum)	Per hour / 3 hour minimum	\$85.10	13%
Chapel -1/2 hour rate	Per hour / 3 hour minimum	\$87.74	13%
Noel Ryan Auditorium -Weekdays: per hour/3 hour minimum	Per hour / 3 hour minimum	\$159.51	13%
Noel Ryan Auditorium - Weekends/Holidays: per hour/3 hour minimum	Per hour / 3 hour minimum	\$190.09	13%

**Note:**

**Meeting Rooms – City Staff:**

City Staff can receive free facility space for City business except when the booking is done on behalf of another group, the booking is requested at a community hall/banquet facility or the booking is for a staff retirement.

**Meeting Rooms – Mayor Council:**

When using the Great Hall/Civic Centre Council Chamber, Mayor and Council will be charged the Affiliated Group rate.

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Realty</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Nominal Sum Real Estate Agreement Transaction Fee (Non-Profit Groups are exempt from this fee)	Per File	\$2,222.00	13%
Fees for Compliance Letters to confirm that Title matters including Expropriations, Easement Documents or Encroachment Agreements remain in good standing and in compliance with the terms therein	Per Municipal Address	\$127.00	13%
Encroachment Agreement Application Fee (Non-Refundable)	Per Agreement	\$640.00	13%

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Finance - Revenue and Taxation</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Tax Receipt	Per Year	\$25.00	HST Exempt
Local Improvement Details	Per Tax Account	\$25.00	HST Exempt
Photocopy of Processed Cheque	Per Cheque	\$10.00	13%
Tax levy and payments information (prior years)	Per Year	\$50.00	HST Exempt
Duplicate Tax Bill	Per Bill	\$25.00	HST Exempt
Tax Statement	Per Statement	\$25.00	HST Exempt
Tax Adjustment Application, except 357(1) (d.1)	Per Application	\$30.00	HST Exempt
Cheque Retrieval Fee	Per Cheque	\$20.00	13%
Payment Redistribution Fee	Per Request	\$40.00	13%
Refund Request Fee	Per Request	\$30.00	13%
Returned Payment Fees	Per Payment	\$40.00	13%
<b>Tax Certificate:</b>			
Web electronic	Per Certificate	\$55.00	HST Exempt
Mail or expedited	Per Certificate	\$80.00	HST Exempt
Search (Title or Corporate)	Per Search	\$125.00	HST Exempt
On-line Simplified Tax Receipt	Per Receipt	\$0.00	HST Exempt
Bailiff Assignment Fee	Per year assigned	\$50.00	HST Exempt
Notice of Impending Registration	Per Notice	\$50.00	HST Exempt
Mortgage Company Administration Fee	Per Account, Per Interim and Final Bill	\$11.00	13%
Tax Sale Registration	Per Registration	\$1,100.00	HST Exempt
Tax Sale Final Notice	Per Notice	\$1,900.00	HST Exempt

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

Tax Sale of Property	Per Sale plus actual advertising costs	\$7,800.00 plus actual incurred advertising costs	HST Exempt
Tax Sale Extension Agreement	Per Extension	\$1,100.00	HST Exempt
Notice to Interested Parties Fee	Per Notice	\$30.00	HST Exempt
Ownership Change Fee	Per Ownership Change	\$40.00	HST Exempt
Addition to Tax Roll	Per Item Added	\$50.00	HST Exempt
New Account Administration Fee	Per Account	\$60.00	HST Exempt
Reminder Fee	Per Notice	\$9.00	HST Exempt
Final Notice Fee	Per Notice	\$20.00	HST Exempt
Defaulted POA Fines - Administration Fee	Per Fine	\$30.00	HST Exempt

<b>Corporate Services Human Resources</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Applicant's Testing Fee - Transit Operators, per applicant	Per Applicant	\$30.00	13%

<b>Corporate Services Information Technology</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
<b>Audio Visual Technician Rates</b>			
Weekdays, per hour (min. 3 hrs.)	Per Hour	\$59.00	13%
After hours, per hour (min. 3 hrs.)	Per Hour	\$85.00	13%
Weekends, per hour (min. 3 hrs.)	Per Hour	\$85.00	13%
Overhead, per day	Per Day	\$40.00	13%
Tripod Screen, per day	Per Day	\$25.00	13%
TV/DVD (on a cart), per day	Per Day	\$80.00	13%
Noel Ryan Auditorium Sound System, per day	Per Day	\$60.00	13%

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**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Corporate Services Information Technology - Geospatial Solutions</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
<p>Change of Municipal Address Requests By Owner</p> <p>Note: The Commissioner of Corporate Services and/or their designate, has the authority to waive, reduce or otherwise vary the fee for Change of Address Requests, if, in their view, the change is required for reasons other than convenience, such as safety, duplication or confusion.</p>	Per Address	\$774.52	13%
<p>Change of Municipal Address Request</p> <p>(a) Condominium or property with 2-10 units</p> <p>(b) Condominium or property with 11-50 units</p> <p>(b) Condominium or property with 51+ units</p>	Per Parcel	\$137.42	13%
	Per Parcel	\$211.33	
	Per Parcel	\$357.33	
<p>Assignment of new Municipal Address(es)</p> <ul style="list-style-type: none"> <li>- Where and existing property is developed from a municipal address to a higher density where the existing address does not meet the address density required by the new development.</li> <li>- Where a group of existing properties are redeveloped into a higher density where the existing municipal addresses do not meet the address density required by the new development.</li> <li>- Increased unit density through building permits where a commercial, industrial or condominium increases the number of discreet units within a current structure and the operating entities wish or use a discreet new unit or suite number</li> </ul>	Per Address or Unit Assigned	\$74.95	13%

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<b>Corporate Services Information Technology - Geospatial Solutions</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
<b>Lifting of 0.3m Reserve</b> Note: Additional charges apply: please see the list of Legal Services Fees in Schedule "A" to the City's General Fees and Charges By-law	Per Property	\$715.18	13%
Survey Field Notes - Copies Charge to copy and e-mail relevant survey field notes	Per Location	\$106.18	13%
Survey Field Notes - Search Request Charge for request to search City field notes for relevant legal surveys	Per Search	\$153.85	13%
Two Person Field Crew /hr	Per Hour	\$184.26	13%
CAD Technician /hr	Per Hour	\$97.86	13%
Ontario Land Surveyor (Technical) /hr	Per Hour	\$119.20	13%
Ontario Land Surveyor (Project Manager)	Per Hour	\$184.26	13%
AOLS Plan Submission Form	Per Form	\$18.74	13%
Compliance Letters/Report (No Inspection Required)	Per Report	\$162.40	13%
Compliance Letters/Report (Inspection Required)	Per Report	\$260.26	13%
Preparation of Corporate Report	Per Report	\$162.40	13%
Replace Survey Control Monument, per monument	Per Monument	\$5,309.23	13%
<b>Digital Data Products and Services</b>			
Minimum Charge apply for all listed services where products or services are charged by area or hourly rates:		\$106.67	13%
D14 - Engineering Drawings (Raster - per file)	Per File	\$38.46	13%

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General Fees and Charges**

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<b>Corporate Services Information Technology - Geospatial Solutions</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
D17 - Custom Data Extraction/Conversion or Processing (Service - per hr)	Per Hour	\$106.67	13%
<b>Paper Based Map Products and Services</b>			
P05 – Street Guide Book	Each	\$16.15	13%
P14 – Storm Sewer Book (B&W)	Each	\$90.77	13%

<b>Planning &amp; Building Economic Development</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Business Consultation	Per Consultation	Free	HST Exempt
Seminars & Events	Per Seminar or Event	\$25.00 to \$120.00	13%
Business Training Courses	Per Course	\$25.00 to \$120.00	13%
Membership for IDEA Square One Innovation Hub	Per Month	\$150.00	13%
Dedicated Desk for IDEA Square One Innovation Hub	Per Month	\$350.00	13%
Dedicated Office for IDEA Square One Innovation Hub	Per Month	\$550.00	13%
Drop in Fee IDEA Square Once Innovation Hub	Per Day	\$25.00	13%

<b>Planning &amp; Building Building</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
LLBO Clearance Letters	Per Letter	\$200.00	HST Exempt
Day Care and Inspection Clearance Letters	Per Letter	\$200.00	HST Exempt
Building Division Information or Clearance Letters	Per Letter	\$100.00	HST Exempt

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<b>Planning &amp; Building Building</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Zoning Letters	Per Letter	\$236.05	HST Exempt
Pre-application Zoning and Applicable Law Review Applications	Per Application	\$500.00	HST Exempt
<b>Site Permits:</b>			
Permanent Signs: Ground Signs Fascia Signs Billboard Signs		Minimum application fee of \$110.00 and \$55.00 per sign in excess of 2 signs	HST Exempt
Portable Signs on Private Property: Counter Service	Per Sign	\$120.00	HST Exempt
Online Service	Per Sign	\$110.00	HST Exempt
Portable Signs on City Road Allowance: Counter Service	Per Sign	\$120.00	HST Exempt
Online Service	Per Sign	\$110.00	HST Exempt
Portable Signs for Festivals	Per Ward within which any signs are located per Festival event	\$120.00	HST Exempt
New Development Home Signs	Per Sign per Calendar year	\$120.00	HST Exempt
Sidewalk Signs	Per Sign per Calendar year	\$120.00	HST Exempt
Inflatable Signs	Per Sign	\$120.00	HST Exempt
<b>Sign Variances:</b>			
Application Fee	Per Application	\$1,226.00	HST Exempt
Application Fee for an Existing Sign erected without a permit	Per Application	\$1,500.00	HST Exempt

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General Fees and Charges**

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<b>Planning &amp; Building City Planning Strategies</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
<b>Printed Materials:</b>			
Miscellaneous Policy Planning Studies (prepared in-house)	Per Study	\$50.00	13%
Miscellaneous Policy Planning Studies (prepared by consultants)	Per Study	\$100.00	13%
<b>Other:</b>			
Research undertaken for information not available on standard reports or special study reports	Per Hour	\$100.00 for each hour or part thereof with a minimum fee of \$100.00	13%

<b>Planning &amp; Building Design &amp; Development</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Mailing List Labels of Assessed Property Owners	Per Property	\$1.00 (\$50.00 minimum)	13%
Notice of Telecommunication Antenna Tower Exclusion	Per Notice	\$492.00	HST Exempt
Telecommunication Antenna Tower Application where a Public Information Session is not required	Per Request	\$3,146.00	HST Exempt
Telecommunication Antenna Tower Application where a Public Information Session is required	Per Application	\$4,581.00	HST Exempt
Peer Review Consultant for Telecommunication Antenna Tower Application	Per Consultant	Peer Review Consultant costs up to a maximum of \$4,000.00 plus 15% of costs for administration	13%

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Planning &amp; Building Design &amp; Development</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Advertising Fee	Per Advertisement	Minimum charge of \$2,000.00. If costs exceed \$2,000.00, balance to be paid prior the report being considered by Council	13%
Compliance Letters – Work Orders	Per Municipal Address	\$107.00	HST Exempt
Compliance Letters – Work Orders: Additional fee for information provided subsequent to the initial request	Per Municipal Address	\$54.00	HST Exempt
Compliance Letters – Agreement Release	Per Release	\$161.00	HST Exempt
Compliance Letters – Agreement Compliance	Per Municipal Address	\$161.00	HST Exempt
Compliance Letters – Agreement Compliance (Rush Service)	Per Municipal Address	\$269.00	HST Exempt
Public Meeting Notice Fee	Per Notice	Fee to cover costs associated with providing public meeting notice by mail to be payable at the time of the notice, including those applications where 9 months has lapsed from the time of the formal public meeting and the final Supplementary Report, requiring additional notification to be given	
Fee for Notice of Complete Application	Per Notice	Fee to cover costs associated with providing notice of receipt of complete applications by mail to the public, to be payable at the time of the notice	

**APPENDIX 1**

**Schedule "A"  
General Fees and Charges**

**Effective Date: January 1, 2023**

<b>Planning &amp; Building Design &amp; Development</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Portable Sign for Public Meeting Advertising for Official Plan Amendment, Rezoning and Plan of Subdivision Applications	Per Sign	\$200.00	13%
<b>Zoning By-law Official Plan:</b>			
Mississauga Official Plan (Principal Document)	Per Plan	\$400.00	HST Exempt

<b>Transportation and Infrastructure Planning Roads, Storm Drainage and Watercourses</b>			
<b>Fee Name</b>	<b>Unit</b>	<b>2023 Fee (Excluding HST)</b>	<b>Applicable Taxes (HST 13% or HST Exempt)</b>
Peer Review Consultant for specific review of studies and reports beyond the expertise of the City	Per Review	Up to a maximum of \$25,000.00 plus 15% of costs for administration	13%
Review of technical reports & plans, associated research, and negotiation of agreements not covered by the Planning Act Processing Fees	Per Hour	\$100.00 for each hour or part thereof with a minimum fee of \$100.00	13%

A By-law to remove lands located at  
 5150 Ninth Line  
 from part-lot control.  
 Mattamy (5150 Ninth Line) Limited  
 West of Ninth Line, north and west of  
 Viola Desmond Drive  
 Ward 10

WHEREAS, pursuant to subsection 50(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, a municipality may enact a by-law to remove lands from part-lot control;

AND WHEREAS the nature of the part-lot control exemption request meets the criteria of The Corporation of the City of Mississauga in that the exemption from part-lot control will facilitate the development of townhouses:

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

1. Subsection 50(5) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, does not apply to the following parcels of land:

Block 1, Plan 20M-1249, designated as parts 1 to 128, both inclusive on Plan 20R-22530, in the City of Mississauga, in the Regional Municipality of Peel.

2. Pursuant to subsection 50(7.3) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this By-law shall expire on the day which is the day before the third anniversary of its enactment unless it shall have prior to that date been repealed or extended by the Council of The Corporation of the City of Mississauga.
3. This By-law shall not become effective until a certified copy or duplicate of the By-law has been registered in the proper land registry office.

ENACTED AND PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2023

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: September 19, 2023
File: PLC 23-7 W10

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CLERK